

AN EARLY HISTORY OF JUNCTION CITY, KANSAS:

THE FIRST GENERATION

by

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INTRODUCTION

The history of Junction City, Kansas, is more than merely that of an Army town, although the Junction City-Fort Riley connection has existed from the days of the first settlers. As a frontier town, Junction City knew the colorful days of the Old West. It was even a cow town for one year and had a city marshal who, although not as colorful and well known as "Wild Bill" Hickok, proved more durable and served in that capacity for more than thirty years. There is even evidence that "Wild Bill" helped to clean up Junction City. The relationship between Junction City and Fort Riley is very close and in some cases it is virtually impossible to separate their history. In this respect this thesis deals basically with the history of Junction City, although frequent references to Fort Riley are made when the connection is inseparable. The same statement would apply to Geary (Davis) County history.

My thesis as proposed in this study is: Junction City had the natural advantages to become a Kansas metropolis, but, due to a combination of events and circumstances, it never quite capitalized on these assets nor did it reach the lofty position early settlers predicted for it. I will attempt to advance this thesis by discussing these advantages in conjunction with the story of Junction City's early history. From the present point of view, we can see that Junction City perhaps has fulfilled much of its early promise, although seventy-five years late. The foresight of some of Junction City's pioneer evangelists has become rather evident.

Junction City may yet reach and exceed the position predicted a century ago. Albeit tardy and by different means.

In making a study of Junction City's early history, I had intended to present a well-rounded, factual history of the first quarter-century. There seemed to be a real need for such a study since this material had never been compiled in a single volume. Rosters of city and county officials had never been prepared. I also found a number of interesting facts and events which had been lost sight of in later years. In adjusting the use of this data to make it consistent with a policy of showing a trend, I have had to eliminate some rather interesting events, examples of human frailties, and anecdotal material, which had little or no bearing on this thesis. I was encouraged in the writing of this thesis by a number of local citizens who assisted me and expressed a desire to read the finished product. If they do not find in this thesis what they expected, I offer my apology.

The names applied to towns, rivers, counties, and organizations covered in this thesis will be those used during the period treated in this history. Proper nouns also fall in this classification. The Smoky Hill, Republican, and Kansas Rivers will be referred to under those designations. During the early exploration of this area the Kansas River was often referred to as the Kaw River, and the Smoky Hill River and the Republican River were designated as the Smoky Hill Branch and the Republican Branch of the Kansas River. For the sake of convenience and consistency, these rivers will be referred to by their present designation.

In some instances the spelling and style of the period have been preserved, along with the vernacular, to make accounts more vivid and meaningful.

In compiling this history, I found varied spellings given to many proper names. Where the information was available, in the case of conflict, the spelling indicated in census reports was used. When these reports shed no light on an individual, the spelling used is that appearing most frequently in references. In some cases it has been possible to corroborate spellings with descendants. Initials, so popularly used during this period, were often interchanged, and, in many cases, unusual handwriting, faded ink, and tattered paper made reading rather difficult. The same individual might appear in print with only an initial affixed to his surname, later with a title as a prefix. In most cases it has been possible to clarify these names. In some cases where it seemed impossible to decide on the spelling of a name, both spellings are given in the first mention of that person.

In covering this period of history and this type of subject matter, it is sometimes difficult to separate fact from fiction. Interviewing people of advanced age often revealed interesting stories, but more often than not resulted in conflicting information. Much of what these people reported had been told to them many years ago. Much of the written material had been prepared by writers years after the events and, in retrospect, they were inclined, perhaps, to describe things as they thought they should have been. Apparent errors were found in printed words, many of

which had been made in the original work and perpetuated by copying them in future publications. Wide use of newspaper accounts of this period has revealed many typographical errors, with, no doubt, a far greater number unrevealed.

In compiling material for this thesis, I have devoted the better part of four summers and have spent literally hundreds of hours perusing documents, newspapers, pamphlets, books, correspondence, maps, census reports, journals, and various public records in addition to interviewing descendants of early settlers. By far the most prolific source of materials has been the volumes of the Junction City Union. James Humphrey indicated the value of this newspaper in an address before the Kansas State Historical Society, June 15, 1889, when he stated: "The history of Junction City is recorded in twenty-odd volumes of the Junction City Union, and can not be compressed within the limits of a few pages. No history of the town can be written without making distinguishing note of the Union." The editor of the Union during most of the period covered in this thesis was George Washington Martin. Martin considered himself the spokesman for Junction City and at times he was a lonely "voice crying in the wilderness." In his own words he was "the sole oracle of the town for many years." He had a product to sell; it was not a newspaper, it was Junction City. Martin's enthusiasm for Junction City was soon the cause of many an editorial smile throughout Kansas, however, not even early-day Kansas editors could ignore Martin's sincerity. One of these editors, Daniel W. Wilder, of the Leavenworth Conservative,

wrote of Martin in 1864: "The editor of the Junction City Union believes that when God made things He put one point of the compass where Junction City now stands and gave it a twirl." Yet, with all his enthusiasm, Martin did not hesitate to point out Junction City's weaknosses and foibles. I have become so impressed with the editor of the Union that I now consider him to be one of the outstanding men in the history of Kansas.

The files and publications of the Kansas State Historical Society have been of immense value. Probably the most valuable as a source of material were the volumes entitled Kansas Historical Collections, which include the early volumes entitled Transactions. Again the hand of George W. Martin is in evidence since he served as secretary of the Kansas State Historical Society for a number of years.

Other useful sources were: Bright, Kansas the First Century; Wilder, The Annals of Kansas; Pride, The History of Fort Riley. Andreas, History of the State of Kansas contains much useful information about Junction City and Davis County. However, the weight of evidence indicated some inaccurate data in these works, with the exception of Bright.

Public documents including: "The Journal of the Davis County Commissioners," "The Report of the County Superintendent," and the "City Commission Minutes" were sources of considerable value and interest.

The writer is indebted to the George Smith Public Library, the Kansas State Historical Library, and the assistance rendered by members of the staffs. Gratefully acknowledged is the contribution of my advisor, Dr. Homer E. Socolofsky, in both time and patience. In addition many local individuals contributed both time and information to this project, and, what was probably more important, expressed an interest in seeing the completion of this work.

CHAPTER I

GARDEN OF EDEN

The most obviously desirable and practical location for a town in this area was the present-day Junction City site. It seems unusual, that, despite the favorable location, Junction City was established four times before it survived and reached maturity.

The site of Junction City is mentioned in various early historical reports. Several early writers concluded that Coronado visited the immediate area. However, the bulk of the evidence examined in a more modern light indicates that Coronado came only as far as Rice and McPherson Counties.¹ Wedel says that Coronado spent nearly a month in what is now McPherson and Rice Counties. His men were favorably impressed with the land but disappointed in not finding treasure and in the Indians, who did not meet their expectations. Coronado's forces left in mid

¹"In my opinion:

1. Coronado's entrada into the province of Quivira probably took place in the present Rice-McPherson county locality.
2. Onate's visit to Quivira sixty years later possibly took place on the Walnut River near present Arkansas City, Kansas.
3. Exact limits of Quivira in Kansas cannot be set up, the heart lay in north and east of Arkansas River and south of Smoky Hill extending to Rice, or possibly Barton county, then south through Harvey, Butler, and Crowley counties to or beyond the Kansas-Oklahoma state boundary."

Waldo R. Wedel, Archaeological Remains in Central Kansas and Their Possible Bearing on the Location of Quivira. p.22.

August.² Bolton described the final stages of the journey north in these words: "He (Coronado) had swung northeastward across Little River, struck the waters of Smoky Hill River, and reached the vicinity of Lindsborg."³

Earlier studies and reports indicated Coronado reached the junction of the Smoky Hill and Republican Rivers. Among these reports are those of General J. H. Simpson,⁴ and J. V. Brower, who in 1895 undertook a project in which he traversed the trail of Coronado by foot.⁵ Brower concluded that Coronado camped on a spot known as Logan's Grove, which was on a farm pre-empted by Captain Robert Henderson, on the south bank of the Smoky Hill River immediately south of Junction City. In 1902, Captain Henderson erected a granite monument for the Quivira Historical Society in the heart of the grove.

Brower, who was president of the Quivira Historical Society, based his conclusions, in part, on artifacts found in the Mill Creek area. When Brower announced his "discoveries", George W. Martin, then secretary of the Kansas State Historical Society, said that for 25 years he had been claiming -- principally on faith -- that Coronado visited the Junction City area.⁶ This serves as an

² Wedel, p.21.

³ Herbert E. Bolton, Coronado on the Turquoise Trail, p.292.

⁴ Junction City Union, April 29, 1955.

⁵ Ibid.

⁶ George W. Martin, "The Territorial and Military Combine at Fort Riley," p.364. Transactions of the Kansas State Historical Society. (Hereafter Transactions will be cited as KSHT.)

example of the efforts of towns to anchor themselves to antiquity by tying their history to Coronado's "mail-tails."

The artifacts found in the Mill Creek area were quite different from the plains type found on the Quivira sites. Paint Creek, a Wichita village, on a branch of the Smoky Hill River near Lindsborg, possibly marked the greatest penetration of the Spaniards in Kansas.⁷ Jones⁸ also stated that Paint Creek was the furthest extent of the expedition, but he also posed an interesting question. The Paint Creek location was about 55 Castilian leagues from the crossing of the Arkansas River; however, if the Spanish maritime league, which was longer, were used in the calculations of the exploring party, the location would be near Junction City.⁹

Bolton accepted the Paint Creek area as the terminus of exploration and pointedly declared that the belief that Coronado explored beyond Quivira, or the present Lindsborg area, was not justified. Coronado had been informed that Harahey lay beyond, and that it was inhabited by people quite similar to those encountered in Quivira, but much more numerous.¹⁰ Coronado's route to Quivira has been fairly well established on the basis

⁷ John D. Bright, Kansas, The First Century, Vol.I, p.8.

⁸ Paul A. Jones, Coronado and Quivira, p.78.

⁹ Ibid., p.81.

¹⁰ Bolton, pp.295-297.

of existing archaeological and documentary evidence.¹¹

The French explorer, Bourgmont, is believed to have visited the Junction City area about 1724.¹² Brevet Captain John C. Fremont and his expedition camped and made observations one-half mile above the mouth of the Smoky Hill River, June 10, 1843.¹³

The site of Junction City was used by the Indians as a meeting place before the advent of the white man. Wedel gives an indication of this in his An Introduction to Kansas Archaeology: "The Lewis and Clark map . . . indicates an 'Old Konza Vill' on a narrow neck of land between the Republican and Kansas Rivers immediately above their junction. So far as I am aware this village has never been located."¹⁴

Evidence of an early Indian culture in the immediate area is also reported by Wedel: "Parker reported briefly on burial mounds on the Republican River bluffs 3½ miles northwest of Junction City, where fire-blackened bones and stones, along with pottery, beads, and other artifacts, were found."¹⁵

Settlement of the Junction City area may date from 1852 when Colonel T. T. Fauntleroy of the First Dragoon recommended the establishment of a military outpost on a permanent nature at, or

¹¹ William Frank Zornow, Kansas, A History of the Jayhawk State, p.23.

¹² Bright, Vol.I, pp.26-27.

¹³ John C. Fremont, Report of the Exploring Expedition to the Rocky Mountains, pp.341-342.

¹⁴ Waldo R. Wedel, An Introduction to Kansas Archaeology, p.52.

¹⁵ Ibid., p.86.

near, the mouth of the Republican and Smoky Hill Rivers. As a result of Colonel Fauntleroy's report, Captain Charles S. Lovell with companies B., F., and H., Sixth Infantry of Fort Leavenworth, arrived on the site of the present-day Fort Riley and established a post in accordance with an order issued March 30, 1853 by headquarters of the Sixth Military Department, Jefferson Barracks, Missouri. The post was called Camp Center in the beginning because it was known to be near the geographical center of the United States. However, on June 27, 1853, it was renamed Fort Riley in honor of Major General Bennett Riley.¹⁶

The desirability of the Junction City site increased with the establishment of Fort Riley and the report carried back East by those who had visited the area. Early explorers in the vicinity had concluded that the confluence of the Republican and Smoky Hill Rivers was the head of navigation on the Kansas River. A town at the upper end on the navigable waters of the Kansas River was most desirable for the purpose of creating a source of supply for settlers on the western plains. The location was also desirable because of the potential water power for milling and other industrial uses, and for the fertile farm lands in the nearby valleys.

Although there are recorded arrivals of steamboats in the first years of Junction City's history, more often than not, steamboats failed to navigate the headwaters of the Kansas River. The navigability of the Kansas River was a live issue for several years, principally because of freight rates. The railroad charter

¹⁶Junction City Union, June 24, 1953.

craze and the prospect that every town would have a railroad, temporarily took the public's mind off efforts to improve river navigation. Then the railroad interests used their influence to have the legislature pass an act declaring the Kansas River and its tributaries unnavigable.¹⁷ The United States government has jurisdiction over the navigability of rivers and, as a result, this act was never upheld by the courts. However, from a practical standpoint, dams were constructed and bridges erected, thus effectively blocking further attempts at navigation. An effort was made in 1879 to obtain an appropriation from the federal government to open the Kansas River to navigation. A report was prepared by J. D. McKown, assistant engineer, United States Army, listing costs for clearing the channel and constructing dams to raise the water level. The estimated cost was \$450,000, but the report made no estimate of the cost of a canal and lock around the Lawrence dam nor the cost of replacing existing bridges. In closing his report, McKown said, in part, "The opening of the

17 "An Act declaring the Kansas, Republican, Smoky Hill, Solomon and Big Blue Rivers not navigable, and authorizing the bridging of the same:

Be it enacted by the Legislature of the State of Kansas:
 Section 1. That the Kansas, Republican, Smoky Hill, Solomon and Big Blue Rivers, within the limits of the state of Kansas, are hereby declared not navigable streams or rivers.
 Section 2. Any railroad or bridge company having a charter under any general or special law of the state of Kansas shall have the same right to bridge or dam said rivers as they would have if they never had been declared navigable streams.
 Section 3. All acts and parts of acts in conflict with this act are hereby repealed.
 Approved February 25, 1864."
 Kansas. Laws. The Laws of the State of Kansas, 1864. p.180.

Kansas River to navigation would be of the greatest benefit to the people of that part of the state through which it flows, and I would respectfully suggest that an appropriation for that purpose be recommended."¹⁸

Although the navigation of the Kansas River remained a political issue for several years, John J. Ingalls effectively wrote the obituary of the navigation of the Kansas River and its tributaries with this description in 1872. "These streams may be properly characterized as amphibious, or composed equally of land and water . . . too shallow for navigation, too dense for a constant beverage, and too fluid for culture."¹⁹

Early travelers described the Junction City-Fort Riley area as a veritable Garden of Eden. Several references were made to this region by Rev. Charles Boynton and T. B. Mason in their book, A Journey Through Kansas. These visitors viewed the vicinity in 1855:

The confluence of the two important streams that form the Kansas and the beauty and fertility of their valleys, as well as the large body of timber at Fort Riley, indicate that spot as the site of an important place.²⁰

About the middle of a very beautiful day, we came in sight of Fort Riley. Standing on a broad, low eminence, swelling gently up from the Kansas valley, on the east, and from that

¹⁸ Albert R. Greene, "The Kansas River -- Its Navigation," KSHT, Vol.IX, pp.354-355.

¹⁹ John James Ingalls, A Collection of the Writings of John James Ingalls, p.117.

²⁰ Charles Brandon Boynton and T. B. Mason, A Journey Through Kansas, p.96.

of the Republican on the south, and southwest, its cluster of white buildings presented a neat and attractive appearance; and doubtless the beauty of the picture was enhanced, in our eyes, because we had lately looked only on unsightly cabins. It was a sweet-looking 'oasis', not indeed a green spot merely, amid sands, but a little 'isle of beauty' rising out of the prairie ocean, bright with a civilized smile, and wearing the decorations of taste and skill.²¹

Fort Riley does not stand, where it is placed on most maps, in the forks of the Republican and Smoky Hill, but on the north bank of the Republican, and perhaps half a mile from the stream. A steam saw-mill has however been erected within the forks, by the Government. The Republican, which is about two hundred feet wide and runs with a rapid current, is spanned by a substantial bridge, while on the road to Council Grove, there is a ferry across the Smoky Hill, whose waters, as I have said, are quite salt to the taste.²²

Horace Greeley, who was on his way to California, stopped for a night in Junction City in June of 1859 and entered this comment in his writings:

Across the Republican, between it and the Smoky Hill, is Junction City, as yet the most western village in Kansas, save that another has been started some fifty miles up the Smoky Hill. We stopped here for the night, and I talked republicanism in the church, for an hour or so. Junction has a store, two hotels, and some thirty or forty dwellings, one of which is distinguished for its age, having been erected so long ago as 1858. A patriotic Junctioner excused his city for not possessing something which I inquired for, but which its rival, Manhattan, was supposed to have; 'for,' said he, 'Manhattan is three years old.' As Junction is hardly a year old yet, the relative antiquity of Manhattan, and the responsibilities therein involved, were indisputable. Junction is the center of a fine agricultural region, though timber is not so abundant here as I wish it were. This region is being rapidly shingled with 'claims'; and I hope it is likewise to be filled with settlers -- though that does not always follow. Our landlord (a German) had tried California;

²¹ Boynton and Mason, p.105.

²² Ibid., p.114.

then Texas; and now he is trying Kansas, which seems to agree with him.²³

A later description of the Junction City location is given by Andreas in what must have been the most majestic prose in a time noted for extravagant statement:

The location of Fort Riley is peculiarly beautiful and attractive. / It is built on the land of the Military Reservation, which embraces a tract of about twenty miles square, a small portion of which only is in Davis County, directly opposite the fort and south of the Kansas River, the larger portion extending north from the fort into Riley County. When Satan tried to tempt our Savior by showing Him and offering Him all the kingdoms of the world and the glory of them, we incline to the belief that he must have omitted all the region of the country in the vicinity of Fort Riley. We have sailed from Cork to Queenstown, and the scenery on either side was grand; we have passed up the Bosphorus from Constantinople to the Sea of Marmora, and beheld its scenery in all its enchanting loveliness, but let a person place himself on one of the bluffs in the vicinity of Fort Riley, and a scene will spread out before him that will equal, if not surpass either of them. / Looming up to the south, with slopes and groves intervening, are the hills that mark the location of Clark's Creek; to the north is a wide sea of open prairie, rising and falling in gentle undulations like the unperturbed waters of some great lake; to the east, stretching away for miles, you follow the windings and turnings of the river, whose course is marked by heavy bodies of timber, majestic in growth and rich in foliage, as it courses onward toward a charming valley teeming with golden grain and lofty corn, with here and there a comfortable house standing in the midst of beautiful surroundings, which marks the peaceful home of the settler; to the west the view is simply magnificent. Here and there through the foliage you catch glimpses of two rivers, the Smoky Hill and Republican, as they come gliding along, one inclining to the northeast, and the other to the southeast, until their waters meet and kiss, and glide quietly and smoothly into the Kaw, a short distance west of Fort Riley. Looking up the valley of these two streams, the scenery is highly diversified and extremely beautiful in its diversification. As you allow your gaze to extend westward, the valley widens, and between you and the horizon are wide fields of rich pasture, and homesteads marked by artificial groves. Gradually withdrawing your view

²³ Horace Greeley, An Overland Journey, pp.72-73.

from the horizon, and a short distance from where you are standing, the eye rests on the spires of Junction City towering up above the trees, until finally looking from the eminence you have selected as a point of observation, the Kansas River flows smoothly along as it winds its serpentine course to mingle its waters with those of the muddy Missouri. For a moment the eye dazzles as it rests upon the shining steel rails of the Kansas Pacific Railway, made bright by the friction of travel, then all at once you hear the scream of the locomotive, and the next instant the train goes bounding by at lightning speed.²⁴

A correspondent, writing in the Kansas Statesman of June 30, 1860, describes the advantages of Junction City's location. The writer spent ten days in Junction City and traveled over much of the Kansas prairies. The following correspondence is written under a June 16, 1860 date line:

I am free to say without any disparagement to any other place, that nature has been more than lavish in fitting the vicinity of the confluence of the Republican and Smoky Hill Rivers for a great inland city, than any other part of Kansas that I have visited. The natural advantages could not escape the eye of the person of the least discernment; and the importance of the point has greatly increased since the true character of the country, drained by those streams, has been ascertained . . . and within a few miles of your city there are as rich beds of iron ore as the world can produce, and also fair prospects of an abundance of bituminous coal. In the same region quartz rock is found, and several persons are now prospecting for the precious metals with flattering encouragement. But laying aside for the present the fair promise you have of iron and other manufactures in your vicinity, as also the harsh noise of the quartz crusher. The extensive fertile field for agriculture and stock growing is ample to afford a dense population sufficient indeed to support one great city and many points of lesser note. The citizens of Junction City should harbor no jealous feelings toward any other point. Nature has given it advantages which place it beyond competition, without, indeed, her citizens act a part so selfish and impolite, as to unite the whole community against her, of which I think there is no danger, judging from the liberal spirit of her people²⁵

²⁴ A. T. Andreas, History of the State of Kansas, p.1011.

²⁵ Kansas Statesman (Junction City), June 30, 1860.

The correspondent takes note of the bad reputation Junction City had before his arrival, but indicates that he found it better than most western towns of less importance. The people seemed friendly and the merchants and business men of high repute. There were even women in the town and in the stores. These things, along with many other weightier matters, brought the writer to the conclusion:

. . . that Junction is, and will be, the great centre of business; and will not only supply the immediate country around, but also the trading posts and villages for many miles, making it the interest rather than otherwise for Junction to have villages spring up in the vicinity. The great thoroughfare to the gold region, Camp Floyd, Pawnee, and Santa Fe, which appears to be settled in the valley of the Kansas and Smoky Hill Rivers, places Junction City beyond doubt, and I consider the trifle I invested in lots, as making me double the highest interest allowed in Kansas.
Yours truly, Alvin.²⁶

The iron ore and coal deposits mentioned by the correspondent, proved to be of negligible quantity and quality. A shaft was bored some years later in the northeast part of Junction City in an attempt to locate coal. The drill tapped salt water instead and a brief flurry over salt production ensued. The extraction of salt was too costly, so the whole project was abandoned.

James Humphrey, a prominent resident of Junction City, who originally settled in Manhattan, described the settlement of Junction City with reference to the settlement of Manhattan:

Its growth was more rapid, and its history in some respects more varied and eventful than that of its more dignified and orthodox neighbor at the mouth of the Blue.

Two different ideas underlaid the founding of Manhattan and Junction City. The commercial motive was the chief incentive

²⁶ Kansas Statesman (Junction City), June 30, 1860.

to each. In the case of Manhattan the original scheme comprehended a finished community: schools, churches, colleges, libraries and literary societies all existed in embryo, ready to be launched forth at the earliest opportunity. In Junction City, a town-site was plotted, hotel and saloon started, and the rest was expected to follow by a process of natural evolution. In the one the social, intellectual and moral needs of the people were anticipated; in the other those needs were left to call into existence the means for their own satisfaction. Manhattan bore the image and superscription of New England, Junction City of the frontier. If the local census did not quite meet public expectation, it was increased by a vote of the City Council. Many of her business men were possessed of great push and lived high, and soon retired, 'dead broke'. Many of them scattered out to the known and unknown regions of the earth, and left the business and other interests of the town in the hands of men who had learned that the earth was not made in a day, and was not to be devoured in the same length of time.

Schools and churches came. But they grew, and their growth was not rapid. Junction City ultimately attained a high degree of civilization, but in reaching it, like many other Kansas towns, it passed through the frontier and cowboy stages.²⁷

As early as 1864, Thaddeus H. Walker indicated that he thought Junction City would some day be a town of 15,000 or 20,000 inhabitants.²⁸

George W. Martin states the case for this area as the "garden of Eden":

In 1855 the pioneers disputed the location of the garden of Eden on the Euphrates, in Asia, contending that the geography of Kansas agreed with the description by Moses in Genesis 2:10. 'And a river went out of Eden to water the garden; and from thence it was parted and became into four heads.' The pace of Kansas boastfulness and enthusiasm was set early, for a pioneer thus commented: 'That river now bears

²⁷ James Humphrey, "The Country West of Topeka Prior to 1865." KSHT, Vol. IV, pp.289-297.

²⁸ Junction City Union, May 6, 1876.

the name of Kansas, and its four branches are known as the Smoky Hill fork, Grand Saline fork, Solomon fork, and Republican fork.²⁹

The location of Junction City had been used for many years, both the Indian and the white man finding it highly desirable. The glorious descriptions of the area given by the writers of the 1850's can be partially discounted due to their interests in stimulating settlement. For the most part, their descriptions were reasonably accurate. It is not surprising that these writers thought nature had smiled favorably on the Junction City site, providing, among other things, an abundance of water power supplied by the two streams, thus recommending the site as a future manufacturing center. A plentiful supply of fine building stone close at hand and a number of rich agricultural valleys were no less a recommendation for its future success as a metropolis.

²⁹ Martin, KSHT, Vol.VII, p.363.

CHAPTER II

THE FOUNDING OF JUNCTION CITY

Junction City was planted four times before it took root. John Pipher, Andrew J. Mead, and Hiram Palmer, agents of the Cincinnati-Manhattan Company, came to the present site of Junction City on May 1, 1855 and staked out a town site in this area. For the purpose of organization, John Pipher was elected mayor by his companions. The attractiveness of the site may be illustrated by the incident related in the Junction City Union.³⁰ As Pipher, Mead, and Palmer were carrying stakes for their survey, they noticed a couple of men approaching at a distance. Thinking them to be Indians, they prepared themselves for any eventuality. However, when the two men approached, they identified themselves as Methodist ministers, Rev. A. J. Lovejoy and Rev. W. H. Goode, and stated that they were looking for a site on which to establish a church.

After staking out the site to which the name Manhattan was applied, the three pioneers went back down the Kansas River to meet the company's steamboat, Hartford, which was sent out from Cincinnati with supplies, settlers, and building materials for the new town site. The steamboat could get only as far as the mouth of the Blue River due to low water level, sand bars, and snags, and went aground on June 16. A settlement had been made here only a few weeks earlier. The members of the Cincinnati-Manhattan Company conferred with the residents of the settlement, which had

³⁰ Junction City Union, April 29, 1955.

been given the grandiose name of New Boston, and the result was that the newcomers were given one-half of the New Boston town site and the name was changed to Manhattan. This action marked the end of the first attempt to establish a town on the present site of Junction City. Thus, the name Manhattan, which was originally applied to the junction of the Smoky Hill and Republican Rivers, was transferred to the down-river settlement on the Kansas River.

An excellent account of the experience of the founders is provided by one of their number, Andrew J. Mead:

Although Colonel Montgomery was greatly interested in the development of Pawnee, he furnished horses and joined us in our search for a site for the new city at the head of navigation. After the selection was made, surveyed, and christened Manhattan (now the site of Junction City), I felt that my part of the work was about completed, and only awaited the arrival of the steamer Hartford, which thereafter was to ply as a packet between Kansas City and Manhattan, to see that her passengers and freight were safely landed and then return to Cincinnati. The company based the promise of returns upon assurances that the Kansas River was a navigable stream to and beyond Fort Riley. After long waiting for news of the progress of our steamer enroute from Cincinnati, loaded with passengers and freight for the new city, a flatboat was built and launched at Pawnee with due ceremony, honored by the presence of Colonel Montgomery and a part of his staff, who witnessed our departure in search of the delayed steamer. Our voyage was a success, as we safely reached Kansas City after scraping many sand-bars, and there met the long-expected steamer Hartford, waiting for a rise in the Kansas River.

Heavy rains soon followed and the steamer worked her way to the mouth of the Big Blue and there waited for another rise. Our passengers became impatient of delays, and, while considering a plan to convey them and their effects fifteen miles overland by wagons to the site selected, a delegation from Pawnee, headed by Major Robert Klotz, waited upon me with a liberal proposition from the Pawnee settlement to join forces with them, especially as they were expecting government favors. About the same time came another proposition from the Boston Town Association, who claimed pre-emption rights at the junction of the Kansas and the Blue, where our steamboat was stranded. Rumors were in circulation that the Pawnee Company was in trouble . . . I gave no further consideration to the

Pawnee proposition, but later accepted the one from the Boston Town Association and transferred the name Manhattan from the supposed head of navigation to the mouth of the Blue. Lack of navigable water on the Kansas between the Blue and Republican Rivers changed the site of Manhattan and dissipated legitimate forces of well-laid plans for profit.³¹

The second attempt at settlement of the Junction City site came as a direct result of the shift in location of the Manhattan town site. Captain Millard of the steamboat Hartford was interested in the advantages offered by the location at the confluence of the Republican and Smoky Hill branches of the Kansas River. After unloading the settlers and supplies, finding the steamboat freed of the sand bar, and the water level of the river rising, he took the steamboat to the junction of the Republican and Smoky Hill. Captain Millard and Davies (Davis) Wilson relocated the original Manhattan town site surveyed by Pipher, Mead, and Palmer and changed the name thereof to Millard City. A town company consisting of ten shareholders was organized October 3, 1855. This action was illustrated in a letter from an "old settler" appearing in the Junction City Union:

Captain Millard and Davies Wilson . . . claimed the town and commenced building a hotel; they dug a cellar and had some lumber on the ground, and during the winter of 1855 the lumber somehow disappeared for some debts due, which the company did not pay, and were paid in that way.³²

The incident of the disappearing lumber was explained by the fact that the Millard group owed a sutler bill to Robert Wilson of Fort Riley. Wilson employed James R. McClure to

³¹ Andrew J. Mead, "Reminiscences of Kansas," KSHT, Vol.VII. pp. 469-470.

³² Junction City Union, February 19, 1870.

proeecute and the house was sold at sheriff's sale. McClure and Thomas Reynolds, Sr., purchased the lumber at the sale for \$50. A portion of the timbers was used in the construction of the Old Washington House on the northeast corner of Sixth and Washington and a portion used in McClure's stable.³³

Samuel Dean, a one-tenth shareholder in Millard City, wrote to the editor of the Union:

I was in the employ of the company during the survey of this place (Junction City) and Manhattan. Capt. Millard expressed himself warmly respecting the claims of this point (Junction City) to become the leading town in this section of Kansas; and the Captain, Daviee Wilson and myself, organized a company consisting of ten shareholders to locate as Millard.

To secure the sale of lots in the east, we took in Mr. Gregory, former president of the Ohio Life and Trust Company, and Mr. J. N. McArthur, with others whose names I forgot. A plat of the city was made and sent east, and I have been told that many lots were sold for cash and other considerations.

Wilson and myself held the townsite as long as we could without more funds than we possessed, and all applications to the office in Cincinnati for money remained unanswered; so it was abandoned.³⁴

The organization formed by the Millard group in Cincinnati was known as the Cincinnati-Kansas Manufacturing Company with McArthur listed as president and Wilson as agent. This company promoted the sale of town lots in the East. Estimates of the amount of money taken by the company vary from \$40,000 to \$100,000.³⁵ Apparently no completely accurate figure was ever

³³ Junction City Union, June 24, 1953.

³⁴ Ibid., February 26, 1870.

³⁵ Individuals associated with the company estimated the sales since no record was uncovered.

revealed. Thus the second attempt to found a town on the present site of Junction City came to a close with no settlers on the site and a few men several thousand dollars richer. The sale's pitch in exploiting this land venture is best illustrated by this printed card distributed by the company:

HO! FOR KANSAS
IMPORTANT TO SETTLERS

The Cincinnati and Kansas Manfac'ng Co., (Incorporated October 3, 1855), have made arrangements for the construction of manufacturing establishments upon their townsite (Millard City), and will encourage mechanics of all kinds. The inducements offered to settlers at this point are equal if not superior to any in the West.

J. M. McArthur, Pres't., Cincinnati, O.

D. Wilson, Agent, Millard City, K.T.

(On the opposite side of the card is the following;)

MILLARD CITY

Is situated upon a gentle slope, in the forks of the Kansas River, near Fort Riley, Kansas. It is at the head of Navigation and on the military road to Santa Fe, and on the emigrant road to California, Salt Lake and Oregon. Two railroads are already projected to this point, and will soon be built. Fine stone quarries in the vicinity and every facility for building.³⁶

The third attempt at settlement was made by a group of local men who had settled farms adjacent to present-day Junction City. This attempt did not progress as far as the two previous ventures. These local settlers: Thomas Reynolds, A. J. Mead, J. R. McClure, Robert Wilson, and Abraham (Abram) Barry, established a paper town in the summer of 1857 and gave it the name of Humboldt. The development of the town site went no further

³⁶ Junction City Union, June 24, 1953.

and thus a third attempt at settlement came and went with no one residing on the town site.

Finally, in October of 1857, a group of settlers in the present-day Junction City area again made an attempt at establishing a town. Several members of this group had been interested in the Humboldt venture. A town company was formed and the name Junction City was given to the site. J. R. McClure, was elected president of the Junction City Town Company, and Daniel W. Mitchell was named secretary; Robert Wilson was treasurer. Other members listed as incorporators of the Junction City Town Company include: Freeman N. Blake, John T. Price, and P. Z. Taylor. Daniel Mitchell began a survey of the site about the last week in December of 1857 completing this survey in the spring of 1858.

An indication of the quick development which followed the formation of the Junction City Town Company was disclosed in the Lawrence Herald of Freedom, June 26, 1858 as quoted in the Junction City Union:

After the agent (of the Cincinnati-Kansas Manufacturing Company) had been absent about twelve months, and no one living upon the site, we then commenced to lay off a new town on the same old site, but the company were advised of our intention by some of their friends, and came out before we had begun actual operations.

After finding no danger, as they supposed, they again returned east without doing anything further to the town. We waited for ten or twelve months, the site lay unoccupied, and, last fall, we concluded to begin in earnest. . . .

Col. Thomas Greer and Capt. Millard, the former from Covington, Ky., and the latter from Cincinnati, were recently out to see us and tried hard to effect a compromise, but we told them we did not wish to assist them in refunding the \$100,000 they received for the sale of the lots, and that we had possession and thought we would build ourselves. They may contest the title with us, but they have no chance.³⁷

³⁷ Junction City Union, June 24, 1953.

The same correspondent to the Lawrence Herald of Freedom mentioned that the new city had thirty houses built or in the process of erection, a store, "a handsome saloon," a boarding house, a wagon shop, a blacksmith shop, and a press and type on hand for the start of a newspaper. The first newspaper was delayed until August 28, 1858 when the Junction City Sentinel published its first issue.

There were obvious discrepancies in the information supplied to the Lawrence Herald of Freedom. From the standpoint of time it would appear that the Humboldt Company was the company involved when the group of officials of the Cincinnati-Kansas Manufacturing Company came to investigate the rumor of new construction. This visit would have occurred in the spring or summer of 1857. It would appear that the period of time during which the site remained unoccupied must have been less than the ten or twelve months mentioned because the Junction City Town Company was organized in October of 1857 and the survey of the site was underway by the end of the year. Perhaps the building boom recounted in the Lawrence Herald of Freedom was slightly premature. There is some evidence that the first work on a building on the town site occurred in May of 1858. This building was located near the intersection of Seventh and Washington Streets,³⁸ probably on the southwest corner. George W. Martin described this as a probable location of the first Junction City

³⁸ Junction City Union, April 29, 1955.

Town Company building.³⁹

The Colonel Greer and Captain Millard, previously mentioned, were officials of the Cincinnati-Kansas Manufacturing Company. During the late summer of 1859 a contest between the Junction City Town Company and the Millard Town Company was heard at the Ogden Land Office. The question was whether or not the Junction City Town Company had a legal right to the site and whether it could sell lots and give clear title. Later that year the contest was decided in Washington in favor of the Junction City Town Company. Approximately eighty acres was contested.⁴⁰

On February 9, 1859, in a special act, the Kansas Territorial Legislature incorporated the town of Junction City. On this instrument appeared the names of David Scott and James P. Downer in addition to the names previously listed in the organization of the Junction City Town Company. Entitled "An Act to Incorporate Junction City," it provided "for the municipal government of the said Junction City, all the rights, privileges, and immunities conferred in an act entitled 'An Act to Incorporate the City of Wyandott' (passed in same session) be and the same are hereby conferred on the said Junction City."⁴¹

The land upon which Junction City is located was obtained by two patents. In an unpublished history of Junction City, Thomas

³⁹ George W. Martin, "Speech at the Dedication of the George Smith Library," March 17, 1908. MS.

⁴⁰ Junction City Union, April 29, 1955.

⁴¹ Kansas, Territory of. Private Laws of the Territory of Kansas, chapter CXVIII.

Dever, former mayor and city attorney, described the transaction:

The Junction City Town Company acquired from the United States, direct, by two patents, each dated September 3, 1860, the original townsite of Junction City, consisting of lots one and three in fractional section one, the northwest quarter of section twelve, and the east half of the northeast quarter of section thirteen, all in township twelve south, range five east of sixth principal meridian containing in the aggregate 321 91/100 acres.⁴²

Early city government records were sparse, a fact shown when Dever wrote:

The original town company . . . kept some kind of a record of its proceedings, and did also adopt some by-laws and ordinances for its government, but no journal or other record of its proceedings prior to April 17, 1871 can now be found; nor can any record of by-laws or ordinances of the town company, or city, prior to January 11, 1871, be now found except two (Cuddy's Addition, and Railroad Addition) . . . There is nothing of record among the City's archives to show or indicate when or how the original town corporation was changed from its original status to a city of the second class, nor was such change made by special act of the legislature.⁴³

On August 5, 1858 there occurred an event which perhaps had a greater influence in making Junction City a town than did the act of incorporation. On this date Elizabeth Henderson, daughter of Robert Henderson and his wife Elizabeth, was born. Elizabeth, who was the first child born in Junction City, died February 1, 1917, never having married.

By the fall of 1860, Junction City bore some semblance of a busy trading center according to the proud editor of the Junction City Statesman:

⁴² Thomas Dever, "Junction City, Its History, Organization, Expansion, Roster First Fifty Years." MS.

⁴³ Ibid.

Our city, for the past few weeks, has presented a very lively appearance. Not a day passes but what our streets are filled with conveyances from the country surrounding, bringing to our market the products of the soil and dairy, and bearing away the indispensables of life from the stores of our merchants. . . . The ladies from out of town are beginning to visit our thriving city in goodly numbers. Their presence will have a tendency to wipe the dust from the merchant's counters and compel the clerks to brush their hair at least twice a week. We are glad to see it, as it gives undeniable proof of the growing popularity of our town, and places the question of Junction's success beyond the shadow of doubt.⁴⁴

During the period occupied by the birth struggles of Junction City, several other towns were located in the vicinity. They were: Pawnee, Sept. 27, 1854; Ashland, March 28, 1855; Batcheller⁴⁵ (Milford) 1855; Island City, West Point (Whiskey Point), July 1855; Chetolah, March 1855; Riley City, Sept. 1855; Ogden, fall of 1856; Kansas Falls, Sept. 10, 1857; Cedar Point (Kenton), April 1858; and Union.

The first town in the area was the ill-fated Pawnee. The Pawnee Townsite Association consisted of: Major William R. Montgomery, commanding officer of Fort Riley; Doctor W. A. Hammond; C. S. Lovell; Ed Ogden; M. Mills; G. McR. Hudson; James Simons (Simmons); D. H. Vinton; Alden Sargent; J. T. Shaaff; H. Rich; W. S. Murphy; Robert Wilson; J. N. Dyer; R. C. Miller; A. H. Reeder;

⁴⁴ Junction City Statesman, October 13, 1860.

⁴⁵ The spelling of Batcheller appears in at least three different forms. The town plat on file in the Register of Deeds Office, Geary County, has "Bacheller" encribed as the title, but the spelling "Batcheller" appears in an affidavit thereon. Recordings of deeds in the records of the same office contain both spellings. The spelling by Baughman in Kansas Post Offices is "Batcheller." The Act incorporating the Town Company uses "Bachelder."

A. J. Isaacks; J. B. Donalson; Rush Elmore; L. W. Johnson.⁴⁶

Governor Andrew H. Reeder had advised the Pawnee town site officials that he would convene the first legislature at that point if a suitable building and other accommodations were provided. The Pawnee group quickly constructed a warehouse under the direction of Robert Wilson. On July 2, 1855 the Territorial Legislature was convened in this building.

Governor Reeder, a Pennsylvania democrat, was totally unacceptable to most of the pro-slavery group. He further incurred the displeasure of the pro-slavery element by certain appointments, by issuing certificates of election to free-state candidates and by convening the legislature at Pawnee.⁴⁷ The legislature seated the pro-slavery candidates and expelled all free-state members except one in the house and one in the council. The free-state member of the house, M. F. Conway, had already submitted his resignation June 30, and the free-state member of the council, S. D. Houston, resigned July 6. The animosity was apparent even before the first meeting of the legislature. George W. Martin, writing of these events 46 years later, quoted the Frontier News of Westport, Missouri:

'Many members of the legislature left here Wednesday for Pawnee, at which place the session is called. It is believed and appears to be understood by all parties that the legislature will organize at Pawnee, where there are no accommodations, and adjourn at once to the Mission, two miles from this place.'⁴⁸

⁴⁶ Woodbury F. Pride, The History of Fort Riley, p.15.

⁴⁷ "Governor Reeder's Administration," KSHT, Vol.V, pp.200-204.

⁴⁸ Martin, KSHT, Vol.VII, p.368.

Reeder had several reasons for choosing the Pawnee site as the territorial capital. Some of the organizers of the town were friends, including those from his home state of Pennsylvania, and Reeder had been made a member of the town company with a grant of land. The governor had free-state leanings and revealed them to J. R. McClure in December 1854.⁴⁹ It is probable that Reeder also wanted the capital removed from the border area and some of the Missouri influence.

The legislature felt that the lack of accommodations, lack of communications, and inadequate building, and an outbreak of cholera⁵⁰ were reasons for enacting a bill to remove the seat of government "temporarily" to Shawnee Mission. Governor Reeder vetoed the bill, but it was passed over his veto and the legislature adjourned at one o'clock on the afternoon of July 6, reassembling at Shawnee Mission ten days later.⁵¹

The boundaries of Fort Riley were enlarged to include Pawnee by order of Jefferson Davis, Secretary of War. This order was executed in the fall of 1855 by Colonel Phillip St. George Cooke, who used troopers of the Second Dragoons to pull the houses down. At its height, Pawnee had about 500 inhabitants.⁵²

⁴⁹ James R. McClure, "Taking the Census and Other Incidents in 1855," KSHT, Vol.VIII, p.229.

⁵⁰ "Governor Reeder's Administration," p.201.

⁵¹ Pride, p.104.

⁵² Ibid., p.108.

Ashland was incorporated by F. G. Adams, president; N. B. White, vice president; Henry J. Adams, treasurer; Matt Weightman, W. H. Mackey, C. M. Barclay, C. L. Sanford, Johnson Williams, John E. Ross, and was located on what is known as the Ashland flats on McDowell Creek near the Kansas River. Ashland was designated county seat of Davis County by the Territorial Legislature of 1859. When Davis County was detached from Riley County by the legislature of 1857, provision was made for a special election the same year to designate the county seat, but action was delayed until 1860, when Junction City was chosen county seat by the people of Davis County. There was a post office established at Ashland on December 29, 1855 which was discontinued April 1, 1868 and the town was vacated in 1873.

The founders of the town of Batcheller include: Abraham Barry, president of the town company; Bradley E. Fullington, secretary; Moses Younkins, S. D. Houston, and Frank Smith. The name Batcheller was changed to Milford in 1868.

The Chetolah Town Company was organized by Fort Riley officers, who were also interested in the town of Pawnee. These included an army surgeon named William A. Hammond, president of the company, and Captain Nathaniel Lyon, who was secretary. J. R. McClure, who had settled a claim on Lyons Creek in December 1854, was also a member of the company. Certificates of stock were issued and the town was located on high ground on the east bank of Lyons Creek near the mouth.⁵³ Chetolah, which means

⁵³ Sections 25 and 26, T.12, R.5 E.

Smoky Hill in Indian dialect, was abandoned in 1857 without construction. McClure, near whose claim the town site was located, described the organization:

During this trip to Fort Riley, in company with Captain Lyon, I visited my claim on Lyons Creek. After an examination of the surrounding country, we concluded that a town would grow up near the mouth of the creek, and we selected for that purpose a tract of land east of the creek and the claim I had located, and organized a town company with Dr. William A. Hammond as president, and Captain M. Lyon, secretary. We named the town Chetolah. The land was soon surveyed by Abram Barry and G. F. Gordon, but like many other prospective cities, it failed to materialize. There was never a house built upon it. 54

Island City was located near Whiskey Lake north of the present-day Marshall Field and was established in July 1855 and platted and surveyed April 7, 1860 by Davies Wilson and L. B. Perry.⁵⁵ Captain Pride, in his book The History of Fort Riley, concludes that Island City, West Point, and Whiskey Point are one and the same. Contemporary newspaper accounts referred to West Point and Whiskey Point being one and the same and these names were interchanged with that of Island City. Island City, Riley City, and West Point were located in close proximity.⁵⁶ Riley City had a post office from 1856 to 1862, at which time both the name and location were changed to West Point, with Joseph E.

⁵⁴ McClure, p.232.

⁵⁵ Section 27, T.11, R.6 E.

⁵⁶ Robert W. Richmond, "Letter to author", August 30, 1960. Information in the files of the Kansas State Historical Society indicates that the town of West Point was located in section 23, T.11, R.6 E. Section 27, Island City, and section 23, West Point, cornered.

Walter as postmaster.⁵⁷ There is no record of a post office at Island City. A further indication that West Point and Island City existed concurrently as separate entities was shown in the records of the Davis County commissioners by their action in establishing voting precincts at West Point and Island City.

The name Island City was derived from the fact that the town was located on an area of land which was surrounded by the old Kansas River bed and at times during the year it was surrounded by water. The name West Point was applied because the town was located on the point of land at the west end of this some-time island. The derisive name, Whiskey Point, was applied to West Point because of its principal industry, that of dispensing whiskey to the soldiers at Fort Riley. L. B. Perry operated a ferry between Island City and Fort Riley in 1856. On May 6, 1862, a squad of soldiers from Fort Riley, acting under orders, dumped thirteen barrels of whiskey at Island City, and on May 14 closed the gambling and whiskey trade of that place as a result of a fight in which two soldiers were killed and one wounded.⁵⁸

Riley City was located on the east⁵⁹ bank of the Kansas River at a point just below the present-day engineers' bridge between Marshall Field and Fort Riley. Maps and surveys on file in the Geary County Register of Deeds Office, indicate the location of

⁵⁷ Robert W. Baughman, Kansas Post Offices, pp.109, 184.

⁵⁸ Pride, pp.110-111.

⁵⁹ At this point the river flows almost due north.

Riley City and place it across the river from the Pawnee town site.⁶⁰ Records in the Kansas State Historical Society also indicate that the Riley City post office was established August 8, 1856 with Fox Booth as postmaster. Riley City was incorporated in 1860 by W. Y. Roberts and Dan Killen.⁶¹

After the destruction of Pawnee and the adjustment of the boundaries of Fort Riley, Riley City exhibited signs of growth. It was the leading town in the area for a few years. Ogden, which was founded by former residents of Pawnee, who used much of the building materials from the Pawnee site, became an important town due primarily to the fact that it was the county seat of Riley County and had, in addition, the United States Land Office for the area. Thus, Ogden tended to draw away the potential of Riley City. Riley City went out of existence in the late 1860's or early 1870's and the town site is a part of the Kansas River bed today.⁶²

One of the towns which spawned after the destruction of Pawnee was Ogden. Much of the material for the first buildings was taken from the ruins of Pawnee. The first settler in this area was Thomas Reynolds, who located near the present site of Ogden in June 1854. Later the same year, Reynolds moved to a

⁶⁰ Maps on file in the Geary County Abstract Office give the location of Riley City as SE.¼, Sec.21, T.11, R 6 E, and NE¼, Sec.28, T.11, R 6 E. Records of the Kansas State Historical Society place Riley City in Section 22, T.11, R 6 E.

⁶¹ Richmond, "Letter to author."

⁶² Pride, p.111.

point near the hill immediately west of present-day Junction City. In the fall of 1856, Dr. Daniel L. Chandler, the Reverend John W. Parsons, Benjamin Edmunds, and Moses Walker settled on the site of the town of Ogden and may be called the founders. Theodore Weichselbaum, one of the most influential business men of the area, settled in Ogden in December 1857. He later constructed and operated at Ogden the largest brewery in the region.⁶³

Kansas Falls was located approximately seven miles southwest of Junction City at a point near Seven Springs on the Smoky Hill River where small falls or rapids interrupted the course of the river. As the site of an early-day mill, a considerable amount of native timber in the vicinity was sawed at this location. The sale of lumber came to be the principal industry, although several cattle drives arrived in the area in early 1867. Shortly after the Kansas Pacific Railroad built through the Kansas Falls area to Salina in 1867, Kansas Falls and Seven Springs went out of existence. Kansas Falls had a post office from 1857 to 1860 with Freeman N. Blake as the first postmaster.⁶⁴

Cedar Point was established on Clarks Creek near the junction of Humboldt Creek. It was organized by A. J. Baker, Ed Davis, and William S. Blakely, who owned farms in the immediate vicinity. There seems to be no evidence of the existence of any permanent construction on the Cedar Point town site. However, the files of

⁶³ Pride, p.109.

⁶⁴ Baughman, pp.66, 184.

the Kansas State Historical Society⁶⁵ indicate that the post office designated Kenton was located on or near the site of Cedar Point.⁶⁶ The Kenton post office was established July 5, 1856 and discontinued in May 1867. John C. Kennett was the first postmaster and John Wallace the last.

Union was located near the mouth of Clarks Creek. It seemed to be important only because it offered the principal competition for Junction City in the special election locating the Geary County seat in 1860. No records of the exact location of this town, its incorporation, or its life span are available.

Other post offices established in Davis County prior to 1880 included Fort Riley, Grant, Moss Springs, Weston, and Cedar Grove. Fort Riley was established December 20, 1855 and changed to a branch of the Junction City post office in 1917. Grant was established March 23, 1864 and discontinued May 28, 1867. Moss Springs was established November 12, 1872 and discontinued May 15, 1895. Weston, established August 12, 1874 and discontinued Sept. 29, 1894, was re-established November 14, 1894 and finally discontinued April 14, 1904. Cedar Grove was established August 5, 1858 and discontinued November 1, 1858.⁶⁷

While some of the towns in other locations may seem to have little or no relationship to Junction City in the present-day

⁶⁵ Richmond, "Letter to author."

⁶⁶ Kenton was described as Sec.35, T.11, R 6 E.

⁶⁷ Baughman, pp.22, 46, 52, 87, 137.

perspective, they were perhaps intimately connected in the middle years of the last century and have lost this relationship through the adjustment of county boundaries, the re-alignment of the boundaries of the Fort Riley Military Reservation, the expediency of politics and its accompanying political chicanery, and the ravages of time.

CHAPTER III

TRANSPORTATION

Transportation played an important role in the early history of Junction City. Its location near the confluence of the Republican and Smoky Hill Rivers was partly dictated by the belief that steamboats could ascend the Kansas River to this point. Early military roads from Fort Riley to western outposts and to a junction with the Santa Fe Trail, passed through or near the present Junction City site. Generally speaking, it was easier to install a ferry boat on either the Republican River⁶⁸ or the Smoky Hill River⁶⁹ than on the Kansas River. This applied to bridge construction, as well.

The belief that the Kansas River was navigable had persisted since the establishment of Fort Riley and many people believed that the Smoky Hill River was also navigable for some distance above its mouth. The original site of Pawnee was located at a point on the Kansas River where a desirable steamboat landing was available. Early work on the Pawnee town site consisted mainly of erecting a levee to protect the steamboat landing.

The steamer Excel was the first to reach Fort Riley, making three trips in 1854. The first cargo was 1100 barrels of flour

⁶⁸ The Indian name for Republican River is Wakwabogay. Junction City Union, May 6, 1876.

⁶⁹ The Indian name for Smoky Hill is Okosse-sebo. Junction City Union, May 6, 1876.

shipped from Weston, Missouri. The Excel was reported to have made one trip of 48 to 50 miles up the Smoky Hill River. In 1859 the Minnie Belle made one trip as far as Junction City and on May 17, 1859 the Gus Linn arrived at Fort Riley. The Kansas City Journal of May 22, says that the Gus Linn returned to that place, "At seven o'clock last evening with forty-one passengers and 2300 sacks of corn, shipped from Junction."⁷⁰ The Gus Linn made one additional trip to Junction City during the last of May 1859. As reported in the Junction City Union, "Our townsman, Mr. A. W. Hicks, an old river man, brought a small steamer named the Gus Lynn (Linn), up the river as far as Pantons Mill. Mr. Hicks settled in this area and did not return with the boat."⁷¹ In the same issue of the newspaper it was stated that in the summer of 1853 a small steamer called Excel made seven trips to Fort Riley.⁷²

Politics played a greater role in making rivers navigable or unnavigable in early-day Kansas than did the weather and other natural influences. The epidemic of railroad charters made it desirable for legislators and political leaders to deter the development of river transportation. Many of these men were stockholders and incorporators of the proposed railroads and thus stood to gain financially from their development. In several acts, the legislature indicated its policy of subduing the pro-

⁷⁰ Martin, KSHT, Vol.VII, p.380.

⁷¹ Junction City Union, February 26, 1870.

⁷² Ibid.

water transportation forces. George A. Root used an example:

The legislature of 1864, declared the Republican River un-navigable, notwithstanding the fact that Financier No.2, a side-wheel steamboat of 125 tons burden, ascended the stream in 1855 for a distance of forty miles, returning safely the following day to the Kansas River.⁷³

In the years following, several attempts were made to have the Kansas River declared navigable without much success. The construction of the Bowersock Dam at Lawrence made these attempts somewhat impractical. Large sums of money would have been required to stabilize the channel of the erratic Kansas River and, even so, the flow of water during portions of the year would have been less than that required for commercial navigation. Thus, the life of the Kansas River as an artery of commercial transportation leading to the heartland of Kansas was short-lived.

Located, as it was, near the crossroads of the principal overland transportation routes, Junction City was soon connected with these routes by means of ferry boat crossings. Some of the earliest ferry boat operations, born of necessity due to temporary high water, had a short existence and records concerning these operations are vague. Some of these crossings were located on the Kansas River near Fort Riley and down stream near the first towns of importance. The earliest county commissioners' proceedings for Davis County mentioned the requests for roads from the Ashland Ferry and the Manhattan Ferry. These proceedings also mentioned the licensing of ferries at Island City and Riley

⁷³ George A. Root, "Ferries in Kansas, Part IV, Republican River," Kansas Historical Quarterly, Vol.III, p.248. (Hereafter Quarterly will be cited as KHQ.)

City. In the year 1855, Fox Booth operated a ferry between Pawnee and Riley City. In 1856, L. B. Perry operated a ferry between Island City and Fort Riley. L. B. Perry and his wife settled on the island near Fort Riley in 1856. They were from Missouri, near St. Louis. For nine years Perry operated a ferry on the Kansas River between Whitekey Point and Fort Riley; he farmed, and also ran a sawmill.⁷⁴

Because the channels were narrower and the banks more stable than those of the Kansas River, ferry boats were soon placed in operation on the Republican and Smoky Hill Rivers near their junction. These crossings placed Junction City in an enviable position on the overland transportation routes.

Perhaps the earliest ferry on the Republican, and probably the first above its confluence with the Smoky Hill, was located at the crossing of the Fort Riley-Junction City road. This road crossed the river a few hundred yards above the junction. George A. Root concluded "The name of the man who inaugurated this service was, perhaps, Captain Asaph Allen, who, in 1858 and 1859, operated a ferry between the fort and Junction City."⁷⁵

An early reference to the above ferry is found in the diary of Christian L. Long, who was accompanying a party of emigrants on their journey westward. Under date of April 28, 1859, he records having crossed on this ferry, stating that the river was about ninety feet wide at that point, and ferry

⁷⁴ Alfred Bergin, "Swedish Settlements in Central Kansas," Collections of the Kansas State Historical Society, Vol. XI, p.20. (Hereafter Collections will be cited as KSHC.)

⁷⁵ Root, p.248.

charges \$1 a team. Horace Greeley also mentioned crossing on this ferry in May, 1859, when he reached Junction City on his journey westward. He described it as a rope ferry, and stated that a number of families and a large herd of cattle had been taken across.⁷⁶

The Junction City Union indicated that the first private ferry across the Republican River was in 1857 and owned by Robert Wilson,⁷⁷ early leader at Fort Riley and Pawnee. Ferry boats operated in this location for a number of years while bridges were unusable or washed out. There is conflicting information as to date and circumstances of construction of the first bridge across the Republican River. Root says that the government erected a truss bridge across the Republican in 1853 and the bridge was washed out in 1856. He also states that another bridge was built in 1857, which washed out during a flood in 1858. He obtained his information from Andreas' History of the State of Kansas.⁷⁸ Several other sources mention the government constructing a bridge at this site in the spring of 1856 and the washing out of the same during the winter of the same year.

George W. Martin states "As a result of the building of Fort Riley, the United States government did the first road-building known in the valley (Kaw), by making a road along the north side of the river from Fort Leavenworth as far as the crossing of the Saline, putting in several bridges, at a cost of \$100,000. This was in 1857."⁷⁹

⁷⁶ Root, p.248.

⁷⁷ Junction City Union, May 6, 1876.

⁷⁸ Root, p.251.

⁷⁹ Martin, KSHT, Vol.VII, p.366.

The third wagon bridge constructed at this site was erected by the Republican River Bridge Company in 1867. The construction of this bridge was a part of a very unusual land "deal". This land manipulation was described in brief by George W. Martin:

About 1400 acres of land, lying between the two rivers and the townsite of Junction, was gobbled by a local company for bridge purposes in March 1867. The bridge was built, the land divided, and then the bridge fell into the river.⁸⁰

Another interesting viewpoint toward this land manipulation was offered by Mrs. Mary Clarke,⁸¹ widow of Charles F. Clarke, who operated a ferry boat at the site and whose business was doomed by the bridge construction. In a letter to her mother-in-law in England, dated April 20, 1867:

The Junction City Bridge Company succeeded at last and more. Congress has given them six thousand acres of land worth one Million of dollars to put in A free bridge there and has not as much allowed me one dollar that has kept it up for the last eight years without any expence at all to the government; and for the last years the government crossing of troops and supplies on that ferry would at least amount to over three thousand dollars and yet I get not one cent of it. well, it may be all right, but if it is I am sure that I do not know what is wrong. besides this Co., is the richest men in the City. there is twelve of them in the Co., two of them bankers, the rest rich merchants most of them worth from fifty to a hundred thousand dollars. so that may give you and Idea of what kind of people this place is composed of and for the last three years those very men had a free pass over my ferry.⁸²

⁸⁰ Martin, KSHT, Vol.VII, p.366.

⁸¹ Mrs. Clarke was consistently referred to as "the widow Clarke," or, on occasion, "Mrs. Widow Clarke." The original spelling, punctuation, and capitalization are preserved in this account.

⁸² Herbert Oliver Brayer, To Form a More Perfect Union, p.159.

On March 2, 1867, a bill was passed by congress granting to the state of Kansas, for bridge purposes, all the land lying between the Smoky Hill and Republican Rivers, belonging to the Fort Riley reserve.⁸³ By an act of the Kansas Legislature the land was then transferred to the Republican River Bridge Company.⁸⁴ In return for the land, the bridge company was to

⁸³ A resolution entitled, "A Joint Resolution for the reduction of the military reservation of Fort Riley, and to grant land for bridge purposes to the state of Kansas." Passed March 2, 1867, The Congressional Globe, p.247.

⁸⁴ There were five sections in the resolution, the first three being printed here (sections 4 and 5 had to do with the issuing of a patent and when it was to take effect.)

- Be it enacted by the Legislature of the State of Kansas:
- Section 1: That the joint resolution passed by the Congress of the United States at the 39th session thereof, and entitled "A joint resolution for the reduction of the military reservation of Fort Riley and to grant land for bridge purposes to the State of Kansas," be, and the same hereby is, accepted by the State of Kansas upon the terms and conditions therein named and the guarantee therein required "that a bridge shall be constructed over the Republican river on the public highway leading through the present Fort Riley military reservation, and that said bridge shall be kept up and maintained in good condition and shall be free to the use of the Government of the United States and the citizens of the State of Kansas for all transit purposes forever, without tolls or charges," is hereby given.
- Section 2: The Republican River Bridge Company of Davis county, whose certificate of incorporation was on the 11th day of November, A.D., 1864, filed in the Secretary of State's office, is hereby authorized and empowered to proceed under its charter to construct said bridge.
- Section 3: It shall be the duty of said Republican Bridge Company to complete said bridge within one year from the date of the passage and approval of this Act, and immediately after the completion of said bridge, it shall be the duty of said bridge company to notify the Governor of this State that such bridge has been completed, whereupon within ten days after receiving such notice, the Governor shall, in person, together with a competent engineer, proceed to examine said bridge, and if, upon such examination, the Governor shall find that a good and permanent bridge

build and maintain a suitable structure. On Sunday March 3, a meeting was held in Emick's Hall to appoint a lobby to go to Topeka and resist the claim of the bridge company to the reserve lands. The protest was of little avail as the bridge company proceeded with its plans, letting a contract on July 15 to John McCarty, of Leavenworth, to build a bridge across the Republican. On August 15, work was begun on the Republican River bridge. On December 21, the bridge was completed and accepted by the governor and attorney general.

Charles Francis Clarke, who had purchased a bridge over the Kansas River in 1860 and lost the same in a spring flood of 1861, started a ferry at the Fort Riley-Junction City road crossing on the Republican River, probably in the same year.⁸⁵

After Captain Clarke organized his company of cavalry at Fort Riley in September 1861, his wife, Mary Clarke, continued to operate this ferry. After the death of her husband at Memphis in 1863, she continued to operate the ferry until the construction of the bridge by the Republican River Bridge Company in 1867. Mrs. Clarke experienced a number of difficulties in keeping the ferry

⁸⁴ (Continued) has been by said Republican River Bridge Company constructed over the said Republican river, it shall be his duty, within ten days thereafter, to certify the same to the Secretary of the Interior, at Washington, D.C., for the purpose of having (the) same filed in his office, and the Governor shall, at the time of transmitting said certificate and copy of this Act, also transmit to the Secretary of the Interior a request that he issue patent for the land mentioned and described in the joint resolution of Congress referred to in the first section of this Act, to said Republican River Bridge Company. Kansas Laws. The Laws of the State of Kansas, 1867. Chapter XXXIV, pp.58-59.

⁸⁵ Brayer, pp.92-95.

boat in operation. During the winters when the river was frozen, the ferry could not be used and traffic crossed on the ice. During the winter of 1863-64, the ferry was idle for almost four months while the river was dormant, with ice thirty inches thick.⁸⁶ During the summer months, the water level in the river was often low enough to permit fording and at the same time too low for the use of the ferry boat. In addition to the natural disturbances, the Widow Clarke was plagued by troubles with military officials and the desire of Junction City men to obtain what they thought to be the lucrative privileges of the ferry boat trade. In a letter to her mother-in-law, dated June 28, 1865, she gives vent to her feelings in this matter:

the Junction people grudges me the ferry and wants to get it away from me under any circumstances that they can invent. dont wonder at this for it is self with every person here, dont care for their neighbours or how they may get along.⁸⁷

The bridge constructed by the Republican River Bridge Company was rather unsatisfactory. It was usually in a poor state of repair, so bad in many cases that travelers preferred to ford the river or use the railroad bridge, and finally it fell into the river. Litigation developed over the responsibility for the bridge and since the Republican River Bridge Company had dissolved, attempts to fix the responsibility were rather useless. Finally, in 1883, the legislature of Kansas ordered the reconstruction of

⁸⁶ Brayer, p.137.

⁸⁷ Ibid., pp.144-145.

the bridge across the Republican, the work being completed August 15, 1885.⁸⁸

A crossing on the Smoky Hill River was as necessary as one on the Republican. Although the name of the individual ferry boat operator is lost, there is evidence that a ferry crossing existed on the Smoky Hill River close to the junction with the Republican River. Knowledge of a ferry in operation as early as 1854 was provided by Percival G. Lowe, who was wagon master at Fort Riley in its formative days. Lowe mentioned having crossed the Smoky Hill on a poor ferry located about one mile above the junction with the Republican River.⁸⁹

George A. Root has found the name of Samuel Bartlett as the first ferryman on the Smoky Hill:

Samuel Bartlett operated the first licensed ferry on this stream above its mouth. The authority was granted in 1857 and was the first ferry license issued by Davis County. It was located northeast of Junction City and the license cost \$10.00 a year . . .⁹⁰

In 1860 Bartlett built a new boat and started a second ferry.⁹¹

It is not known how long Bartlett's ferry was operated since there was scant mention of ferry matters in early commissioners records. However, it must have been operated up to sometime in 1862.⁹²

⁸⁸ Martin, KSHT, Vol.VII, pp.366-367.

⁸⁹ George A. Root, "Ferries in Kansas, Part VI, Smoky Hill River," KHC, Vol.IV, p.6.

⁹⁰ Ibid., p.7.

⁹¹ Ibid., p.8.

⁹² Ibid.

L. B. Perry succeeded to the ferry at Bartlett's crossing.⁹³ Later Perry decided to move his ferry boat crossing to the location on the Smoky Hill where the Junction City and Council Grove state road crossed. This road was established by the legislature in 1861.

The Davis County "Commissioners' Journal" reveals that Perry was granted a license on May 4, 1867, issued for a period of six months, to operate a ferry boat. The commissioners fixed the following rates:

six mules, or 6 horses and wagon, 75¢; 4 mules or horses, 50¢; 2 mules or horses, 35¢; 2 horses and buggy, 25¢; 1 horse and buggy, 20¢; 1 horseman and horse, 15¢; 1 footman, 10¢; sheep or hogs, each 5¢. 10¢ for each span of horses or mules above 6.⁹⁴

The need for a bridge over the Smoky Hill River was quite apparent to the early settlers. In 1860 the territorial legislature granted the Smoky Hill Bridge Company exclusive rights for fifteen years for constructing a bridge between the mouth of Lyons Creek and the boundary of Fort Riley. The company was capitalized at \$25,000 and included the names of P. Z. Taylor, John T. Price, William Cuddy, James P. Downer, James D. Woodward, Waters W. Herbert, Robert Wilson, and James R. McClure. This company never completed construction of a bridge.⁹⁵

Root concludes that the first bridge across the Smoky Hill River in Davis County was built by Samuel Bartlett and was

⁹³ Root, "Smoky Hill River," p.9.

⁹⁴ "Journal of the Davis County Commissioners." Book II.

⁹⁵ Root, p.13.

completed early in December 1861.⁹⁶ This bridge apparently was located at what was known as Bartlett's Crossing on the land known as the Fort Riley Diminished Reserve.

The second Smoky Hill Bridge Company was organized at Junction City on February 10, 1867. Incorporators were: S. A. Strickler, president; O. J. Hopkins, secretary; Hiram F. Hale, treasurer. Other directors and incorporators were: Robert Henderson, James R. McClure, W. C. Rawalle, and B. Rockwell. A contract was let to Marsh, Hilliker and Company for the erection of the bridge on the Lyons Creek road for \$18,000, one-half money and one-half stock. The bridge, which was located two or three miles below the mouth of Lyons Creek, was completed about August 1 of the same year.⁹⁷ The bridge company refused to accept the bridge and called it a fraud, resulting in a great row among the stockholders. The company finally accepted the bridge in December.

On March 13, 1867, the county commissioners contracted with Marsh, Hilliker and Company for the construction of a bridge across the Smoky Hill River near the Fogarty Dam at a cost of \$17,500. The bridge was completed and accepted by the county in September of that same year.⁹⁸ There was some question raised over the apparent unsatisfactory work on the bridge and it was

⁹⁶ Root, "Smoky Hill River," p.13.

⁹⁷ Junction City Union, May 6, 1876.

⁹⁸ Ibid.

not until April 4, 1870 that the county commissioners finally settled with the contractors.⁹⁹

With the completion of these bridges, there was increasing agitation throughout the area for free bridges. This culminated in a special election held April 4, 1871 to buy the Smoky Hill River Bridge Company's bridge on the Lyons Creek road. The proposition passed but due to informality in handling returns, a second election was held May 16, on a proposition that the county issue bonds to buy the bridge. The election resulted in a vote of 332 for the proposition and 263 against. The company had set a price of \$10,000 and the county would pay only \$8,000. On July 18, Junction City agreed to pay \$2,000 toward the purchase of the bridge. On September 1, 1871, the Smoky Hill River Bridge Company transferred the bridge to the county.¹⁰⁰

Junction City was on the most direct and practicable route from Leavenworth and Wyandotte to the frontier posts of central Kansas, to the mountains, and to Santa Fe.¹⁰¹ On February 10, 1857 the military road from Fort Leavenworth to Fort Riley was declared to be a territorial road. The Leavenworth and Pike's Peak Express Line up the Kansas valley passed through Junction

⁹⁹ Junction City Union, May 6, 1876.

¹⁰⁰ Ibid.

¹⁰¹ The Green Russell party in the spring of 1860 and the Henry T. Green expedition in the summer of 1860 marked the Smoky Hill route. (Calvin W. Gower, "The Pike's Peak Gold Rush and the Smoky Hill Route," KHQ, Vol. XXV, pp. 165-171.) Junction City secured some of the Santa Fe trade during the Civil War and with the completion of the Union Pacific, Eastern Division to this point in 1866 became an outfitting point for traders.

City and followed the north side of the Smoky Hill River for a considerable distance before branching northwest.¹⁰²

The Kansas River and Smoky Hill River route to the mountains had long been recognized as a very desirable route compared to the Platte River highway through Nebraska. The Smoky Hill route to Denver and other towns in the Colorado gold fields area was some 116 miles shorter between the Missouri River and those points.¹⁰³

The legislature in 1861 established roads from Atchison to Junction City and from Topeka to Junction City in addition to the afore mentioned Junction City-Council Grove road. In 1864 the legislature established three additional state roads from Junction City: via Pooler's Crossing and Lyons Creek to Marion Centre; via Abilene and Salina to the Santa Fe Road; and via Quimby's to Clifton.¹⁰⁴ In addition to these roads two post roads were established in 1864, one from Junction City to Denver and the other from Junction City to Fort Kearney.¹⁰⁵

The Herald of Freedom for July 12, 1858, quoted from a letter by P. Z. Taylor, "They (Junction City) expect soon to have a railroad mass convention at Junction City . . . we have a daily line of coaches, and the town is improving rapidly."¹⁰⁶ There seems to be no evidence that such a daily line of coaches existed

102 Root, "Smoky Hill River," pp.9-10;

103 Ibid., p.12.

104 Ibid., p.10.

105 Junction City Union, May 6, 1876.

106 Ibid.

this early, although a great many wagons of freight contractors, as well as individual settlers, were passing through the area.

Henry Tisdale described the operations of the Kansas Stage Company as copied from a Kansas City directory for the year 1860. L. G. Terry was general superintendent and James H. Roberts agent for the company. The offices were located at the corner of Delaware and Levee in Kansas City. The distance to Junction City was listed as 150 miles and the fare \$10.¹⁰⁷

On December 12, 1861 the first daily mail service was instituted between Junction City and Leavenworth. It was carried by coach and buggy on alternate days. The coach left Junction City on Tuesday, Thursday, and Saturday, with the buggy making the trip on Monday, Wednesday, and Friday.¹⁰⁸

On August 4, 1862 the first coach running westward left Junction City. This was the formal opening of the Smoky Hill route to Santa Fe. The first stage from the west arrived in Junction City on August 9.¹⁰⁹ Prior to this time most of the travel had followed the Old Santa Fe Trail, but due to the increasing dangers of the southern route because of the Civil War and Indian activity, the change of route was made.

David A. Butterfield, who had been a Riley County sheriff, a sawmill owner, a land agent, and a notary public in Junction

¹⁰⁷ Henry Tisdale, "Travel by Stage in the Early Days," KSHT, Vol.VII, p.460.

¹⁰⁸ Junction City Union, May 6, 1876.

¹⁰⁹ Ibid.

City, left in April 1862 on a Pike's Peak venture. He obtained Wall Street backing and in May 1865 returned and organized the Butterfield Overland Despatch. The company had a capital of \$6,000,000 and proposed to open a stage line on the Smoky Hill route to Denver. George W. Martin said that when Butterfield left Junction City he left his wife to hustle for herself, which she did by sewing. Martin also commented that the animals and equipment for the stage line were most elaborate.¹¹⁰

The construction train for the stage line started west on July 3 under the direction of Colonel Isaac Eaton. On August 7 the first train of Butterfield's line reached Denver. On September 28 the coaches of Butterfield's company began making tri-weekly trips from Leavenworth to Denver via Junction City. The first coach made the trip in twelve days. In a period of three consecutive days, five through coaches from Denver arrived in Junction City carrying a total of seventy passengers. The speedy service of the company is indicated by a coach which left Atchison at 11:00 a.m. and arrived in Junction City at 9:00 a.m. the following day.¹¹¹

Root commented on the result of the inauguration of the Butterfield line as follows:

With the inauguration of the Butterfield Overland Despatch line in 1865, the freighting from Junction City received an added impetus that summer, and with the addition of a daily

¹¹⁰ George W. Martin, "A Chapter from the Archives," KSHC, Vol. XII, p.367.

¹¹¹ Junction City Union, May 6, 1876.

line of stages to the mountains that frontier town was made one of the liveliest settlements west of the Missouri River.¹¹²

Butterfield soon ran into financial trouble and the Union reported on January 24, "Creditors began to jump D. A. Butterfield," and again in December 1868, "Everybody suing the Butterfield Overland Despatch Company."¹¹³ Butterfield sold his line to Ben Holladay, whose stage operations later became part of the Wells Fargo, and left Junction City.¹¹⁴ Butterfield was later reported killed at Hot Springs, Arkansas.

With the arrival of the railroad, the Union Pacific, Eastern Division, at Junction City in the fall of 1866, Junction City increased in importance as a transportation center for goods going west. In March 1867, it was estimated that 1500 wagons would be employed during the summer to transport government freight alone from Fort Riley and Junction City to various government posts in the west.¹¹⁵ The first wagon train load of freight of the year left Junction City for Santa Fe on January 18, 1867. It consisted of ten six-mule teams loaded with general merchandise. At this time the stage time between Junction City and Santa Fe was seven days and two hours.¹¹⁶ As the Union Pacific Railroad, Eastern

¹¹² Root, "Smoky Hill River," p.15.

¹¹³ Junction City Union, May 6, 1876.

¹¹⁴ Holladay announced on March 31, 1866 that the Holladay Overland Mail and Express Company would be ready on April 15 to furnish daily connections with the Union Pacific Railroad, Eastern Division, by way of the Smoky Hill route to Denver. J. V. Frederick, Ben Holladay, the Stagecoach King, p.222.

¹¹⁵ Root, "Smoky Hill River," p.16.

¹¹⁶ Junction City Union, May 6, 1876.

Division, was completed further west at a rather rapid pace, the importance of Junction City as a freight and passenger terminus declined.

Local transportation serving the immediate area continued to develop, however, as a series of hack lines were organized to accommodate the surrounding towns. Early in 1867, John Sanderson established a tri-weekly line of hacks between Junction City and Council Grove. On January 29, 1867, a hack line was established between Junction City and Fort Riley, making two trips daily.

The strategic location of Junction City heretofore cited with reference to roads and steamboats, was every bit as applicable to railroad routes. The rash of railroads incorporated in early-day Kansas involved Junction City and Davis County perhaps as much as most other localities. The men involved were motivated by the desire to get the first railroad in the area through their community, the desire to serve the agricultural, mineral, and manufacturing interests of their area, and the desire for material gain.

George W. Glick characterizes the railroad fever:

The volumes of territorial laws are full of charters granted to build railroads. Every town and village and scores of paper towns had railroads projected to run from them as initial points, while the other end of the line was located, in the imagination of the projector, at a point on the Gulf of Mexico or the Pacific Ocean. In their infatuation they expected and believed that the great lines of railroad from the East all pointed to and would terminate at their particular young and growing city of the plains.¹¹⁷

¹¹⁷ George W. Glick, "The Railroad Convention of 1860," KSHT, VOL.IX, p.468.

In the fall of 1860, Edmund G. Ross, editor of the Topeka Record, suggested that a meeting be held to correlate plans for railroads in the future state of Kansas. This suggestion met with enthusiastic support in other Kansas towns by people who felt it practical to pool their interests in the hopes of a successful appeal to the federal government for land grants. Accordingly, Colonel Cyrus K. Holliday, of Topeka, issued a call for a meeting to be held in Topeka on October 17, 1860. The purpose would be to devise a system of railroad land grants for the territory, to be petitioned for at the next session of congress. Junction City signers of this call were: F. N. Blake, F. Patterson, S. B. White, James R. McClure, J. P. Downer, George Montague, S. B. Garrett, P. Z. Taylor, W. K. Bartlett, R. C. Whitney, N. S. Gilbert, and Abraham Barry.¹¹⁸

At an early stage of the deliberations, it was decided that each county would be allowed one vote regardless of population and representation. This ruling was unacceptable to the more populous counties,¹¹⁹ and the delegation from Leavenworth County and all but one member of the Douglas County delegation withdrew from the meeting. In addition, three other individuals withdrew, one of these being James R. McClure of Davis County.¹²⁰ Attending

¹¹⁸ Glick, p.468.

¹¹⁹ Bright, Vol.I, p.227.

¹²⁰ Glick, p.474.

the meeting and representing Junction City and Davis County were: James Streeter, P. Z. Taylor, and John Sanderson, in addition to McClure.¹²¹

The convention decided to ask congress for land to aid in the construction of five railroads and the following resolution was adopted:

Resolved: That a memorial be presented to Congress asking an appropriation of public lands to aid in the construction of the following railroads in Kansas: First, a railroad from the western boundary of the state of Missouri where the Osage Valley and Southern Kansas railroad terminates, westwardly, by way of Emporia, Fremont, and Council Grove, to the Fort Riley military reservation; second, a railroad from the city of Wyandotte (connecting with the P.G.R. railroad and the Pacific railroad) up the Kansas valley, by way of Lawrence, Lecompton, Tecumseh, Manhattan, and the Fort Riley military reservation to the western boundary of the territory; third, a railroad running from Lawrence to the southern boundary of Kansas, in the direction of Fort Gibson and Galveston bay; fourth; a railroad running from Atchison, by way of Topeka through the territory in the direction of Santa Fe; fifth, a railroad from Atchison to the western boundary of Kansas.¹²²

All of the roads suggested in the resolution were constructed, with the exception of the first named, although there were changes in routes and termini. The first named road, while not being constructed, was adequately covered by other railroads including the Union Pacific, Southern Branch, which started south at Junction City and followed generally the valley of the Neosho River.

. . . the results of that first great railroad convention in Kansas have proven the prophetic wisdom and foresight of the men who signed the call as well as of those who participated in its proceedings.¹²³

121 Glick, p.473.

122 Ibid., p.475.

123 Ibid., p.476.

The first railroad having any relation to Junction City was incorporated in July 1855, less than two months after the original survey of the town site. This was the Leavenworth, Pawnee, and Western Railroad. Strangely enough, the successor of this line was one of the few proposed railroads to actually reach Junction City. Robert Wilson of Fort Riley was one of the original directors.

There was little activity, albeit much talk, in the construction of this road. Finally, in January of 1863, a contract was made with Ross, Steel, and Company of Montreal, Canada, for the building of the railroad and "Junction Citians expected the railroad to be in their town by the end of the year."¹²⁴ In the spring of 1863, Samuel Hallett and John C. Fremont gained controlling interest in the company and on June 6, changed the name of the railroad to the Union Pacific Railway, Eastern Division. Hallett became general superintendent and contractor, and immediately fired the original contractors. In late August two important decisions were made; to move the principal offices of the company to Wyandotte, and to build straight to Fort Riley instead of detouring through Leavenworth. Early in September, construction was started at Wyandotte. Ground was not broken on the Union Pacific out of Omaha until December of the same year (1863) and the Kansas road held the initiative. On July 27, 1864 Hallett was murdered, presaging a reorganization of the company. Fremont had been dropped as a director in April 1864, and John D. Perry,

¹²⁴ Junction City Union, May 6, 1876.

who had been named president in Fremont's place, forced the Hallett family out of the firm. Litigation, financial manipulations and government influence, or the lack of it, occupied the railroad's directors for more than a year, delaying construction. Late in 1865, only sixty miles of track had been accepted. Construction proceeded at an improved pace in 1866 under the direction of the Robert M. Shoemaker Company, which had signed an agreement to build the road on July 1, 1865.¹²⁵

The Union Pacific Railway, Eastern Division, originally was authorized to run their route up the Republican River valley to Fort Kearney, Nebraska. When the Union Pacific out of Omaha reached Fort Kearney, officials of the Kansas road became convinced that the Smoky Hill valley route to Denver was more desirable and, accordingly, asked the federal government to permit them to make the change. In April 1866 the United States Attorney General ruled that additional legislation would be necessary to change the route to the Smoky Hill valley. On July 3 congress agreed to the proposed change.¹²⁶

¹²⁵ Alan W. Farley, "Samuel Hallett and the Union Pacific Railway Company in Kansas," KHQ, Vol.XXV, pp.3-16.

¹²⁶ Acts approved July 1, 1862 (Chap.120, Vol.XII, p.489), Laws of Kansas) and July 2, 1864 (Chap.216, Vol.XIII, p.356, Laws of Kansas) were amended by an Act of Congress approved July 3, 1866, entitled An Act to amend an Act entitled, "An Act to amend an Act entitled 'An Act to aid in the Construction of a Railroad and Telegraph Line from the Missouri River to the Pacific Ocean, and to secure to the Government the use of the same for Postal, Military and other Purposes,' Approved July 1, 1862," approved July 2, 1864. Congressional Globe, Part 5, Chapter CLIX, pp.333-334.

During the early part of 1866 the Eastern Division was being constructed on the north side of the Kansas River. On July 14, Colonel Phillip D. Fisher and a surveying party began locating the Eastern Division west from Junction City up the Smoky Hill valley. By July 20, construction of the road bed had reached the west bank of the Republican River, causing the Junction City Union to note, "The excavators threw up the first ground on the railroad west of the Republican River on this date."¹²⁷

While construction cars on the railroad had reached the Blue River at Manhattan, the directors of the Eastern Division held a meeting in St. Louis on August 15, where it was decided to put the road under contract for 250 miles west of Fort Riley. This work was to be completed by January 1, 1868.¹²⁸ One week later than the meeting on August 15, 1866, a joint resolution of congress gave the Eastern Division 40 acres adjoining the Junction City town site for depot purposes.

A passenger and freight train came as far as Ogden on October 15 and ran into Fort Riley the next day. The depot grounds were cleared and a turntable erected at Junction City on October 16. On November 10, 1866 the first regular train of cars and a locomotive started east, head forward for the first time. One week earlier on November 3, the construction train came into Junction City from Fort Riley. On this same date the Eastern Division brought an excursion train to Fort Riley and Junction City to

¹²⁷ Junction City Union, May 6, 1876.

¹²⁸ Ibid.

celebrate the extension of the line to this point, "Aboard it were one hundred distinguished ladies and gentlemen from Philadelphia and St. Louis, among them John D. Perry, president of the railroad. Most of the Kansas officials, including the governor, had joined the train after its arrival in the state."¹²⁹ After being welcomed to Fort Riley by Major General George Custer, the party was given a tour and a luncheon. Arriving in Junction City, the group was "received in omnibusses and conveyed to the Central Hotel. A supper was prepared by the city but the excursionists were so belated and had fared so sumptuously at Fort Riley that they did not partake."¹³⁰

Before the first week of rail service had passed, a train wreck occurred in the area. On November 16, a passenger car, a baggage car, and a box car were thrown from the track at Fort Riley by cattle.

An early time card issued by the Eastern Division shows a train leaving Leavenworth at 8:30 a.m. and arriving at Junction City at 5:30 p.m. The return train left Junction City at 5:30 a.m. and arrived at Leavenworth at 1:35 p.m. The time from New York City to Junction City was listed as seventy-two hours.

The western boundary of Davis County was reached by the Eastern Division track on November 24, 1866. During the winter of 1866-67, Junction City served as the terminus of the railroad

¹²⁹ Junction City Union, June 24, 1953.

¹³⁰ Ibid.

and the railroad engine house was completed January 15. Construction westward continued at a reduced rate during the early months of 1867, the road reaching the crossing of Mud Creek at Abilene on March 14. It was not until May 6 that the first passenger train ran west of Junction City, when a train left in the evening and returned the following morning.¹³¹

May 31, 1868, the name of the Union Pacific Railway, Eastern Division, was changed to Kansas Pacific Railway. In the same month the Kansas Pacific Railway properties in Davis County were appraised at \$207,325. The line was completed to Denver August 15, 1870. On April 3 of that year, the first division of the Kansas Pacific was moved from Junction City to Wamego. This was quite a blow to Junction City business interests, but the loss was recouped when the division point was subsequently moved back to Junction City.

George C. Lyman, who was the Junction City agent of the Kansas Pacific, resigned July 15, 1871 to go to Denver. Information on succeeding agents is unavailable until Josiah Copley, Jr., took charge of the local office on May 20, 1874. In 1880, the Kansas Pacific Railway was taken over by the Union Pacific Railroad Company and it became the Kansas Division of the Union Pacific Railroad Company.

While the Union Pacific Railway, Eastern Division, was building toward Junction City, the railroad fever grew in intensity and

¹³¹ Junction City Union, May 6, 1876.

the desire for a road beginning at Junction City and linking the towns of the fertile Neosho valley to the southeast became a reality. A railroad convention was held at Emporia June 4, 1864, and an organization was effected with R. M. Ruggles as president and Robert McBratney corresponding secretary and director for Davis County. The organization planned to secure a rail link for the Neosho valley towns. The next step was taken somewhat more than a year later, when, on November 27, 1865, in Junction there was "an enthusiastic railroad meeting on behalf of the Union Pacific Railway, Southern Branch."¹³² Elected at the meeting were S. B. White and George W. Martin, secretaries, and a committee on resolutions composed of A. W. Callen, B. Rockwell, Robert McBratney, J. R. McClure, and N. S. Gilbert. Shortly after this meeting, books were opened for subscriptions to capital stock of the railway. By December 1865, Junction City men had subscribed \$25,000 to the capital stock.

The proposed railroad was given another boost in January 1866, when Major O. B. Gunn reported an excellent route for a railroad across the divide from Junction City to the Neosho River. Officials of the railroad continued to be occupied with their most pressing problem, that of finance. At the annual meeting of stockholders of the Southern Branch, held at Emporia, May 16, 1866, Robert McBratney and J. R. McClure were elected directors for Davis County. Further assistance came when congress granted land to the road. On February 23, 1866, a bill entitled, "An Act Providing for

¹³² Junction City Union, May 6, 1876.

the Sale of Public Lands, to Aid in the Construction of Certain Railroads," was passed. This act provided Kansas with 500 thousand acres of internal improvement land which was in turn divided among four railroads, including the Union Pacific, Southern Branch.¹³³ On July 26, 1866, congress passed a bill entitled, "An Act Granting Lands to the State of Kansas, to Aid in the Construction of a Southern Branch of the Union Pacific Railway and Telegraph, from Fort Riley, Kansas to Fort Smith, Arkansas."¹³⁴ This act gave the Union Pacific, Southern Branch, five alternate sections of land on each side of the right of way, and it included the right to build through the Indian Territory, with the consent of the Indians. It carried no cash or bond subsidy, however.¹³⁵

A meeting was held in Junction City on the night of September 4, 1866 to raise money for the preliminary survey of the route. Four hundred dollars was raised by contributions as Junction City's share of the expense. On the following day, September 5, an impressive cornerstone ceremony was held at the foot of Sixth Street. The cornerstone was set by Major General John Pope at a point 200 feet east of the Eastern Division track on a tract of land 400 feet by 1400 feet in size belonging to the city and offered by the mayor and council as a Union Depot site. The cornerstone was a limestone shaft with the inscription "U.P.R.W.,

¹³³ Vincent Victor Masterson, The Katy Railroad and the Last Frontier, pp.14-15. Laws of the State of Kansas for 1866, Chap. LXI, Sec.1, February 23, 1866. p.142.

¹³⁴ Ibid., p.15. Congressional Globe, S No.224, p.4169, July 26, 1866.

¹³⁵ Masterson, p.15.

S.B. September 5, 1866¹³⁶ carved on it. Colonel N. S. Goss and Robert McBratney made speeches in honor of the occasion.¹³⁷

The preliminary survey was made and no more action was taken until the annual meeting of the stockholders and directors held May 16, 1867 at Emporia. This meeting called for \$800,000 in bonds with \$165,000 as the Davis County share. Colonel Hiram F. Hale and P. Z. Taylor were elected directors for Davis County. The Davis County commissioners, upon petition, agreed to submit a proposition to the voters for the issuance of bonds to aid the Southern Branch. On July 15, 1867, a special election was held at which the voters of the county agreed to issue bonds in the amount of \$165,000. The vote was 534 for the bonds and 166 against.

The directors of the Southern Branch closed a contract with A. F. Beach and Dull, Gowan, and Company for the construction of the road on August 22, 1867. It seemed that positive action was being taken toward the construction of the Southern Branch when, on October 15, ground was broken at the site of the cornerstone. Speeches were made by Governor Thomas Carney, General James G. Blunt, Thaddeus H. Walker, Colonel P. B. Plumb, and Colonel N. S. Goss. Following the ground-breaking ceremonies, a banquet was

¹³⁶ On June 10, 1871 the editor of the Union wrote that this stone had fallen over and "That stone must stand up!" He indicated that some people thought the laying of the cornerstone was a huge farce, but that, at the time of the article (1871), over 450 miles of track has been laid. No knowledge exists in 1963 of the location of this monument.

¹³⁷ Junction City Union, September 8, 1866.

held that evening at the Hale House at which Major General Benjamin Grierson, General James G. Blunt, Robert McBratney, Isaac Sharp, P. B. Plumb, O. Kent, N. S. Goss, A. F. Beach, T. H. Walker, George T. Anthony, P. B. Maxson, R. M. Shoemaker, the Rev. Dr. Charles Reynolds, Colonel J. H. Gillpatrick, Major D. M. Claggett, and Colonel Phil D. Fisher responded to toasts.¹³⁸

The actual survey locating the Southern Branch was begun on May 18, 1868 by C. W. Babcock and a Mr. Williams, assisted by G. M. Walker. By the evening of May 20, they had carried the line across the Smoky Hill River to the foot of Jones' ravine. The survey line was completed to Council Grove on July 6. On June 24, 1868, Colonel Hiram F. Hale of Junction City was elected vice president of the road at a meeting of the directors.

The lack of adequate financing and inexperience in railroad construction was a hindrance to the officials of the Southern Branch. In the summer of 1868, a group of eastern financiers arrived in Emporia to investigate the possibilities of the railroad. These men, with Levi Parsons of New York as spokesman, agreed to finance the Southern Branch and gradually took over complete control of the company. One of the first steps was the transferring of the Beach contract to Parsons' Land Grant Railway and Trust Company. Another immediate change was the site of the board of directors meeting. This meeting was held in November in New York City with Hiram F. Hale and P. Z. Taylor attending from Junction City.

¹³⁸ Junction City Union, May 6, 1876.

Construction finally began when, on April 2, 1869, the Southern Branch advertised for proposals to do grading and culvert masonry from Junction City to Council Grove. On May 6 it appeared that Junction City was at last to have a southern railroad when a locomotive arrived and enough track was laid to run eight or ten cars. Within a week, track was laid to the Smoky Hill River and on May 15, track was laid south of the Smoky Hill.

Coincidental with this spurt in construction was the arrival of Levi Parsona and Francis Skiddy, the leading spirits of the Southern Branch. In Junction City, on May 20, 1869, was held the annual meeting of stockholders and directors of the Southern Branch, at which time Colonel Hiram F. Hale was elected vice president. This meeting marked the last influence of area stockholders. Eastern interests continued to gain control until, on December 27, 1869, the local directors of the Southern Branch resigned and an entire board of New Yorkers was elected.¹³⁹

Construction continued despite the moves to change controlling interests in the railroad and by July 16, track had been laid as far as the first crossing on Lyons Creek. On September 30, a brief excursion was conducted as state officers and some 60 invited guests made the ride out some 20 miles on the Southern Branch. In October 1869, the Kansas Pacific Railway sold their depot, roundhouse and about 50 acres of land in Junction City, to the Southern Branch. On October 12, Elisha Edwards loaded a car from his field with 600 bushels of oats and had it brought to town, thus marking the first shipment into Junction City on the

¹³⁹ Junction City Union, May 6, 1876.

Southern Branch. The laying of rails to Council Grove was completed on October 27, 1869 and by November 1, a regular train began running to Council Grove with mail service. Reflecting the change in directors and their objectives for the railroad was the change in name from Union Pacific Railway, Southern Branch, to Missouri, Kansas, and Texas Railway on January 15, 1870.¹⁴⁰

The county commissioners of Davis County had been reluctant to transfer the bonds to the railroad. On May 10, 1870, the Land Grant Railway and Trust Company, builders of the Katy, brought suit against Davis County for the \$165,000 in bonds and interest from November 1, 1869. On September 29 the bond suit was decided by the Kansas Supreme Court in favor of Davis County. An interesting side light is noted when, on January 6, 1871, the law firms of McClure and Humphrey, and Shannon and Shannon, were paid \$6,000 for services in the railroad suit by the Davis County commissioners.¹⁴¹

By the end of March 1870, travel on the Katy averaged 50 passengers a day and 12 freight carloads. On June 7, 1870, the first train from the Indian Territory arrived at Junction City and on June 20 the first train left Junction City on the Katy for

¹⁴⁰ The name "Union Pacific" seemed to catch the public's fancy and the Union Pacific, Eastern Division and the Union Pacific, Southern Branch capitalized on this, perhaps hoping to connect literally or financially with the Omaha Union Pacific. However, after the Credit Mobilier scandal, both of these roads, which had no connection with each other, changed their corporate names.

¹⁴¹ Junction City Union, May 6, 1876.

Chetopa. With the opening of the Katy's Sedalia Branch, the first trains began to run over the Katy tracks from Junction City to St. Louis in February of 1871. Junction City finally got a through connection to the Gulf of Mexico when, on December 25, 1872, the Katy connected with the Texas Central at Denison, Texas.

Junction City, which had been the starting point for the Katy Railroad, began to lose some of its business when the land department of the railroad was moved from Junction City to Neosho Falls on May 24, 1870. A greater loss occurred November 22, 1873 when the Katy removed its shops to Denison, Texas. As the Katy expanded and opened its general offices at Parsons, Junction City became little more than the terminus of the Neosho Valley Branch of the Katy Railroad.¹⁴²

Even with the construction of the Union Pacific Railway, Southern Branch, (Missouri, Kansas, and Texas) the railroad fever continued unabated. The extent of the railroad interest in Junction City is indicated by a meeting at Brown's Hall on November 7, 1870, at which it was resolved that Davis County should vote \$150,000 in bonds to aid in the construction of each of the following roads: from Junction City to Denver via the Solomon valley; from Junction City up the Republican valley; from Junction City to Lincoln, Nebraska; and from Junction City via the Wakarusa valley to Pleasant Hill, Missouri.¹⁴³

¹⁴² Actually, Levi Parsons had told the Board of Directors, in 1870, that the Katy must have an eastern outlet and, when his proposed lines were built, the Neosho valley line would simply become a branch line. It remained the "Neosho Valley Branch" for nearly 90 years until it was abandoned.

¹⁴³ Junction City Union, May 6, 1876.

As a result of this indication of financial assistance, a public meeting was held June 21, 1871 at which time R. O. Rizer, George Rockwell, G. B. Duy, Richard Wake, and A. C. Pierce were appointed as a committee to perfect the organization of a company to build a railroad up the Republican valley. The subsequently formed corporation was the Junction City and Fort Kearney Railroad. Junction City railroad interests, having apparently learned a lesson from the slow moving Southern Branch, pushed the financing of the new road. In July, it was agreed to submit a bond proposition to aid new railroads. A county election was held September 5 at which time the following propositions were voted on:

\$150,000 to the Kansas, Nebraska Railway received 717 votes for and 267 votes against. \$100,000 to aid the Junction City and Fort Kearney Railroad received 723 votes for and 268 votes against. \$100,000 to aid the Holden Branch of the Lawrence, Topeka and Junction City Railway received 704 votes for and 273 against. The total vote cast in Junction City was 541 and the county total was 998.¹⁴⁴

An election of directors of the Junction City and Fort Kearney was held January 16, 1872. Directors elected were: Robert E. Carr, Charles B. Lamborn, A. C. Pierce, James Streeter, J. R. McClure, W. W. Forbes, Ed T. Porter, George W. Martin, J. L. Noble, S. M. Strickler, John K. Wright, and C. H. Trott. On February 1, the Kansas Pacific Railway, which had agreed to construct the route, demanded of Davis County and additional \$100,000. "There was a red hot meeting at Streeter's Hall to consider the subject."¹⁴⁵

¹⁴⁴ Junction City Union, May 6, 1876.

¹⁴⁵ Ibid.

The county commissioners agreed to submit a proposition to the voters conditioned upon the building of certain shops in Junction City. Accordingly, a special election was held April 2, 1872 at which time the proposition to grant an additional \$100,000 in bonds to aid the Junction City and Fort Kearney Railroad received 704 for and 350 votes against.¹⁴⁶

A contract was made April 9 with Robert E. Carr and associates for the construction of the Junction City and Fort Kearney Railroad to Clay Center. Work was begun on the grade of the railroad by John K. Wright, grading contractor, on June 4. It was not until November 8, however, that track laying crews began work on the road. By November 27, the track had reached the north line of Davis County, eleven miles from town, entitling the company to \$50,000 in county bonds. A few days later the county commissioners took a ride on the road at which time the track had been laid two miles beyond the county line. On December 6, 1872, a contract was made for the erection of railroad shops at Junction City.¹⁴⁷ The Junction City and Fort Kearney Railroad hauled its first car of freight in late December 1872 when Charles Wake¹⁴⁸ shipped a car load of lumber to Wakefield.

The Davis County commissioners, on January 6, 1873, issued to the Junction City and Fort Kearney Railroad one hundred \$1000, seven percent, thirty-year, county bonds. On January 8 came the

¹⁴⁶ Junction City Union, May 6, 1876.

¹⁴⁷ Ibid.

¹⁴⁸ Charles Wake, the son of Richard Wake, was a Junction City lumber dealer.

inevitable, "the first smash up on the Junction City and Fort Kearney, seven cars ditched beyond the crossing of the Republican."¹⁴⁹

At the annual election of directors, January 21, 1873, James Streeter, R. S. Elliott, J. R. McClure, E. S. Bowen, Robert E. Carr, A. C. Pierce, John P. Devereux, B. W. Lewis, Jr., George W. Martin, W. W. Forbes, C. B. Lamborn, John K. Wright, and Adolphus Meier were elected. Regular trains began running to Clay Center on February 13, and on April 12 work began on the railroad shops in Junction City. The bond proposition required that work begin before April 24.

In addition to the railroads actually constructed through Junction City, several other railroads were incorporated to serve this area. Some of them included Junction City men as directors. The first of these was the Atchison and Fort Riley Railroad Company organized February 17, 1857. Among the incorporators were: Robert McBratney, Robert Wilson, and A. J. Mead.¹⁵⁰

Following the Civil War, the Fort Riley, Smoky Hill Valley and Denver City Railroad Company was organized. This was in January 1866 and the incorporators were: Robert McBratney, J. R. McClure, John T. Price, A. W. Callen, George W. Martin, J. H. Brown, S. D. Houston, T. F. Hershey, and P. Z. Taylor. This railroad failed to survive the paper stage.

The next railroad organized was less ambitious in scope but equally unsuccessful. This was the Junction City, Solomon Valley

¹⁴⁹ Junction City Union, May 6, 1876.

¹⁵⁰ Ibid.

and Denver Railway Company organized August 28, 1869 and contemplated to run from Junction City up Chapman's Creek to the Solomon valley. On October 5, a meeting was held at Brown's Hall in behalf of this railroad and a preliminary survey ordered. Less than one week later another meeting was held and \$125,000 of stocks subscribed. Directors elected at this meeting were: James H. Brown, Robert McBratney, S. M. Strickler, J. H. Gillpatrick, John K. Wright, Robert S. Stevens, W. W. Lambert, W. S. Miller, G. E. Beates, A. W. Callen, L. D. Bailey, J. G. Blunt, and C. W. Babcock.¹⁵¹

Another hopeful group organized the Lawrence, Junction City, and Denver Railway Company at Lawrence, March 25, 1870. The incorporators were: P. D. Ridenour, George A. Reynolds, W. T. Montgomery, H. M. Simpson, George W. Deitzler, C. W. Babcock, Elijah Sells, John W. Brown, C. C. Moore, Henry Schmutz, G. E. Beates, J. H. Gillpatrick, and George W. Martin. This road intended to serve the Wakarusa and Solomon valleys.¹⁵²

Changing direction, another group planned to connect Junction City with the young cow town of Wichita. In September 1870, the Junction City, Wichita, and Santa Fe Railway Company was organized at Wichita. Local incorporators were: S. M. Strickler and G. E. Beates.

The next railroad to be organized, one which achieved partial construction, was the Kansas and Nebraska Railway Company,

¹⁵¹ Junction City Union, May 6, 1876.

¹⁵² Ibid.

instituted in May 1871. Incorporators were: John B. Anderson, Hiram F. Hale, Robert McBratney, R. O. Rizer, J. H. Brown, Ed T. Porter, S. M. Strickler, R. S. Miller, J. R. McClure, Luther Hall, A. W. Callen, A. C. Pierce, George Rockwell, James Humphrey, James M. Harvey, B. Rockwell, John A. Anderson, S. B. White, M. E. Clark, C. H. Trott, George W. Martin, G. E. Beates, Thomas Dickson, Theodore Weischelbaum, and A. G. Couse. At the annual meeting, January 11, 1872, the following were elected to the board of directors: Robert McBratney, Hiram F. Hale, A. W. Callen, A. C. Pierce, James Streeter, Ed T. Porter, John T. Price, George W. Martin, A. A. Moore, Charles Fuller, Levi Billings, S. E. Burtiss, and A. R. Whiting.¹⁵³

A contract was let for work on the Kansas and Nebraska Railway July 25, 1872. At the annual meeting of the stockholders on January 9, 1873, the directors elected were: James Streeter, S. M. Strickler, John T. Price, A. C. Pierce, George W. Martin, A. W. Callen, C. E. Aloith, G. B. Duy, A. J. Cheeney, Charles Cheeney of Pittsburgh, Pennsylvania, Hiram F. Hale, A. A. Moore, and Eugene L. Akin.¹⁵⁴

The impact of the railroad construction on Junction City's labor market and trade volume seemed to be rather light. The newspapers of the period give little indication of a change in

¹⁵³ Junction City Union, May 6, 1876.

¹⁵⁴ On April 19, 1873 the stockholders in the Kansas and Nebraska Railway changed the name to the St. Joseph, Kansas, and Texas Pacific Railway. The route of the proposed road was changed to run from St. Joseph.

the city's status. The Union Pacific, Eastern Division, used workers from Canada in the initial stages of construction because of a shortage of local labor. This was probably due principally to the Civil War, available land for settlers, and a slight outbreak of "gold fever." By the time construction activity reached the Junction City area, the Civil War was over and the impetus of westward movement was underway. Laborers were more plentiful and Junction City's growth and importance became more significant in 1866 and 1867.¹⁵⁵ This tapered off when the railroad was built westward in 1867 and Junction City ceased to be the terminus. It still remained important as a division point on the road, however. The Union Pacific, Southern Branch, used Irish laborers recruited under the direction of John Scullin. Most of the towns along the route received the trade from the payroll of the line. The offices and shops remained in Junction City only temporarily, being removed when the track reached Indian Territory and Denison, Texas, respectively. Junction City was probably more directly involved financially in the Junction City and Fort Kearney Railroad. Local capital was invested, a local contractor held the grading contract, and shops were built in Junction City.

Other railroad activity in the Junction City area came at a later date. However, it is outside the scope of the first quarter century, the period covered by this thesis.

¹⁵⁵ See Chapter V.

CHAPTER IV

COMMUNICATIONS

Junction City's location on the frontier, a position that it occupied for a few years until towns were established further west, made communication rather difficult. The people who settled in the Junction City area came from eastern and north central states for the most part. Their desire for communication with friends and relatives in the East, plus the need for information on political moves, legislative acts, and commercial prices made some sort of mail service necessary. Since news from the East was received irregularly for the first two years, the desire of the people for news resulted in the establishment of a newspaper at a very early date.

Mail Service

The first mail received in Junction City was brought to Fort Riley and picked up there. As the settlement increased in population, a post office was established. There is a discrepancy in the information available. Andreas says, "the first post office established in Junction City was in 1858 with L. J. Harris as postmaster."¹⁵⁶ Baughman, using the resources of the Kansas State Historical Society and the National Archives, gives Nathan S. Ranschoff¹⁵⁷ as the first postmaster with the post office officially

¹⁵⁶ Andreas, p.1008.

¹⁵⁷ Baughman, p.183.

established June 30, 1858.¹⁵⁸ Additional information adds to the confusion as may be seen in this statement from George W. Martin writing in the Junction City Union:

We chanced the other day to pick up an old United States Blue Book for the years 1860-1. We learned from it that from August 1, 1861 to the end of the year, Nathan Ranschoff¹⁵⁹ was postmaster at Junction City. For five months his compensation was \$11.30; net proceeds of the office to the government was nothing. John F. Schmidt was postmaster for one quarter and his compensation was \$32.80; no net proceeds . . .160

Ranschoff had moved his business from Ashland to Junction City in 1858 keeping the post office in his store. He sold his business to Henry Ganz in October 1861. The firm was located in the George L. Miller building on West Sixth Street, north of the park.

The delivery of mail from the East was assured, when, on December 12, 1861, the first daily mail service was instituted between Junction City and Leavenworth.¹⁶¹ In April of that same year the first contract for carrying mail west of Junction City, a weekly mail to Salina, was let to Samuel W. Orr. On June 20, 1861, Orr and P. E. Weston started from Junction City with the first mail for Fort Larned. They made the distance between

¹⁵⁸ Baughman, p.66.

¹⁵⁹ The Junction City Union consistently spelled the name Ranschoff, both in articles and advertisements. Baughman uses Ranschoff. In the U.S. Census for Kansas, 1860, the name is spelled Ranshoff.

¹⁶⁰ Junction City Union, May 6, 1876.

¹⁶¹ See p.53 in this thesis.

Ellsworth and Larned in the night. The mail consisted of one letter.¹⁶²

At times, when information of great interest to the townspeople arrived by mail, the postmaster would make the information known to the citizenry. Perhaps the best example of this was the news of the assassination of President Lincoln:

An extra was brought to Junction City by the coach arriving Monday morning (April 17) about three o'clock. The postmaster aroused the town. An impromptu meeting was held at two o'clock in the afternoon. W. K. Bartlett was called to the chair and P. Z. Taylor chosen secretary. The following were appointed to draft and import resolutions at an adjourned meeting in the evening: S. D. Houston, R. McBratney, George W. Martin, P. Z. Taylor, Luther Hall, J. H. Brown, T. G. Horn, and R. D. Mobley. Every house in town was draped in mourning.¹⁶³

The returns of the Junction City post office for the quarter ending September 30, 1865 was \$302.65 and the postmaster's salary was \$42.50. Eleven mails were made up each week. The report for the quarter ending June 30, 1866 indicated that the Junction City post office had mailed 20,000 letters and received 15,000 during the quarter.¹⁶⁴

Holladay Overland Mail coaches from both ends of the Smoky Hill route -- Topeka and Denver -- began to make daily trips on April 28, 1866. On July 2 the first through mail for Santa Fe left Junction City. Regular departures were Monday, Wednesday, and Friday at 8:00 a.m. with arrival in Santa Fe fourteen days

¹⁶² Junction City Union, May 6, 1876.

¹⁶³ Ibid.

¹⁶⁴ Ibid.

later at twelve midnight. This time was later reduced by almost half. By July of 1866, Junction City had a mail delivery once each day from Leavenworth and once every other day from St. Louis. An indication of equipment needed for the growing mail service is given in this statement from the Union, August 31, 1866: "300 horses and 40 coaches belonging to the Holladay Overland Mail and Express Company arrived in town."¹⁶⁵

The amount of mail handled from Junction City increased rapidly. By October 1, 1866, the tri-weekly coach up the Smoky Hill valley averaged four sacks of mail a trip. One year earlier there had been one sack of mail per week on this route. The volume of mail received is further indicated by the report for the first quarter of 1867 which showed that during a one week period 3,187 letters had been received. On April 1, 1867, the Junction City post office was made a money order office.¹⁶⁶

Increased service was offered when the post office department ordered a daily mail service from Junction City to Fort Scott, via the Neosho valley, in June 1868. In the following November, another new route was offered when tri-weekly mail service was established between Junction City and Marion Centre. With the completion of two railroad lines to Junction City from the East, the town began receiving two mails per day. This was on June 21, 1870.¹⁶⁷

¹⁶⁵ Junction City Union, May 6, 1876.

¹⁶⁶ Ibid.

¹⁶⁷ Ibid.

The Junction City post office was made a foreign money order station September 5, 1871. Business growth continued according to a report dated February 6, 1873 showing that the post office handled 2000 pounds of mail per day, 4500 letters per day, and \$1000 worth of money orders a week. Another service was ordered April 11, 1873, this one on the Junction City and Fort Kearney Railroad to Clay Center.

Newspapers

Political parties and newspapers have always been closely related, sometimes with rather explosive results. This was very much in evidence in the mid-years of the nineteenth century, when Junction was founded. The publication of the first newspaper in Junction City was almost simultaneous with the birth of the town. The leading political element in Junction City until the second year of the Civil War was the Democratic Party. This was due, in a large part, to the proximity to Fort Riley, where leaders of the party desired that a newspaper be established in order that the area might be publicized and that they might have a political voice.

The Junction City Sentinel appeared in June 1858 with Benjamin H. Keyser as the editor, George W. Kingsbury, printer, and Robert Wilson, patron. This paper was apparently published irregularly until the summer of 1859, when Samuel Medary, Jr., son of the territorial governor, became the editor. Medary changed the name to the Kansas Statesman. Medary was succeeded by Waters

W. Herbert, a lawyer, and William Cuddy, a farmer, in the spring of 1860. George W. Kingsbury and William S. Blakely were associated with this paper as publishers. The name of the paper was changed to the Junction City Statesman. In September of 1860, Kingsbury retired from the paper and left Junction City. Blakely continued the paper for some two months before publication was suspended. Subsequently, the printing equipment came into the hands of H. T. Geery, who inaugurated a paper called the Frontier Guide, which continued until September 1861, when he changed the name to The Kansas Frontier. On November 7, 1861, George E. Dummer became the editor of The Kansas Frontier. He continued the democratic policy of the paper, arousing the ire of a number of local citizens and soldiers from Fort Riley. The end of the newspaper came when the equipment was destroyed by members of Company C, Eighth Kansas and Company F, Sixth Kansas stationed at Fort Riley, on March 10, 1862. Having left some of the equipment in an usable condition, the soldiers returned on Saturday night, March 15, and completely wrecked the premises, accidentally wounding a blacksmith named Charles A. Wood. Wood died on May 19 as a result of the wounds. Due to this action, Dummer was forced to prove his loyalty by enlisting in the Union Army.¹⁶⁸ C. F. De Vivaldi, for a short time, published the Manhattan Express simultaneously at Junction City and Manhattan.¹⁶⁹

¹⁶⁸ Junction City Union, May 6, 1876.

¹⁶⁹ "In Memoriam. Honorable Richard Baxter Taylor, Kansas Newspaper History," KSHT, Vol.I and II, p.172.

A paper which was moderately republican and overwhelmingly Union was established September 12, 1861. This was the first issue of The Smoky Hill and Republican Union. Actually, the first issue appeared September 19, but the paper had been set up to run on September 12 and was prevented only by lack of paper. George W. Kingsbury was editor and publisher. Streeter and Strickler, and W. K. Bartlett owned the equipment. Kingsbury had returned to Junction City on August 2, bringing George W. Martin with him, with the intention of starting the Union. Kingsbury ceased publication with the issue dated December 26, 1861, but publication was resumed January 30, 1862 by William S. Blakely and George W. Martin.¹⁷⁰

The first three newspapers in Junction City were democratic papers and all three failed. The republicans in the community wished to establish a newspaper and made arrangements with George W. Kingsbury to return and do so. It was under these circumstances that Kingsbury established The Smoky Hill and Republican Union, September 12, 1861. Part of the arrangement included the nomination of Kingsbury for the post of county treasurer, the pay being some \$600 a year, to offset the expense of the paper. In the November election, Kingsbury was defeated by Daniel Mitchell and shortly thereafter ceased publication of his paper and left town in February 1862. George W. Martin, who was on the pay roll of Streeter and Strickler as a clerk, but who was actually setting

¹⁷⁰ Junction City Union, May 6, 1876.

type for the newspaper, assumed the editorship in conjunction with W. S. Blakely. Streeter and Strickler and W. K. Bartlett continued to finance the paper for some time and maintained their interest in the publication until 1866.

Although operating a newspaper was dangerous business, as noted in the case of Dummer, two of Junction City's early editors were killed in distant places. Word was received in December 1859 of the death of Benjamin H. Keyser in Nicaragua. He was one of Walker's men.¹⁷¹ On June 22, 1863, H. T. Geery was killed by Indians in Montana.¹⁷²

The Union office was moved from the second story of the city building to the recently completed basement of Streeter and Strickler's brick building at Seventh and Washington on April '7, 1861. In January of 1864, the Union moved into the building on Eighth Street, later used as a court house and jail.¹⁷³

In 1864 the Union failed to appear on two occasions. The May 28 issue was missing because "The major has been ordered to the field and the sergeant detailed to go to Topeka after arms."¹⁷⁴ During the month of October the Union failed to appear for three weeks owing to the Price Raid. Business was suspended and the entire militia encamped. The Fifteenth Regiment was encamped on the Republican River near the present bridge site.

¹⁷¹ William Walker led filibustering expeditions into Nicaragua.

¹⁷² Junction City Union, May 6, 1876.

¹⁷³ Ibid.

¹⁷⁴ Ibid.

William S. Blakely and George W. Martin retired from the Union on November 19, 1864 and a Mr. Dunlap and a Mr. Russell succeeded them. The new editors published two issues of a paper called the Courier and then quit. Junction City had no newspaper for more than four months, until George W. Martin again took charge and resumed the publication of the paper under the name of the Junction City Union on April 15, 1865.

A change in personnel occurred on April 28, 1866 when Morris H. Porter joined Martin in the operation of the Union. At that time, S. M. Strickler and W. K. Bartlett sold their interest in the paper. With the boom of 1866 and the arrival of the new railroad, business had improved to the degree that the Union became the Junction City Daily Union on November 1, 1866. However, the Junction City Daily Union reverted to the Junction City Union on July 29, 1867. On May 11, 1867 Porter retired from the newspaper, leaving Martin in complete charge. On May 15, 1869, John W. Delaney became associated with the Union, but left the firm on December 11 of the same year.¹⁷⁵

The publication of the Union was modernized on September 3, 1870 when it was printed with new type on a Chicago-Taylor power press. A further improvement was made on December 14, 1872 when steam power was used for the first time.¹⁷⁶

On January 21, 1873, George W. Martin was elected state printer to succeed S. S. Prouty. Prouty brought suit to keep

¹⁷⁵ Junction City Union, June 7, 1861.

¹⁷⁶ Ibid., May 6, 1876.

Martin from taking office. The courts decided, however, that Martin was duly elected, and he assumed the office. Martin's necessary absence from Junction City brought about another change in the operation of the Union, when, on August 9, 1873, Noble L. Prentis became editor. Martin was still listed as publisher and proprietor. Prentis left the Union on March 6, 1875 to become editor of the Topeka Commonwealth. Until December of that year, the editors were listed as: G. W. Martin and H. H. Snyder, an attorney. Again from December 1875 until June of 1876, Martin was the sole editor. John E. Ralstall assumed editorial charge in June 1876 and remained until August 1877. Again Martin assumed the editorship until September 15 when S. S. Prouty became editor. On October 1, 1877, the newspaper was leased to Prouty for two years. Martin again resumed the editorship of the paper on November 1, 1879, and remained until 1888, when he sold the newspaper.¹⁷⁷

It is interesting to note that S. S. Prouty, the man Martin defeated for the position of state printer and also defeated in a law suit, became editor of Martin's paper. Before leaving the story of the Union, it should be noted that this newspaper from the date of its founding until 1867 was the only newspaper published between Manhattan and Denver.¹⁷⁸ Another unusual first

¹⁷⁷ Junction City Union, June 7, 1961.

¹⁷⁸ Ibid.

occurred July 3, 1875 when the Union was printed on Kansas-made paper from Blue Rapids.¹⁷⁹

Following the Civil War, the democrats again felt the need for a paper under their sponsorship. This need was realized when the first issue of the Junction City Avalanche, started by A. S. Huling, appeared July 17, 1868. It was printed in Leavenworth and offices were maintained on the second floor of Wiley's building in Junction City. The Avalanche expired just one week after the November elections.¹⁸⁰

The Junction City Tribune was established August 14, 1873 under the proprietorship of Henry Farey and Theodore Alvord. The following year Alvord was listed as editor and on May 27, 1875, John Davis became editor and proprietor. Davis continued the paper until November 13, 1890, when Charles S. Davis became editor and proprietor.

In addition to aforementioned newspapers, there were three short-lived papers falling in the scope of this thesis. The Junction City Real Estate Register was published by Alfred C. Pierce from September 1, 1870 until its demise in March 1871. The Youth's Casket, a monthly publication designed for use of rural school pupils, was published by Davis County Superintendent, J. A. Truex, from January until December of 1878. At Fort Riley, the Soldier's Letter was published in 1864 and 1865.

¹⁷⁹ Junction City Union, May 6, 1876.

¹⁸⁰ Ibid.

From a journalistic standpoint, the Junction City newspapers of this era were about equal to other papers in the state. The purposes of the early newspapers were: to "boom" the town; to promote the advancement of a political party; and to provide news for the readers. If a newspaper was to survive for any length of time, it also had to make money. Most of the early papers were underwritten by those with an ax to grind and a need for a public voice. The printing equipment was often old and inadequate and the publisher was frequently the editor and typesetter as well. This meant that most of the news was received by the editor at least second hand. Often a story of local interest would be omitted or cut short because of the lack of time needed to set the copy, all type being hand set. The format seldom varied for a four page newspaper. The front page contained reprints from other papers, dramatic stories with a "moral", some material concerning national news and perhaps a bit of state news. This page and the back page were probably set first and a press run made early in the week. The front page never contained late news. The back page was usually completely filled with display advertisements. The two inside pages, as a rule, contained background stories on state issues, squibs culled from other papers, legal notices, some advertising, and local news. The local news might be included in a column of comments with a large article appearing on occasion. Nearly all locally written stories contained editorial comment and statements, that would result in certain libel action today; these were made with utter abandon. Of course, threats of violence and reprisal were commonplace. Often lacking was news

of schools, churches, city and county government, construction, vital statistics, factories, the outcome of law suits and many other subjects which would be considered quite newsworthy today. Despite these weaknesses and drawbacks, the Junction City newspapers, especially the Union under the very able George W. Martin, did a reasonably good job of chronicling the history of the community.

Telegraph

The telegraph arrived in Junction City September 25, 1866, when poles were set up and wire run into town from Fort Riley. An office was opened in the Hale and Rice building and a dispatch sent to St. Louis that evening. By December of the same year, business had increased so much that an assistant operator was necessary. An indication of Junction City's speedy connection with the rest of the world is noted in the Junction City Union of March 9, 1867, when dispatches from London and Dublin, dated at noon, were received in Junction City at 9:00 p.m. On September 19, 1867, a second telegraph wire was run into Junction City.

The construction of railroads in the development of the west often meant the stringing of the first telegraph wires to towns along the rail route. This was the case with Junction City. The Union Pacific Railway, Eastern Division, was authorized by congress to construct a railroad and telegraph. The Union Pacific, Southern Branch (Katy), opened a telegraph connection between Junction City and southeast Kansas, and, as the railroad reached Denison, Texas, and completed the Sedalia Branch, opened a line to the Gulf coast and St. Louis via Sedalia.

CHAPTER V

GOVERNMENT

County

The first local governmental organization for the people of the Junction City area, was the creation of Riley and Davis Counties by the "Bogus Legislature" of 1855. The legislature passed three acts relative to counties. The first of these acts created thirty-three counties, including Davis and Riley. Davis County was originally defined as starting at the southwest corner of Richardson (Wabaunsee) County and running west thirty miles, thence north to the Smoky Hill, and down the river to the northwest corner of Richardson.¹⁸¹ Riley County, as originally defined, ran south to the Smoky Hill and Kansas Rivers. Davis County was organized at the time of establishment in 1855, but was attached to Riley County for civil and military purposes.¹⁸²

A legislative act passed February 20, 1857 corrected boundaries of all counties established in 1855, except three. This was made possible because the land survey had progressed far enough westward by this time. This same act detached Davis from Riley County. The west line of Davis County was pushed four miles east of the line between ranges four and five east.¹⁸³ In 1859 the

¹⁸¹ Weichselbaum, KSHC, Vol. XI, p. 561.

¹⁸² Helen G. Gill, "The Establishment of Counties in Kansas," KSHT, Vol. VIII, p. 450.

¹⁸³ Ibid., p. 451.

line between Davis and Wise (Morris) Counties was pushed nine miles north to the line between townships 13 and 14.¹⁸⁴ The north line of Davis County remained intact i.e., the Smoky Hill River. The area north of the Smoky Hill, including the location of the future Junction City, remained a part of Riley County as originally defined.

In 1860 the legislature pushed the line between Wabaunsee (Richardson)¹⁸⁵ and Davis four miles west to the second section line west of the east guide meridian. The Junction City area became a part of Davis County in 1860, when the county was enlarged by cession from Dickinson and Riley Counties so that the line between ranges three and four became its western boundary and the second standard parallel, its northern boundary, except between the Kansas and Republican Rivers, where the boundary ran through the middle of township eleven south.¹⁸⁶

In 1861, that part of township ten of range eight lying in Davis County was transferred to Riley County.¹⁸⁷ In 1864 Dickinson County was restored to its original form, plus eight sections from the eastern part of township 14, range 5 east and the western boundary of Davis County was correspondingly modified.¹⁸⁸

¹⁸⁴ Gill, p.452.

¹⁸⁵ Richmond, "Letter to author."

¹⁸⁶ Gill, pp.452-453.

¹⁸⁷ Ibid., p.453.

¹⁸⁸ Ibid.

During the session of the legislature on March 6, 1873, the representatives of Riley County and Davis County arranged a swap of territory. The Ashland area on McDowell Creek in Davis County was more closely related to Manhattan than to Junction City. By the same token, Milford Township was of little use to Riley County and was more closely aligned to Junction City. Accordingly, the county boundaries were adjusted to exchange territory.¹⁸⁹ The line between Riley and Davis Counties, instead of following the Kansas and Republican Rivers, from the west line of township 11, range 8 east, to the east line of Clay County was defined by section lines:

. . . commencing at the southeast corner of section 34, township 9, range 4 east; thence east to the southeast corner of section 34, township 9, range 5 east; thence south to the southeast corner of section 14, township 11, range 5 east; thence east to the section line in the middle of township 11, range 6; thence south one mile of the line between the 4th and 5th tiers of sections of township 11; thence east to the east line of the county as formerly established.¹⁹⁰

The final county boundary adjustment occurred in 1875, when the line between Davis and Riley Counties south of the Kansas River, was changed to its present position.¹⁹¹

In January 1864, an attempt was made during the legislative sessions to change the county name of Davis County to Lincoln. Two years earlier an effort had been made to change its name to

¹⁸⁹ Weichselbaum, p.563.

¹⁹⁰ Gill, pp.457, 462.

¹⁹¹ Ibid., p.463.

Lyon. Neither effort was successful. For a number of years the citizens of Davis County complained about living in a county named for the President of the Confederate States of America, although he was Secretary of War when the county was named. It was not until 1889 that the change in name was accomplished.¹⁹²

The political history of Davis County began when Governor Reeder issued a proclamation on November 15, 1854, calling for an election of a delegate to congress, fixing the date, defining the election districts, and naming the voting places. The Junction City area was placed in the ninth district according to this proclamation. This district was bounded on the south and east by the Smoky Hill River, the Kansas River, and Wildcat Creek. It included Fort Riley.¹⁹³

The first election was held November 29, 1854, with the voters of the ninth district casting their ballots at Reynold's cabin. Nine ballots were cast for J. W. Whitfield, the pro-slavery candidate, and 31 for R. P. Flenneken, the free-state candidate.¹⁹⁴

A proclamation issued by Governor Reeder called for an election on March 30, 1855, for members of the council and house of

¹⁹² "In 1889, the name of Davis county was changed to Geary. In 1893 an act was passed providing for the restoration of the name Davis, in case a majority of the voters should decide in favor of it at the next general election. . ." The next general election was in November 1894. The vote for the name of Davis totaled 523 and for Geary 588. This is probably the only instance in Kansas of a name being adopted by a popular vote. Gill, p.469.

¹⁹³ W. W. Admire, Admire's Political and Legislative Hand-book for Kansas, 1891. pp.186-187.

¹⁹⁴ Ibid., p.188.

representatives. The ninth, tenth, eleventh, and twelfth election districts constituted the sixth council district. The ninth and tenth election districts composed the eighth representative district. In the election, the ninth election district cast 23 votes for John Donaldson and 50 votes for Martin F. Conway. The total vote in council district, however, gave Donaldson, the pro-slavery candidate, 396 votes to 142 for Conway, the free-state candidate.¹⁹⁵

The vote for representative in the ninth election district gave Samuel D. Houston, the free-state candidate, 56 votes and Russell Garrett, the pro-slavery candidate, 18 votes. The total vote in the eighth representative district gave Houston 120 and Garrett 41.¹⁹⁶

In the Topeka legislature, which met briefly in March 1856, under the Topeka free-state constitution, the Junction City area was represented in the council by J. H. Pillsbury and in the house of representatives by Abraham Barry.¹⁹⁷

Elections during the period before 1860 are rather confusing, inasmuch as there were separate elections under each proposed constitution and in many cases the free-state or pro-slavery voters abstained from voting in certain elections, making the results somewhat meaningless. To add to the confusion, the Junction City area was part of Riley County and the ninth election district prior to 1860, and Davis County was in another district.

¹⁹⁵ Admire, pp.189-191.

¹⁹⁶ Daniel W. Wilder, The Annals of Kansas, p.48.

¹⁹⁷ Andreas, p.1001.

In the election of a delegate to congress on October 5, 1857, Riley County gave 251 votes to M. J. Parrott and 106 votes to E. Ransom, and Davis County gave Parrott 126 votes and Ransom 30. Parrott, who was a free-state candidate, was elected. On December 21, 1857, an election was held for members of the state legislature under the Lecompton constitution. In the sixth district of the senate, Dr. Amory Hunting, of Manhattan, was elected. In the fifteenth district, which included Davis County, H. P. Leonard was elected. In the canvass for members of the house of representatives, the eighth district (Riley County) elected N. Berry, and the twentieth district, which included Davis County, elected E. R. McCurdy.

The Riley County commissioners held their first meeting in the county, at Riley City, December 29, 1856. Thomas Reynolds and Fox Booth were present along with Sam Dean, who executed his bond as treasurer. Fox Booth was allowed 50 cents for the purchase of a minute book. H. N. Williams was sheriff and E. L. Pattee was clerk. In detaching Davis County from Riley County, the legislature had appointed three commissioners, Robert Reynolds, C. L. Sandford, and N. B. White, and a sheriff, Hanson N. Williams. The chairman of the commission was to be ex officio probate judge. On March 16, 1857, the Davis County commissioners held their first meeting at Riley City. Present were Robert Reynolds and C. L. Sandford. G. F. Gordon was clerk, pro tem, and E. L. Pattee, the first regularly appointed clerk. C. M. Barclay was the first treasurer of the county and G. F. Gordon the first justice of the

peace. This information is conflicting; however, it is obtained from the "Journal of the Davis County Commissioners," the first entry being December 29, 1856.

The Davis County commissioners continued to hold their meetings at Riley City until Ashland was designated as the temporary county seat by the legislature of 1859. The legislature of 1857 had directed that the citizens of Riley and Davis Counties hold an election the first Monday of October to select a county seat. Riley County held such an election, but Davis County did not vote on the question until June 25, 1860. Junction City was by this time a part of Davis County and was competing with Union, Ashland, and Riley City for the county seat. Junction City received 287 votes, Union 129, Ashland 3, and Riley City 3.¹⁹⁸ Junction City had been made a voting precinct March 7, 1860. Of the total vote, Junction City cast 224 although the census taken June 1, 1860, gave Junction City a population of 217. The county commissioners held their first meeting in Junction City on July 2, 1860.

During the twenty year period from 1860 to 1880, the county commissioners were primarily concerned with the building of roads and bridges, the control of stray livestock and the herd law, the voting of bonds to aid in the construction of railroads, the care of the poor and burial of paupers, the licensing of dram shops and ferry boats, the levying and collecting of taxes, and the restricting of Texas cattle in the county. Some of these issues were felt rather strongly at election time.

¹⁹⁸ "Journal of the Davis County Commissioners," Book I.

County officials rented space for offices and court room use in various buildings in Junction City. Some of the county officials, including the judge, were using the second floor of P. Z. Taylor's building, when it burned in April 1866. All the Davis County offices were moved October 26, 1867 to the stone building known as the land office. On June 24, 1873, the county commissioners contracted for an addition to the court house and the remodeling of the old part into a jail, and on September 23 the jail was completed and the offices moved into the new addition.¹⁹⁹

The county was divided into commissioner's districts September 1, 1871. In March 1870 the legislature had authorized Davis County to provide a poor farm and on December 1, the county bought land and built a poor house. Davis County constituted only one township prior to August 7, 1872. At that time the county commission divided the county into two townships naming them Smoky Hill and Jackson. On April 14, 1875 Liberty township was established.

Census

The population of the Junction City area was first recorded in the Territorial Census of 1855.²⁰⁰ This census, taken by Martin F. Conway, was for district number nine, including Fort Riley and the area between the Republican and Smoky Hill Rivers. Most of the people listed in this census were associated with

¹⁹⁹ Junction City Union, May 6, 1876.

²⁰⁰ Kansas, Territory of. "Kansas Territorial Census of 1855." Ninth District. MS. Archives, Kansas Historical Library.

Fort Riley or were living adjacent to the military reservation. Enlisted men and officers in the United States Army were not listed because they were not considered voters in the location at which they were stationed. Civilians attached to a military post and contract personnel were listed in the census and were considered voters, when otherwise qualified. This census listed a total of 86 people, including Negroes and slaves. Of these, 61 were male and 25 female. There were 14 Negroes, 3 of whom were slaves, and a total of 36 qualified voters.

The census for Davis County for 1860 showed a total population of 1,118 and the census for Junction City showed 217 persons. At this time most of the people had settled on farms, and Junction City, which was incorporated in 1859, was as yet a small village. During the Civil War period, the population of Junction City increased at a fairly rapid pace. This was due to several factors including the activity of Fort Riley, and the desire of the people to be in a community for protection. Immediately following the Civil War, Junction City's population took another jump and in 1867, the town council ordered the city marshal to take the census. The marshal reported a population of 2,491.²⁰¹

The census of 1870 indicated that Davis County had grown to 5,526 and Junction City had 3,100 of these. However, there seemed to be some reason to doubt these figures and the census was re-taken in 1871, which resulted in Junction City's population being

²⁰¹ Junction City Union, May 6, 1876.

listed at 2,778 while the county population remained the same.²⁰² During 1871 and 1872 the population figure continued to climb with most of the increase in the county rather than Junction City. During this period, most of the remaining farm land in Davis County was settled. From 1873 to 1875 the population declined in both the city and the county. Strained financial conditions and the grasshopper plague were primarily responsible for the drop. In 1875 the total county population showed a loss of 915 and a city census of 1878 showed a population of 2,203, an indication that most of the loss was in the city population.²⁰³ The population loss in Junction City was probably greater than these figures indicate, because there had been a resurgence in Junction City's population by 1878. The population by 1880 had reached 2,977 and continued to increase.²⁰⁴

The tax assessment roll for Davis County provides some revealing figures. In 1863 there were 51,091 acres valued at \$104,895. In addition there were 2,047 town lots values at \$48,853 and personal property values at \$12,025. By 1866 the taxable property of Davis County amounted to a total of \$400,000. In 1868 the total value of all assessed property in the county was \$1,295,471. There were 55,809 acres of land on the tax roll valued \$547,844. The Junction City real estate was assessed at \$410,143

202 Junction City Union, May 6, 1876.

203 Andreas, p.1007.

204 Ibid.

and the personal property at \$218,829. In 1870 the assessed valuation for Davis County was \$1,389,019 and in 1872 it had reached \$1,607,570. By 1875 there were 116,703 taxable acres in the county and 30,131 acres under cultivation. The county valuation figures for the same year show \$914,854 for real estate, \$252,249 for personal property, and \$288,937 for railroads.²⁰⁵ These figures indicate a steady growth in Junction City and Davis County with the principal exception being the depression period from 1873 to 1875.

U. S. Land Office

One of the most important factors in Junction City's growth and in its commercial and agricultural life was the United States Land Office. The first land office established in Kansas was at Leocompton in May 1856, and in March 1857, congress provided for additional land offices at Doniphan, Fort Scott, and Ogden.²⁰⁶ The land office for this area was first opened at Ogden in October 1857 and was moved to Junction City on October 6, 1859. Ogden was the temporary county seat of Riley County in addition to the location of the land office. George W. Martin believed that Manhattan and Junction City combined to squeeze Ogden out of the picture. Manhattan secured the county seat of Riley County in a contested election in 1857, and two years later Junction City

²⁰⁵ Junction City Union, May 6, 1876.

²⁰⁶ Albert R. Greene, "United States Land Offices in Kansas," KSHT, Vol.VIII, p.7.

extracted the land office from Ogden. At this time Junction City was still located in Riley County.²⁰⁷

The location of a land office in a community was of great commercial value. Prior to 1862, land could be pre-empted and purchased through the use of cash or a land warrant and the legal transaction was handled through a federal land office. After 1862, the Homestead Act provided additional methods of obtaining land. The original entries were filed with the land office and the final entries were issued through the land office. This meant that settlers had to come to a land office to transact business, which, in turn, meant that they were apt to trade in that community. It also meant that the land office was the center of a large area where settlers were likely to locate.

The first settlement of the Republican, Smoky Hill, and Solomon valleys was between 1865 and 1870, when the Junction City land office did a larger business than any other land office in Kansas. A number of applicants were waiting at the office almost every day.²⁰⁸

There were two desirable appointive offices in the land office, register and receiver. The registers of the Junction City land office and the earlier office at Ogden until April 3, 1871, its removal to Salina, were: Fred Emory, Ira Norris, S. B. Garrett, Robert McBratney, George W. Martin, John Williams, J. R. McClure,

²⁰⁷ Weichselbaum, p.562.

²⁰⁸ Perl Wilbur Morgan, "George Washington Martin," KSHC, Vol.XIII, p.9

and George W. Martin. During this same period, the receivers were: James P. Downer, Findlay Patterson, and Samuel D. Houston.

Politics

Many of the early settlers in Junction City and the immediate area were, by political preference, democrats. However, some of these were northern democrats and some were southern democrats. This meant that the slavery issue was often a dividing point with members of the same party. A number of democrats from Pennsylvania, New York, and Ohio had settled in the vicinity of Pawnee, having been influenced to do so by Governor Reeder, a Pennsylvanian. There were a number of republicans in the Junction City area at the outbreak of the Civil War.

The pro-slavery group had more strength in the Junction City area than in the Manhattan area. This was probably due to the fact that Manhattan was founded by people from New England and supported by people from Ohio, whereas, Junction City was more strongly influenced by Fort Riley and its liberal sprinkling of army officers from the South. The dominance of the pro-slavery group was probably more keenly felt because of their position and influence rather than sheer numbers. At the outbreak of the Civil War, the democrats were in control of Junction City and Davis County.²⁰⁹ However, a few incidents and the strong feeling

²⁰⁹ The census for 1860 and 1865 provides these statistics, for the place of birth for citizens of Junction City and, in part, Fort Riley and Kansas Falls, on pages where names were together: (See next page)

exhibited on the part of a few citizens, coupled with the removal of many members of the southern element to join the Confederate Army, resulted in the near-total disappearance of the pro-slavery group.

One of the incidents alluded to was described by James Humphrey:

It was declared that the national flag should not wave in the air at Junction City. This, however, was quickly settled by Captain J. R. McClure, who before the assembled town hoisted the colors in the public square, and defended the Union cause in an earnest speech, standing under its ample folds.²¹⁰

Captain McClure was a democrat from Indiana.

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	1860	1865
Connecticut	6	4
England19	.6
Germany52	.21
Illinois23	.18
Indiana33	.33
Iowa . . . . .	.15	.20
Ireland . . . . .	.45	.23
Kansas	3	143
Kansas Territory . . . . .	.43	.2
Kentucky . . . . .	.19	.15
Maine . . . . .	.20	.13
Maryland	8	.1
Massachusetts	8	.14
Missouri . . . . .	.19	.21
New Jersey	6	.2
New York . . . . .	.32	.34
Ohio . . . . .	.70	101
Pennsylvania . . . . .	.28	.23
Prussia . . . . .	.35	.22
Scotland	9	.12
Tennessee	5	.10
Vermont	7	.2
Virginia	5	.18
Wisconsin	5	.3

The Kansas Territory figure in the 1860 census and the Kansas figure in the 1865 census, included children born in Kansas. These figures do not include all the citizens of Junction City, nor do they include rural areas of Davis County.

²¹⁰ James Humphrey, "The Country West of Topeka Prior to 1865," *KSHL*, Vol. IV, p.295.

Another incident depicting the strong pro-slavery feeling concerned a threat, early in 1861, that the United States Flag should not be raised in Junction City and that a Palmetto Flag be raised instead. The Palmetto Flag was raised by a group of southern sympathisers and was promptly taken down by other members of the Junction City citizenry.²¹¹ This action started as some sort of prank, but the southern element was fighting mad and began looking for the perpetrators of the deed. A small riot resulted when the responsible group was found in a building south of where the George Smith Library now stands. The southern sympathisers, bent on doing violence, attempted to force their way in and a number of heads were bashed before the donnybrook was over. William S. Blakely was stabbed by one of the southerners during the melee.²¹²

City

The first election of city officials took place in the spring of 1859 with William Cuddy elected mayor. However, owing to some imperfections in the organization of the city government, the officers never qualified.²¹³ The second attempt to organize a city government and elect city officials was made in July 1859, when Richard C. Whitney was elected mayor, Sam Orr, Ed Cobb, and W. K. Bartlett were elected councilmen, and V. K. Spear was

²¹¹ Thomas Dever, "Junction City, Its History, Organization, Expansion, Roster First Fifty Years," MS.

²¹² Martin, KSHC, Vol. XIII, p.405.

²¹³ Junction City Union, June 29, 1955.

elected city clerk. These were the first elected city officials.

Political issues, if any, were pretty much of a local nature in city elections until 1863, when the temperance question became paramount. The temperance ticket was successful and Luther Hall was elected mayor. This same issue continued through 1864 when W. K. Bartlett was elected mayor.

The city election of 1869 was one of the liveliest in the history of Junction City. When the vote was checked, Robert O. Rizer held a slight majority over the incumbent, R. S. Miller. Miller brought suit in district court to retain the office and the question was decided in his favor. In the election of 1870, Rizer was elected mayor. The strong feeling developed in the election of 1869 carried over, and after Rizer was reelected in 1871, this feeling was brought to a head at a public meeting which was held May 16 at which A. C. Pierce, Robert McBratney, George W. Martin, J. W. Edmundson, and Milton E. Clark were appointed as members of a citizens' committee to investigate the books and affairs of city government. On June 10, this committee issued a report which covered three newspaper columns in the Union, but had little effect on the city government.²¹⁴ Petitions had been

²¹⁴ The committee was appointed to investigate the financial records of the city, about which persistent rumors had been circulating. The committee started with the administration of Mayor C. H. Hinman from 1867 and 1868, continued with Mayor R. S. Miller's administration, 1868 to 1870, and closed the investigations with the administration of Mayor R. O. Rizer, 1870 to 1871. The findings indicated no willful violation of the law, but did reveal a number of doubtful practices on the part of city officials. These included the issuing of scrip to pay claims against the city on order of the mayor or clerk to the treasurer instead of council

submitted to the commission on different occasions asking that the issuance of dram shop licenses stop. These petitions were usually tabled, inasmuch as the membership of the commission often included one or more saloon keepers. In the election of April 2, 1878 the sole issue was temperance, or the issuance of dram shop licenses. The reform group carried the election.²¹⁵

214 (Continued) authorization, the redemption of scrip by the treasurer without order, the payment of authorized indebtedness without claims being received by the city, the failure to properly record the numbers of scrip issued, the failure to cancel redeemed scrip, the failure to close books or audit books with a change of officials, the failure on the part of the treasurers to keep adequate records, the awarding of work and purchase agreements (bids were not called for nor were contracts issued) to members of the council, and excessive expenditures.

In the latter instance two examples were provided. In 1867 a fire engine and hose were purchased in Philadelphia for \$1400 with the freight adding \$459.61 to the cost. An engine house was constructed for \$2,070.01. All of these items were secured at the instigation of the public, but the committee found that the engine was unsatisfactory and the house could have been built for less money. The report indicated that in a business transaction, when the distance is as great as that between Junction City and Philadelphia, the city is at a disadvantage and is likely to be overcharged. The second example was the cost of police protection, \$14.00, and the cost of paupers, \$2855.10, during the fiscal year 1870-71.

During Rizer's administration, a committee composed of councilmen Alfred G. Pray and Milton Stewart, and City Attorney Samuel S. Caswell, was appointed to investigate the accounts of former treasurer Henry Brandt. Treasurer James Streeter had secured the records from Brandt and turned them over to the committee, which met in Caswell's law office. The scrip involved was left in the office. Before the committee could reconvene to continue the investigation, Caswell was stabbed to death while being robbed in Abilene. Mayor Rizer obtained the scrip from Caswell's office but this investigation impeded the progress of the citizens' committee, because the scrip involved could not be identified. It was not cancelled and the numbers were not recorded.

After examining all available records, the committee presented its report with recommendations that a systematic record be kept by all city officials.

215 Junction City did not close its saloons until more than twenty years after Kansas became legally "dry".

The chief concerns of the government of Junction City for the period 1871 to 1880 centered around: the building and repair of streets and sidewalks; the licensing of businesses, particularly saloons; the care and keeping of animals, both live and dead; the keeping of law and order; measures for fire protection; taxes and the financing of city government; and, care of the city park.²¹⁶

Streets and Sidewalks

Nearly every meeting of the city commission found some mention of streets and sidewalks. The citizens wanted the streets improved to insure better drainage, some of them being impassable in inclement weather. For the most part, the city commission was reluctant to undertake any large construction project because of cost, and most of the work was done by manual labor supplied by taxpayers in lieu of paying taxes. Even so, the cost was quite high and a poll tax was in effect during most of this period to provide labor for street maintenance. The first sidewalks were constructed of wood and soon fell into disrepair. Ordinances were enacted to provide for uniform sidewalk construction and for curb and guttering. These ordinances provided for the use of stone. It was not until the late 1870's that most of the sidewalks in the business area and that immediately adjacent, were brought up to the standard of first class sidewalks. By 1878 the street improvement had reached a point where twelve street lamps were ordered and put in place.

²¹⁶ The city commission minutes prior to 1871 are missing, apparently having been destroyed in the city hall fire of 1898, although a city ordinance book for an earlier period still exists.

Early the next year Sixth Street from Franklin Street to the county road was macadamized at a cost of 24 cents a foot, equivalent to \$1,267.20 per mile.

In 1875 the city commission made an attempt to standardize sidewalk construction by providing specifications and classes of sidewalks for certain areas. In many cases these sidewalks were ordered constructed and the cost assessed to the individual property owner. H. H. Mead, city engineer, reported on the estimated cost of stone sidewalks as follows: second class sidewalks, 6 feet wide and not less than 4 inches thick were 60 cents per lineal foot; third class sidewalks, 4 feet wide and 4 inches thick cost 30 cents per lineal foot.²¹⁷

Licensing of Saloons

For many years the principal revenue of the city was derived from taxes and from the licensing of dram shops. The report of the city treasurer for the quarter ending March 15, 1873 showed revenue from: dram shop licenses, \$1,542.50; fines collected, \$55.85; licensing peddlers and shows, \$34.00; taxes from county treasurer, \$1,949.46; and, interest on Davis County scrip, \$104.19.²¹⁸ The total revenue depended greatly on the licensing of saloons with the cost of a license being raised and lowered, depending upon the financial condition of the community, and the number of petitions presented, asking that the fee be increased or lowered. This fee

²¹⁷Junction City, Kansas. City Commission "Minutes" Journal B.

²¹⁸Ibid.

for the sale of intoxicating liquors ranged from \$200 a year, down. There were 17 saloons in Junction City in 1867.²¹⁹ There were 12 dram shops licensed in 1874.²²⁰ The saloon owners felt that the license fee was too high and were particularly incensed by the fact that drug stores could sell malt beverages and liquors when they were to be used for medicinal purposes without having to buy a license.

Stray Livestock

Most of the households in Junction City kept some sort of livestock for purposes of food or transportation. Many families, particularly those with children, kept at least one milk cow. A number of hogs, chickens, and goats were also kept in town. From time to time, this livestock was allowed to run loose throughout the town. The city park was very attractive to these animals and the commission was quite concerned over keeping the park fenced. On September 3, 1872, Mayor John L. Noble returned unsigned an ordinance relating to "running at large of animals." His explanation for opposing the ordinance was due to the fact that 2,800 citizens lived within an area of some 1,300 acres and most of these people were in limited circumstances and in need of their livestock to furnish the necessities. The commission passed the ordinance in spite of the mayor's opposition.²²¹ At times a number of dogs

²¹⁹ Junction City Union, May 6, 1876.

²²⁰ City Commission "Minutes", 1874.

²²¹ Ibid., 1872.

ran loose throughout the town and the immediate area, constituting a nuisance to the people and the livestock. On occasion the commission would take note of this and bills were frequently presented for the burial of dogs at a dollar each. Apparently the city marshal was given orders to shoot stray dogs. On at least one occasion the commission allowed a bill for the burial of a dead horse.²²²

Law and Order

Enforcement of law and keeping order in a frontier town adjacent to a military post oftentimes appeared to be a losing cause. Justice was often violent with lives taken quickly before many questions were asked. In 1862, with many soldiers from other states as well as Kansas stationed at Fort Riley, fights and shootings became rather commonplace. On May 1, 1862, Captain Daniel R. Sylvester, with Company K., Twelfth Wisconsin, assumed charge of the town as provost guard. They camped south of the park on the present site of the Presbyterian Church. Martin observed, "Sylvester was rough on the saloons."²²³ On May 14 two soldiers were killed and one wounded at Whiskey Point and on the same day Sylvester closed the whiskey shops. A few days later the provost guard destroyed several barrels of whiskey at Whiskey Point. On May 19, 1862 the provost guard left to join the regiment.

²²² City Commission Minutes, 1872.

²²³ Junction City Union, May 6, 1876.

Violent deaths, some just and some unjust, were the lot of a number of men in the community. On May 2, 1864, E. H. Wetherell was hanged by a mob in Clay County. About a dozen men were arrested on suspicion of participating in the lynching and brought into Junction City. These men refused to give bail and were jailed. They were later transferred to Riley County and brought to trial in Wabaunsee County where the case was thrown out of court October 9, 1866. Local justice was quicker, if not as accurate, as illustrated on September 17, 1865 when two strangers, charged with horse thievery, were taken by force from Sheriff George Purinton, who had them in charge in the Eagle Hotel. They were taken by a mob to a saw mill on the Smoky Hill and hanged.

On April 12, 1867 Mickey Moore murdered his wife and shot himself at Whiskey Point. The following year, on August 22, 1868, occurred another death which aroused a great deal of strong feeling in the community. On this date Thomas Reynolds, Jr., son of the first settler in the community, was found by Fox Booth, hanging from a limb of a tree at a point several miles east of town in the Dry Creek area. The evidence indicated that he may have been killed elsewhere and then placed in that position. A coroner's jury was empanelled and after three months labor concluded that Thomas Reynolds came to his death at the hands of unknown persons.²²⁴ The Davis County Commission authorized a reward of \$500 for the capture of the murderers of Reynolds, who was thought by some to be involved in a horse stealing ring.

²²⁴ Junction City Union, May 6, 1876.

On November 13, 1869, Mark M. Childers killed Ira M. Buchanan, a special policeman, on Sixth Street. Childers surrendered himself a year and a half later and on March 25, 1872 was acquitted of the charge on a plea of self-defense. However, the Junction City Union²²⁵ of that period referred to Childers as "the murderer of Ira M. Buchanan" even after the acquittal.

On July 27, 1870 John Sanderson and several others were arrested on a charge of operating a horse stealing ring. Feeling ran high in the community because a number of people had lost fine horses. On August 6 John Sanderson and the others were taken to Humboldt Creek for a hearing. An armed mob attempted to take charge of the prisoners who scattered in the confusion. John Sanderson was run down in the brush and shot to death, while several of the others escaped and left the country. Some light is cast on the death of Reynolds and Sanderson by a statement of S. W. Orr found in a manuscript after his death. Orr said that the hanging of Thomas Reynolds was done by six neighbors, all old soldiers, and that he (Orr) had nothing to do with it, and that the men who killed John Sanderson were on the wrong trail.²²⁶

Other violent deaths were recorded in 1871 and 1873. In March 1871, John S. Evans was killed on Clarks Creek by Mansel Cuppy and Cuppy was sent to the penitentiary. On June 27, 1873, in prompt action, Hilliard Morrow, a colored man, was sentenced

²²⁵ Junction City Union, May 6, 1876.

²²⁶ Martin, KSHT, Vol.VII, p.379.

to be hanged for the murder of Burch Overbee, who was killed June 12. This was the first sentence of death in the county "according to law."²²⁷

A man whose case was handled by "due process of law" had a better chance of going free or escaping death than those whose cases were handled outside the law. There appeared to be more evidence against many of those freed than those "lynched", although witnesses had a distressing habit of being absent when cases came to trial.

Prostitution and the violence which often accompanied it was a constantly recurring problem facing early Junction City officials. In December 1869, one of the more famous of these "soiled doves", a common epithet of the time, killed a soldier named James Apgar. The "dove's" name was Sarah Elizabeth Scott, alias the Swamp Angel, alias Black Sal, alias Snowflake.²²⁸ Black Sal apparently remained free of any charge in this death because she continued to be a thorn in the side of Junction City residents until 1872.²²⁹ Some controls over prostitution were applied much of the time. At intervals the harlots were chased out of the city limits, where they would remain for a time in tents or other shelter. They were usually back in town before many weeks had passed. A policy of peaceful co-existence seemed to be in force most of the time

²²⁷ Junction City Union, May 6, 1876.

²²⁸ Ibid.

²²⁹ The editor of the Union complained in print in 1871 that the city council had paid \$12 for two loads of wood for "Sal Scott."

unless interrupted by violence. This meant that the "houses of ill repute" were located in certain areas and the activities of the inmates were confined to these houses. One of the most notorious, or infamous, operators of these houses was Madam Blue, "who had statesmen do her homage -- she was a Swede, smart, and a 'beaut' -- and her name appeared in fifth district and legislative politics."²³⁰

From the earliest days of Junction City, the block bounded by Sixth Street on the north, Washington Street on the east, Fifth Street on the south, and Jefferson Street on the west was designated a city park. This area was both a source of pride to the citizens and a source of trouble to maintain. Its central location made it highly desirable for a residence or business house. On January 9, 1871, H. P. Hynes thought he had discovered a flaw in the title and began erecting a house in the park.²³¹ His house was moved into the street one night and he was fined \$50 for trespassing. Various suits and counter-suits resulted, but the city

²³⁰ Martin, KSHT, Vol.IX, p.538.

²³¹ The Junction City Town Company included this park site in the original survey. The Hynes episode had apparently been responsible for a persistent belief over the years that no roofed structure could be erected within the park. Adding to this belief was the city council's refusal to allow a centennial hall to be erected in the park in 1876.

A roofed bandstand was constructed in 1878, although the present bandstand is unroofed. The city attorney recently issued an opinion (July 1962) that there is no legal reason why a roofed structure above ground level cannot be built in the park.

maintained possession of the park.²³²

A report of the police judge for the year April 1, 1872 to April 1, 1873, might be representative of the type of cases handled and the amount of revenue received. The judge imposed fines of \$286 during the year. Of this amount \$5 was worked out on the streets, \$211 collected and paid to the treasurer, and \$70 committed and escaped.²³³ The police court handled 67 cases representing the following classifications of crimes: drunk and disturbing the peace, 10; assault and battery, 11; disturbing the peace, 4; carrying concealed weapons, 4; drunk (plain), 21; riding on sidewalks, 5; fast riding, 1; inmate of house of ill fame, 4; keeping house of ill fame, 1; indecent exposure of person, 1; harboring prostitutes, 1; discharging fire arms, 2; obscene language, 2.²³⁴

The exodus of southerners at the outbreak of the Civil War resulted in several civil suits being filed. Some of the absent southern sympathisers owned mortgaged land and foreclosure suits were instituted. One case of particular interest was a foreclosure against Lt. J. E. B. Stuart, who owned land in the county while stationed at Fort Riley.

²³² Junction City Union, June 29, 1955.

²³³ The report does not elaborate on committed and escaped, but it would seem to mean that \$70 in fines were either accounted for by a term in jail or else the fined person left town without paying the fine or serving the jail sentence.

²³⁴ City Commission "Minutes", April 8, 1873.

A discussion of law and order in early Junction City must include the part played by Thomas Allen Cullinan, better known as Tom Allen. Tom Allen first came to Junction City in the fall of 1866, when he was engaged in furnishing a beef contract at Fort Riley. He was absent from Junction City in 1870, returning in November of 1871. He became deputy marshal in 1871 and was elected city marshal in 1872. Tom Allen served as marshal of Junction City almost continuously for more than thirty years. There were times when he attempted to get away from this job, but in each instance he was urged to return and did so. In one sense, Tom Allen was to Junction City what "Wild Bill" Hickok was to Abilene, but in another sense he was years ahead of Hickok. Tom Allen's methods were not those of the gun fighter, but were more akin to those of the prize fighter. He believed in avoiding trouble by heading it off before it started; he believed in using the butt of his gun rather than the muzzle. Tom Allen kept Junction City under control with his fists, using violence and dictatorial methods when it seemed necessary.

One of the persistent stories told of Junction City's wild days, is that of "Wild Bill" Hickok's service as city marshal. Like many of the notorious characters of the early west, Hickok's activities are rather difficult to document. There is evidence that Hickok was employed for a short time by Mayor R. O. Rizer to clean up Junction City. This was in the early 1870's. Although the city commission minutes make no mention of such employment, the fact that Hickok did spend some time in Junction City is

substantiated. L. S. Sargent told of seeing "Wild Bill" Hickok in his father's drug store and the Sargent family has a photograph of "Wild Bill" and the young L. S. Sargent together. Henry Thiele, the first white male child born in Junction City, recalled seeing Hickok stand on the corner of Sixth and Washington and with a six-shooter, shoot silver dollars out of the cleft of a stick placed some distance away in the city park. Hickok boarded at the home of a family by the name of Dunston in the three hundred block on West Sixth Street during his short tenure in Junction City.²³⁵ While staying at the Empire Hotel, Percy Ebbutt recalled seeing "Wild Bill."

One day we saw 'Wild Bill', a noted desperado or 'border ruffian' shooting quails in a stable yard in the city (they were so plentiful and tame). Wild Bill was a fine-looking fellow, with long curly hair hanging down his back, and was dressed in rather a dandified fashion.²³⁶

Fire Protection

Fire was potentially the greatest danger faced by most new communities. The Indian threat was minimized by the time Junction City was settled, and the threat of bushwhackers and southern troops during the Civil War was not strong because of the proximity of Fort Riley and the distance from confederate areas. Fire, however, could start any time, anywhere and could destroy lives and property with great rapidity. Junction City, like so many early Kansas towns, was faced with the danger of a prairie fire

²³⁵ Junction City Union, June 24, 1953.

²³⁶ Percy G. Ebbutt, Emmigrant Life in Kansas, pp.12-13.

sweeping into the town. The frame construction used in the early buildings and the crude heating methods of the day increased the fire hazard. The lack of water and fire fighting equipment plus the threat of high winds made a fire especially dangerous once it started.

On April 18, 1863, a prairie fire originated near First and Webster Streets and ran to Ninth and Jefferson, burning over 200 acres. Most of this area was unoccupied.²³⁷ Again in September of the same year, a prairie fire swept through the town as far as Sixth Street destroying all vegetation in the city park.

Disastrous fires again struck in 1866. The first of these destroyed the Ganz building on Sixth Street in January. This building was occupied by a dry goods store operated by J. H. Blake on the first floor and the city school on the second floor. This fire broke out at night and no one was killed or injured, with most of Blake's merchandise being saved.²³⁸ Fire broke out again on April 8 when P. Z. Taylor's two-story stone building on the north-west corner of Sixth and Washington Streets was burned about midnight. Taylor operated a dry goods store on the first floor and county offices and the law offices of S. B. White and A. W. Callen occupied the second floor.

The first fire company was organized February 1, 1866. It was a hook and ladder company. Another fire company was organized October 10, 1867 and on November 27 of that year a Harmony fire

²³⁷ Junction City Union, April 18, 1863.

²³⁸ Ibid., January 20, 1866.

engine, purchased by the city, arrived and was put into service. A fire house was constructed at about the same time. July 12, 1868, the Harmony Fire Company was organized with H. P. Hynes as foreman, Ed Martin, secretary, and James Streeter, treasurer. Scant records would indicate that these companies were organized on a strictly volunteer basis.

On June 23, 1871, several buildings on the northwest corner of Seventh and Washington Streets were destroyed by fire. One of the most disastrous fires in Junction City's history broke out April 13, 1874. This fire started in the Hale House and rapidly spread to other buildings in the area of the northwest corner of Sixth and Washington. The Hale House, Brown's Hall, and eight or nine other buildings were totally destroyed.²³⁹ On August 4 of the same year, a fire on Ninth Street destroyed the Illinois House and a number of stages. A room in the Illinois House had been used for the publication of Junction City's first three newspapers.

For several years the principal method of fighting fires had been to form a bucket brigade and use blankets or other materials soaked in water. In fighting a big fire in 1871, a quantity of blankets were taken from Booth and Kennedy's store. A bill was later presented to the city commission for the blankets, but was not settled for years. Water for fire fighting was obtained from cisterns located at the street intersections and maintained by the city. Keeping water in these cisterns seemed to be quite a problem, although they were maintained for fire protection and not for

²³⁹ Andreas, p.1007.

drinking purposes. On December 3, 1872, the city commission authorized water pipes to be laid from the buildings on Washington Street between Seventh and Eighth to the cistern at the intersection of Eighth and Washington. These pipes were designed to fill the cistern with rain water. On December 7, 1875, a contract was awarded to repair the cisterns at Sixth and Washington and Ninth and Washington at a cost of \$70. On January 8, 1876, a contract was awarded J. H. Strand in the amount of \$30 for filling these cisterns.²⁴⁰

In 1873, when the bucket brigade was still used in fighting fires because of the inoperative condition of the fire engine, a meeting of the city commission on July 8 authorized the purchase of six dozen canvas buckets at a cost of \$40 a dozen. On August 4, 1874, the city commission ordered the old Harmony fire engine repaired at a cost, not to exceed \$100. One fortnight later new fire equipment was purchased. This included one Button No.3 fire engine (hand operated) at a cost of \$1,000, two hundred feet of 2½ inch 3-ply rubber hose at \$1.25 per foot including couplings, and four extra couplings for the 2½ inch old leather hose on hand.²⁴¹

The city officials had attempted to modernize their water system for fire fighting purposes as early as 1873. A bond proposition for \$10,000 for the construction of a 15,000 barrel reservoir and well or other water source of supply on lots 1, 2, 3,

²⁴⁰ City Commission "Minutes", January 8, 1876.

²⁴¹ Ibid., August 18, 1874.

and 4 of block 20 was voted on, April 1. The lack of interest is reflected in the vote of 25 for and 453 against.²⁴²

Finances

The financing of the city government was rather unstable. When money was scarce in the community, salaries of officials and expenditures of the government were reduced. At times this was the result of petitions received. One method of cutting corners appeared to be the reduction of salaries of city employees, particularly that of the city marshal.²⁴³ On occasion, when an efficient marshal refused to work for a pittance, he was replaced by an unqualified person willing to work for a very small salary. Another method of reducing expenses was to table, or even, in some cases, disallow bills submitted.

The total expenditures of the city government for March 15, 1872 to March 15, 1873 were \$4,636.85 and the total expenditures for March 15, 1873 to March 15, 1874 were \$4,344. For March 15, 1874 to April 6, 1875 the total expenditures amounted to \$2,723 and the total receipts amounted to \$3,085. In his report for that year, Mayor A. W. Callen indicated the only indebtedness was \$910 owing on the fire engine, which was to be paid within two years.

²⁴² City Commissioners "Minutes", April 1, 1873.

²⁴³ The usual salary of the city marshal was \$100 per month, although it exceeded that figure on rare occasions. When finances tightened, the salary was sometimes reduced by half, or more.

The tax rate for the 1870's for the operation of the city government ranged from 1 to 2½ mills.

The maintenance of the city park occupied the deliberations of the city commission quite often during the first twenty-five years of Junction City's history. In the beginning, the park was simply a wide-open grassy area used for a pasture, more often than not. The quality of the park was marred by the animals overrunning it. It was used for drill purposes for the home guard during the Civil War and sometime during this period, a picket fence was erected around it. The first photograph of Junction City known to exist is dated 1866 and was taken from an area southwest of the intersection of Fifth and Jefferson, showing the city park as a treeless area enclosed by a white picket fence. It was rather difficult to keep a fence around the park, inasmuch as livestock broke it down and people used part of it for firewood.

The city commission ordered blue grass planted in the city park, and on April 27, 1872, they acted on a petition to stop the removal of the blue grass from the park. Some of the citizens had been taking grass for private use. On several occasions, trees had been planted in the city park with little success. On May 4, 1875, Gibbons and Ransom had completed repair of the park fence, whitewashed it, cleaned up the park, and cut out all black locust grubs and sprouts. They were paid the sum of \$20. William Cutter planted 100 box elders, 25 elms, and 25 soft maples at a cost of \$22.50.

In June 1876, the city contracted with Henry Ellis to erect a bandstand in the city park with a flag pole in the center. This

work was completed by July 2 at a cost of \$80 for the bandstand, \$25.56 for making and installing the flag pole, and \$6.00 for painting the floor and whitewashing under the roof.

City Additions

The original Junction City town site was expanded to the northwest with the annexation of Cuddy's addition on March 20, 1867. Soon after, Thomas L. Price filed the railroad addition plat and this addition was annexed May 27, 1868, adding land to the northeast of the original town site. The Republican River Bridge Company filed a suit against the Union Pacific Railway, Eastern Division, over this addition. This case was finally settled on March 11, 1876, when the United States Supreme Court upheld the railroad's title. The next addition to the city was Sanderson's addition, which was filed in August 1870. John Sanderson was murdered August 6, 1870, and the annexation was not made until May 6, 1873. These were the only additions to Junction City prior to 1880.

Home Guard and Militia

With the enlistment of a number of local men in the United States Army in the early stages of the Civil War and the removal of troops from Fort Riley, it became evident to some of the citizens that a home guard was needed. Accordingly, on August 11, 1862, a public meeting was held at Taylor's Hall to consider the question, with Reverend William Todd presiding. Little action was taken until after Salina was raided by a band of bushwhackers.

A home guard was then organized on September 18, with the following officers: Robert McBratney, captain; George L. Miller, first lieutenant; W. S. Blakely, second lieutenant. Beginning with the 19th of September, a guard was posted around the town every night. This continued for several weeks. Again in August of 1863, a mild scare resulted in a mounted guard being placed about the town at a distance of two miles. This guard was soon dispensed with and in November, the weekly drill of the militia was stopped.

In August 1863, the governor appointed S. M. Strickler to organize a militia in the counties of Wabaunsee, Davis, Dickinson, Saline, Ottawa, Clay, Riley, Pottawatomie, Marshall, Washington, Republic, and Shirley (Cloud). On August 21, 1863, S. W. Orr was appointed provost marshal for Davis, Wabaunsee, Shawnee, and Douglas Counties. On October 31, 1863, the militia of Davis, Clay, Dickinson, and Saline Counties was organized as the Fourth Regiment, Kansas State Militia, with the following officers: John T. Price, colonel; William Gordon, lieutenant colonel; William S. Blakely, major; R. E. Laurenson, adjutant; P. Z. Taylor, quarter master; and E. W. Seymour, surgeon. This regiment is listed by Wilder²⁴⁴ as the Fifteenth Regiment of the Kansas State Militia.

On March 10, 1864, a draft was ordered with Davis County required to furnish 14 men. On July 5, 1864, in accordance with military orders, a draft was held to obtain men for the Fifteenth Regiment. In Company A, Captain Callen paid \$150 each to four

²⁴⁴ Wilder, p.410.

volunteers.²⁴⁵ In August 1864, the Fifteenth Regiment of militia returned from a 400-mile march on the plains after Indians. This march is known in history as the "plum hunt."²⁴⁶

U. S. Military Forces

With the outbreak of the Civil War, Junction City men did not wait long to enlist. Junction City's contribution to the army on a group basis was Company B, Second Kansas Regiment, formed June 21, 1861, whose officers were: Captain J. R. McClure, first lieutenant A. R. Spinner, and second lieutenant James P. Downer. This company took part in the Battle of Wilson's Creek, in which two members, Alex H. Lamb, and W. H. Allen, were slightly wounded. The company was involved in several other skirmishes in Missouri, including one at Shelbina, where Captain McClure had part of his foot shot off by a cannon ball. Company B returned to Junction City October 7, having marched 1300 miles since leaving. On Friday evening, October 11, members of the company were honored with a reception dance and supper at which S. M. Strickler made the reception speech and Captain McClure responded. The company was mustered out with the regiment October 31, 1861.²⁴⁷

During the summer of 1862, a series of recruiting speeches were made in Junction City including those by General James H. Lane and General Thomas Ewing. Captain J. R. McClure was

²⁴⁵ Junction City Union, May 6, 1876.

²⁴⁶ Ibid.

²⁴⁷ Wilder, p.279.

appointed recruiting officer for Davis and Dickinson Counties. On September 1, 1862 a war meeting was held with addresses by Captain McClure, Judge Jacob Safford, and Major Downer. On September 3, A. C. Pierce left to join the Eleventh Kansas Regiment, taking 17 men with him. Seven recruits for the Second Kansas Regiment also left at this time. Captain McClure was appointed quarter master at Fort Riley June 22, 1863.

A number of other Junction City men served with distinction in the Union forces during the Civil War: Captain Robert Henderson was wounded and taken prisoner at Poison Springs, Arkansas, while serving with Company G, Sixth Kansas Regiment. Captain Charles F. Clarke served with Company F, Sixth Kansas Regiment before his appointment as assistant adjutant to General James Denver. Captain E. S. Stover served with Company B, Second Kansas Regiment (Cavalry). Eliphalet L. Pattee served as assistant surgeon of the Second Kansas Regiment. Captain William D. Mitchell was transferred to a regiment of Kentucky cavalry and was killed leading a charge near Fayetteville, North Carolina, in the spring of 1865. Many others left Junction City to enter the Federal service in officer or enlisted capacity and some entered the service of the Confederacy. Many also entered the service from other communities, only to locate in Junction City after the war. Two counties in Kansas are named for Junction Citians who lost their lives during the Civil War. These are Mitchell County, named for Captain William

D. Mitchell, and Clark County named for Captain Charles F. Clarke.²⁴⁸

The government of Junction City during its early period might be characterized as one which took action first and later checked to see whether or not it had the authority for such action. At times a strong mayor dominated the city government, using his power of veto or failure to sign an ordinance to accomplish his purpose. On occasion, the mayor might appeal to the people for support of an issue and the mayor's popularity with the public was sometimes the deciding factor. A mayor with a balking city commission sometimes failed to accomplish his purposes. One of the strong mayors in the history of Junction City was Anson W. Callen, who took the reins of the city government at a trying time. He did manage to balance the budget, but a somewhat indifferent city commission prevented the application of much of his program. Spread on the pages of the commission's minute book are speeches by Callen which are minor classics. Robert O. Rizer was another mayor and strong personality, who often led the city commission rather than trying to push them.

²⁴⁸ The citizens of Clark County, thinking their county was named for another Clarke whose reputation was not overly satisfactory, dropped the "e" from the spelling of the name some years ago.

Also evident is the fact that most of the citizens of Junction City were extremely reluctant to pay for the necessities and conveniences that city government brings. By the end of the time period covered (1880), Junction City had no city water supply, except cisterns for fire fighting purposes, few streets worthy of the name, few sanitary provisions, inadequate fire equipment, and a lack of hospital facilities.

CHAPTER VI

COMMERCE, INDUSTRY, AND AGRICULTURE

In its earliest days, Junction City exhibited its greatest promise in the area of commerce. Its location indicated a great future as a wholesale and trans-shipping point as well as promising a great manufacturing center utilizing the abundant water power of the area. From the agricultural standpoint, its fertile valley farms, the near-by Flint Hills, and the rising plains in the west pointed to a strong agricultural existence. The potential development of Junction City as a rail center gave added impetus to the hope for future greatness.

The great majority of men who came to Junction City, like other communities in Kansas, were young, most of them in their twenties. A man forty years of age was considered an old man. This, then, was a community of young people who were vigorous in their actions, but somewhat inexperienced in business matters. It was a place where fortunes were to be made with a small investment in money and a tremendous investment of energy. Invariably, there were those who tried to take advantage of others, for this new country was attractive to "tenderfeet" with a small amount of money and a great amount of gullability. It was in this environment that businesses were established, flourished, and dissolved. Three of the more famous establishments in early Junction City were the firm of Streeter and Strickler, the firm of B. Rockwell and Company, and the Sargent Drug Store.

Commerce

Credit for establishing the first store on the Junction City town site goes to I. B. (P.) Dickerson, who had a trading house as early as August 1, 1855. Prior to this time, however, Robert Wilson operated a sutler's store at Fort Riley and continued to do so for some time.

In addition to financing the local newspaper, in August 1860 Streeter and Strickler bought out the stock of William Leamer who had established a store in Junction City in 1859. Streeter and Strickler had a very imposing store for the time and place. They were supposed to be the first to use the slogan "Dealers in Everything." In addition to local trade, the firm did a heavy contracting business, freighting and furnishing supplies throughout the plains area as far as the Rocky Mountains and reaching every government post in that region. Hundreds of men living on the plains were employed by the firm.

During one year of the Civil War, Streeter and Strickler had accumulated about \$200,000 in government vouchers. Strickler went to Leavenworth to cash these vouchers in order to pay employees and meet other obligations. A group of Leavenworth citizens had formed with the intention of ruining the firm by delaying the money exchange. When Streeter returned, he was faced with a number of men demanding their pay, whereupon he explained the situation, asked them to examine the government paper, and to give him more time. The men agreed that if they could be furnished winter clothing, they would wait. Strickler returned to Leavenworth from which point he shipped \$10,000 worth of clothing to

Junction City. In a few weeks the money exchange was made and everyone was paid. The firm was not very prudent, but quite useful, exhibiting the ingenuity of all successful business men of the period.

The story is told of a farmer near Solomon who intended to take advantage of the firm's slogan. He ordered a \$1000 bull and the firm reported that they were out of that line of bulls, but expected to have one any day. A telegram to Illinois resulted in a bull being delivered to the Solomon farmer within a few days.²⁴⁹

By 1861 emphasis was placed on bigger and better business buildings and some of the original frame structures were replaced or remodeled. In November of that year, Streeter and Strickler began work on their brick corner on the southeast corner of Seventh and Washington. In December of that same year, John P. Wiley began construction of a stone building on the northeast corner of the same intersection.

Streeter and Strickler moved into their completed building June 16, 1862. The firm did business on such an elaborate scale that it was known far and wide and often referred to as the "Famous Streeter and Strickler."²⁵⁰

Immediately following the Civil War, Junction City experienced a boom which extended through the years 1866-1867. A number of

²⁴⁹ Martin, KSHC, Vol.XII, pp.370-371.

²⁵⁰ Martin, KSHT, Vol.VIII, p.383.

people came to Junction City during this period to establish business firms. A great many new buildings and houses were constructed.

The business recession following the boom years, poor timing, unwise choices, and a soft heart, caused the dissolution of the firm of Streeter and Strickler in March 1870. "A. W. Callen was employed to close out the business of the firm and he told the writer (George W. Martin) that the books showed as much as \$3000 a year of charity given out and charged to Strickler's individual account."²⁵¹ S. M. Strickler's income for the year 1864 was \$10,400.²⁵²

Captain Bertrand Rockwell came to Junction City following his discharge from the Union Army. On October 5, 1865, he determined to locate in Junction City and began the erection of his business house on Washington Street. The business received its first stock on December 11 of that year and opened the same day. This was the start of one of Kansas' great business houses, with a life of nearly sixty-five years. The firm was known as B. Rockwell and Company and associated with Captain Rockwell was his father, Major George Rockwell. Capital for the company came from Captain Rockwell's pay which he had saved during the Civil War. The building was constructed of pine lumber which cost \$150 per 1000 board feet and was hauled by ox teams from Leavenworth. The first building

²⁵¹ Martin, KSHT, Vol.VII, p.381.

²⁵² Junction City Union, May 6, 1876.

was one story and 20x50 feet in size. The two Rockwells maintained store hours typical of the time, from 5:00 a.m. until 11:00 p.m. The original structure was extended and later a two-story brick building was erected. The brick building burned in 1888 and was replaced by a two-story brick and stone building 69x100 feet. The Rockwell firm expanded until there was a staff of thirty persons. They dealt in feed, grain, fine groceries, clothing, dry goods, and hardware.²⁵³

Established about the same time in 1865 was Sargent's Drug Store. W. W. Sargent and his father, James T. Sargent, were associated in the firm. A contributing factor in the choice of Junction City as a location in the move from Indiana, was the fact that W. W. Sargent's daughter was the wife of Major O. J. Hopkins of Fort Riley and Junction City. The first Sargent Drug Store was opened in a building constructed by Reuben R. Emick on the present site of Cole's Store. Less than a year after the store was opened, Major Hopkins erected two buildings on the opposite side of Washington Street, south of the alley, and the Sargent Drug Store moved into the north one. The Sargent Drug Store was to have a life of more than three-fourths of a century, as it remained in the same location until sold in 1941.²⁵⁴ L. S. Sargent, the son of W. W. Sargent, arrived in Junction City at the age of one year, on the first train into town in 1866. L. S. Sargent was a member

²⁵³ Junction City Union, June 7, 1961.

²⁵⁴ A drug store still occupies this location.

of the drug firm for 68 years.²⁵⁵

Other firms, many of which were specialists rather than operators of general merchandise establishments, advertised in the 1860 newspapers. Only two issues of Junction City newspapers for 1860 are in existence, the Kansas Statesman, June 30, and the Junction City Statesman, October 13. An abstract of firms advertising in the 1860 papers shows four land agents, five general merchandise storekeepers, one tinsmith, two shoemakers, one stone mason, one carpenter, two jewelers, one gunsmith, one painter, one barber, one druggist, one attorney, two hotel keepers, two saloon keepers, one furniture dealer, one mill operator, one butcher, one roofer, one wagon maker, and one lime kiln operator. The Kansas Frontier of May 25, 1861 lists four additional firms: a baker, a sign painter, a brewer, and a blacksmith. Undoubtedly there were other firms which did not advertise.²⁵⁶ Wilson and Westover, who operated the Junction City brewery, elaborately praised their product in this manner: "Cripples have laid aside their crutches; invalids have grown strong and stout; lean men have grown fat, 'ragged and sassy'; and corpulent men have grown until their buttons busted; and all through using Junction City lager beer."²⁵⁷ Scarcely three years after Junction City was

²⁵⁵ Junction City Union, June 29, 1955.

²⁵⁶ A list of firms will be found in Appendix A.

²⁵⁷ Kansas Frontier, May 25, 1861.

opened to settlers under that name, it was well represented in the business world.

Reflecting the business expansion of 1865-1866 are these items taken from the Junction City Union of that period: July 29, 1865 -- William Lockstone, for sometime provost marshal of the town, went into business; August 5, 1865 -- Milton E. Clark went into business; August 7, 1865 -- Reuben Emick began work on his stone house on Washington Street; September 1, 1865 -- John Gross received a first class hearse; May 1, 1866 -- Wright and Lockstone built a business structure on Seventh Street; May 15, 1866 -- the corner stone of the Trott Brothers Building, later occupied by the Post Office, was laid; May 1866 -- Major O. J. Hopkins began building his dwelling on Jefferson Street; and on June 1, 1866 -- Sophia Hale, wife of Colonel Hiram F. Hale, purchased the north half of the Hopkins property, on which the Hale home was constructed;²⁵⁸ April 21, 1866 -- Major General E. W. Rice opened a wholesale grocery house in partnership with Hiram F. Hale; May 1866 -- the firm of Hale and Rice, grocers, changed with Kirkendall succeeding Rice, and Rice in turn succeeding Kirkendall as partner of Hale in the banking business; December 15, 1866 -- the Hale House was completed; also in 1866 -- W. C. Rawalle and Company opened business on Seventh Street, and Ed T. Porter arrived and joined Luther Hall in the drug firm known as Hall and Porter.

²⁵⁸ Interview with Al Fletcher, Geary County Abstract Company, August 1960.

An oddity occurred September 29, 1866, when a catfish weighing 125 pounds was taken from the Republican River, dressed, and sold in a local store.²⁵⁹ This is perhaps just a fish story, but if not, it is probably the largest fish ever caught in the Republican River.

The first hotel in Junction City was opened by Casper Bundle (or Buntley) in 1859.²⁶⁰ According to an advertisement in the Junction City Statesman²⁶¹ the Junction House had been open since March 8, 1859. Thus, the Junction House was apparently the first hotel. It is not clear which hotel Bundle operated, but the City Hotel was in existence in October 1860 with Joseph Rogers as proprietor, according to an advertisement in the same paper. The City Hotel apparently was closed for a period because, in September 1863, George H. Purinton opened a City Hotel.²⁶²

Although the Hale House was completed in December of 1866, it did not open for use until February 4, 1867. The Union²⁶³ observed that the Hale House opened by serving breakfast to 60 men; McMeekin and Dougher were the landlords. The house was named in honor of Colonel Hiram F. Hale. Twenty-seven regular boarders registered and the first day's business closed with 45 arrivals.

²⁵⁹Junction City Union, May 6, 1876.

²⁶⁰ Andreas, p.1006.

²⁶¹ Junction City Statesman, October 13, 1860.

²⁶² Junction City Union, May 6, 1876.

²⁶³ Ibid.

McMeekin and Dougher were not successful in their operation of the Hale House and on May 25, 1869, Robert Chew took charge. The Hale House, which was reputed to be one of the finest hotels in Kansas, was destroyed by fire April 13, 1874. It was a large stone structure located north of the alley²⁶⁴ on the west side of Washington Street between Sixth and Seventh.

In a period of financial fluctuation and the use of varied types of currency and scrip, banking institutions were necessary to the commercial interests of a community. The first bank established in Junction City was that of Hale and Kirkendall about May 1, 1866. The firm soon changed to Hale and Rice, as previously mentioned. In June 1866, General Rice went to Washington and secured a charter for a national bank at Junction City. This banking firm came to an end in a rather peculiar manner:

In March, 1868, a contractor named Rawalle, at work on the construction of the Kansas Pacific, came in on the train after banking hours with \$15,000 on his person. He desired to leave it with the bank. The time lock on the inside of the safe had been closed for the night, and it was concluded to put the money inside the outer door. In the morning the outer door of the safe was open and the \$15,000 was gone. The banker's residence, it was alleged, was entered in the night and the key taken from the banker's pantaloons. It spread suspicion and ruin, and was a mystery which worried the community for years . . .²⁶⁵

The robbery occurred on March 26, 1868 and after two years of litigation the courts decided the bank was not responsible.²⁶⁶

²⁶⁴ There is a common misconception that the Bartell House (Lamer Hotel) built in 1879, occupies the same site as the Hale House.

²⁶⁵ Martin, KSHC, Vol. XII, pp.369-370.

²⁶⁶ Junction City Union, June 29, 1955.

In September of 1868, the banking firm of Hale and Rice dissolved and General Rice left Junction City.

Other banks of the early period included Miller and Howard, which opened March 14, 1867, and James Streeter and Company, which opened in early June of 1867. R. S. Miller made an assignment of his properties September 15, 1871, bringing to a close the operation of the Miller and Howard firm. Streeter, who was financially involved in the Hale House and also in the firm of Streeter and Strickler, continued in the banking business in his own name until he became Vice-President of the First National Bank, when it was organized in 1872. After the dissolution of the Streeter and Strickler partnership in 1870, Streeter continued to operate the general merchandise establishment. Another early financial institution, the Pioneer Building and Loan Association, was organized August 25, 1869.

The First National Bank was organized May 1, 1872 with Robert McBratney, president; James Streeter, vice-president; and W. B. Clarke, cashier. It was capitalized at \$50,000. Work was begun June 13, 1872, on a building for the First National Bank and it received its currency June 25. The bank opened for business in its new building December 17, 1872. The building was a two-story structure with stone facing, located on the northwest corner of Seventh and Washington Streets. On July 10, 1875 the First National Bank surrendered its charter and currency and the business was continued under the name of W. B. Clarke. It was

reported December 29, 1875,²⁶⁷ that the banking house of W. B. Clarke paid the second highest revenue tax of any bank in its district. Another bank, the Davis County Savings Bank, was organized August 4, 1873.

In an attempt to list professional men of this early period, it must be borne in mind that the qualifications were few and admission to the practice of law or medicine sometimes consisted only in a declaration that a person had opened such practice. Attorneys and doctors came and went frequently and in many cases turned to farming or other business interests to make a living.

James R. McClure was perhaps the first attorney to locate in Junction City, having prosecuted a case for Robert Wilson, post sutler, in 1855. McClure, who was admitted to the bar in his native state of Indiana in 1851, had settled on a claim at the mouth of Lyons Creek in December 1854 and moved to Junction City in 1859.

Stephen Beveridge White graduated from Cincinnati Law School in 1852 and came to Kansas in the fall of 1854 where he located on Three-Mile Creek near Ogden. In 1859, he moved to Junction City, where he continued the practice of law until his death April 5, 1872.

James Humphrey moved to Junction City from Manhattan May 1, 1870 and became the law partner of J. R. McClure. Humphrey resigned as district judge of the Eighth District and was succeeded

²⁶⁷ Junction City Union, May 6, 1876.

by W. H. Canfield, who had been McClure's partner for three years. Canfield died February 26, 1874.

Captain Nathaniel Lyon and Lieutenant J. E. B. Stuart were admitted to the bar of the district court of Davis County in 1860 while serving at Fort Riley.

In passing upon the report of their examination the judge announced that he would make the order for their admission nisi, which being interpreted was understood to mean that their admission was on condition that they produced a basket of champagne. It is needless to say that the nature of the order had been anticipated.²⁶⁸

Another attorney and judge of this period was G. F. Gordon, one of the Pawnee settlers, who later moved to Riley City. He held a number of positions including that of judge of the probate court, justice of the peace, and police judge of Junction City.

Other lawyers of this period were: Woodbridge Odlin; Waters W. Herbert, who was a newspaper editor and attorney in 1860; S. S. Caswell and H. H. Snyder admitted to the bar March 16, 1868; James H. Austin admitted to the bar in 1869. Caswell died quite suddenly October 17, 1870 at Abilene.

The first doctors in the Junction City area were those at Fort Riley. Dr. W. C. Hammond, who became Surgeon General of the Union Army during the Civil War, was one of the first of these doctors. He was also interested in the establishment of Pawnee and Chetolah. Dr. Fred P. Drew practiced in Junction City in the early 1860's. At the time of his death, March 20, 1864, he was post surgeon at Fort Riley. Dr. Edward W. Seymour located in

²⁶⁸ Humphrey, KSHT, Vol.IV, p.295.

Junction City in September 1860. Other doctors of this period included: Dr. T. G. Horn and Dr. Luther Hall. Dr. Hall operated a drug store for some time and later took Ed T. Porter as a partner. Dr. Hall moved to Los Angeles on September 15, 1875. Dr. D. C. Jones operated a drug store in the late 1860's selling out to William Lockstone on August 9, 1873. On January 30, 1875, Dr. Jones moved to Topeka. Dr. Max Kennedy arrived in Junction City November 15, 1871. Another doctor of the early 1870's was the Dr. William Finlaw. The Davis County Medical Society was organized December 10, 1872 with Dr. Luther Hall, president; Dr. Max Kennedy, treasurer; and Dr. T. G. Horn, secretary.

In The Gazetteer and Directory of the State of Kansas for 1870, the following types of firms were listed for Junction City: groceries, 8; saloons, 2; dry goods stores, 4; general merchandise stores, 4; hardware stores, 5; drug stores, 2; butcher shops, 3; restaurant, 1; hotels, 2; furniture stores, 2; wagon and implement sales, 2; photograph galleries, 2; stationery and bookstore, 1; banks, 2; blacksmith shop, 1; upholstery shop, 1; lumber yards, 2; livery stable, 1; newsstand, 1; newspaper, 1; jewelry stores, 2; tobacco shops, 2; bakery, 1. The list also included one painter, five attorneys, four doctors, three tailors, one dressmaker, four shoemakers, one carpenter, one saddlemaker, one express agent, one real estate agent, one land office register, and one land office receiver.²⁶⁹

²⁶⁹ See Appendix B.

Junction City was growing up and settling down as the seventh decade of the nineteenth century got underway. One June 4, 1872, Hall and Porter received and installed a \$1,200 soda fountain. This might be termed a red-letter day in the history of Junction City. The business firms were beginning to stock and advertise luxuries, as well as necessities. B. Rockwell and Company had already installed a line of rare food delicacies. Stationers made their appearance as well as book sellers. By the early 1870's Junction City was passing from its role of frontier village to that of a settled city, with most of the cultural advantages found in other cities of like size.

In 1880, at the end of the first twenty-five years of the town's history, these examples of newer businesses were listed in the Union: milliners; nursery agents; an omnibus company; an iceman; soda water manufacturer; organ, piano, and sewing machine sales; and a dentist.²⁷⁰

Industry

The first industry in Junction City was that born of necessity, the building industry. Although there was a plentiful supply of building stone in the immediate area, it was by-passed as a building material in the beginning because of the speed with which logs or native lumber could be made into a dwelling or a business house. Much of the lumber for the first buildings in Junction City came from a saw mill erected at Batcheller in 1859 and operated by

²⁷⁰ See Appendix C.

Clark, Pierce, and Brien. The first dwellings in the immediate area were constructed of logs, cut on the site, or in a near-by creek bottom. J. R. McClure gives an excellent description of the log cabin he erected on his claim at the mouth of Lyons Creek.

It was built of rough logs and covered with clapboards. It had no floor nor chimney. It consisted of one room, about fourteen feet by sixteen feet in size, and appeared to be a very undesirable place to bring my wife and children, but it was the best I could provide at that time, and I concluded to move into it and try to make it more comfortable afterwards.²⁷¹

The river and creek valleys in this area contained a fine supply of oak, black walnut, hickory, and cottonwood, a good substitute for other building materials, which were difficult to obtain and almost prohibitive in price.²⁷²

A saw mill made an appearance at Kansas Falls at about the same time as the Batcheller mill. This steam saw mill operated by Newell and Dickerson advertised in the Kansas Statesman in 1860. Advertisements in the same newspaper included a steam saw mill operated by Cuddy and Mitchell and one operated by Price and Henderson. Robert Wilson operated a saw mill in the area until 1863, when it was purchased by Brown and Woodward. An announcement in the Junction City Union of April 16, 1863 indicated that they would grind corn every Saturday, an indication that power for a saw mill could serve also for a grist mill. Woodward was

²⁷¹ McClure, KSMT, Vol.VIII, p.240.

²⁷² Richard L. Douglas, "A History of Manufacturing in the Kansas District," KSMT, Vol.XI, p.65.

apparently succeeded in this operation by Stover, because an announcement, signed by Brown and Stover, on January 6, 1866 indicated the Junction Steam Mill handled both grain and wood. In July of 1863, Brown and Woodward had added the machinery for a steam flouring mill.

Corn was a staple food and one of the first crops raised by the pioneers in Kansas. The creek valleys of Davis County were excellent areas for the raising of this grain. The early settlers soon planted wheat on the uplands, with moderately successful crops resulting; but wheat, generally a spring variety, was not the sure-fire crop in the 1860's that it became in the late 1870's and early 1880's with the introduction of the famous hard winter Turkey variety. Grist mills, powered by water or steam, were constructed, sometimes in conjunction with saw mills. These were frequently advertised as "flouring" mills, but ground a variety of grains, sometimes designating a given day for grinding corn. As the production of wheat increased, corn came to be used principally as a livestock feed and wheat was used for human consumption. With corn and wheat being raised in quantity and the universal need for bread as a food, mills were constructed quite early in the history of Junction City.

In September 1863, Henry Mitchell purchased in St. Louis the machinery for his mill on Clarks Creek and also for the mill on Chapmans Creek. In April 1870, Henry Panton rebuilt the Smoky Hill Mills, which had been damaged by the floods of 1869. This mill was located on the loop of the Smoky Hill River near the Kansas Pacific

tracks at the east edge of Junction City. On September 26, 1871 further trouble developed at Pantons Flour Mill when a boiler exploded. Nobody was hurt but the loss was estimated at \$5,000.

By far the largest and most productive of the mills in the Junction City area was the Star Mills built by Cornelius Fogarty. Construction of the dam across the Smoky Hill River east of Junction City at the foot of the Grandview bluffs, was begun on October 1, 1874. It was a brush dam weighted with rock. The dam was nine feet high and the water power estimated at 250 horsepower. The water drove a turbine wheel 56 inches in diameter. The dam was completed on December 12, 1874 and the machinery arrived March 25, 1875. On May 11, 1875 the gate was hoisted and for the first time water rushed in upon the new water wheels at Fogarty's Dam, this being the first actual test of the Junction City water power.²⁷³ The building was a four-story frame and stone structure 36x46 feet in size, located on the southeast bank of the river.²⁷⁴ The capacity of the mill, with five run of stones, was estimated at 350 barrels of flour every twenty-four hours, however, only three run of stones were installed in the mill. The mill was served by a Howe-Truss bridge across the river just above the dam.²⁷⁵

One of Junction City's greatest resources and perhaps its greatest promise to becoming an industrial city was its water

²⁷³ Junction City Union, May 6, 1876.

²⁷⁴ Andreas, p.1006.

²⁷⁵ Junction City Union, May 6, 1876.

power. The potential was never realized but the fact that it was there is very ably described in this explanation of a proposed water canal joining the Republican and Smoky Hill Rivers:

Some years ago a survey was made by one Daniel Mitchell, for a waterpower canal between the two rivers, and his finding was as follows: By starting at Callen's corral, a short distance from Junction City, and following the slough, or marshy land in that vicinity, in a southeasterly direction for 1,600 feet, then southwest 2,250 feet, then northeast 2,110 feet, the Smoky Hill was reached. The total length of a canal following this line of survey would be 226 yards more than a mile, whereas, following a straight line from the starting point on the Republican to the terminating point on the Smoky Hill, the distance would be 127 yards less than a mile. At Callen's corral the Republican is 44½ feet wide, and the banks are sufficiently high to admit the construction of a dam eight feet high. To cut such a canal, the average depth of excavation required would be five feet, and the natural fall of land is very close upon nine feet, which would easily be increased to twelve feet by a dam across the Republican.²⁷⁶

Another natural development in industry brought about by the abundance of limestone and the demand for lime in building, was the operation of lime kilns. A lime kiln was operated by two unnamed men near the hills west of Junction City in 1855. Both of these men died in the cholera epidemic in August of that year.²⁷⁷ The lime was used in the construction work at Fort Riley.

In 1860, George Montague advertised a lime kiln, located on the Republican River, large enough to burn 1000 to 2000 bushels at once.²⁷⁸ Montague had operated this kiln since July 1855, when he

²⁷⁶ Andreas, p.1000.

²⁷⁷ Percival G. Lowe, "Recollections of Fort Riley," KSHT, Vol.VIII, p.110.

²⁷⁸ Junction City Statesman, October 13, 1860.

obtained a contract to furnish lime for construction at Fort Riley. In May 1868 Hyatt and Zimmerman erected and operated a draw-line kiln.

From the days of the earliest settler there persisted a theory that coal was available in this area. Occasionally someone would find the out-cropping of a small coal vein or would uncover pieces of coal in construction. Finally, on September 30, 1873, a crew began boring for coal near the depot, with the city paying for the experiment. At a depth of 290 feet, salt brine appeared and at a slightly greater depth brine of less concentration again appeared. The hole was bored to a depth of nearly 900 feet, but no coal was discovered. An analysis of the brine revealed a yield of 15 per cent of commercial salt, which would work out to $3\frac{1}{2}$ pounds of salt for each gallon of brine.²⁷⁹ A company was subsequently formed to manufacture salt by evaporation. However, this venture was unsuccessful because it was financially impractical.

Ranking equally with water as one of Junction City's greatest selling points was the existence of quality building stone. The stone quarried in the immediate area was described as magnesian limestone of a light gray or buff tint. It was found in the out-cropping, sometimes called rim-rock in the area, although the best stone for sawing was found beneath the surface of the soil up to a depth of 12 to 15 feet. Sometimes a ledge of stone was uncovered at a greater depth, but the working of it was not financially

²⁷⁹ Junction City Union, May 6, 1876.

feasible. One of the great advantages of the Junction City stone was its workability when first taken from the ground and the quality that caused it to harden with exposure to the elements. Thus, it could be cut into beautiful shapes and forms and still would maintain an enduring quality. George W. Martin, who voiced the glories of Junction City sawed stone loudly and continuously, described it:

Saws and turning lathes will work the rock the same as if it were pine lumber. It is magnesia lime; bears frost better than any other stone known in the west; hardens constantly by exposure; texture fine; no grit . . . It is of great strength, bearing 3,200 pounds to the square inch.²⁸⁰

The real beginning of the building stone industry for Junction City came with the advent of sawed stone. Major O. J. Hopkins, who had served at Fort Riley and settled in Junction City after the Civil War, initiated the commercial process of sawing stone June 10, 1866. However, Hopkins probably got his idea from Daniel Mitchell, who in the summer of 1864 experimented with the use of a handsaw to saw stone while constructing his house. This was continued in Mitchell's construction in 1865 at which time Hopkins probably witnessed this experiment. Hopkins initiated correspondence with the operators of eastern quarries, and interested two associates, Phil D. Fisher and James R. McClure, in forming a company to saw stone. After a number of experiments, only moderately successful, McClure retired from the company to devote his time to his law practice. Hopkins later interested others in

²⁸⁰ Junction City Union, May 6, 1876.

supplying capital for the project, which resulted in the organization, on April 10, 1867, of the Junction City Stone Sawing Company, R. M. Hilliker was superintendent, and F. M. Ferguson was secretary and treasurer of the company; the directors were General Thomas L. Price and Major O. J. Hopkins.

The Junction City Stone Sawing Company was one of the largest industries in the early history of Junction City, employing at its peak 60 men and turning out about \$1500 of stone per month. The company used one of the earliest quarries opened in the area, the McFarland quarry.

On April 19, 1867, the Junction City Stone Sawing Company secured a contract to furnish all the stone needed in the construction of the State Capitol (east wing). The stone shipped to Topeka weighed 118 pounds per cubic foot.

The total cost of construction of the east wing of the capitol amounted to more than \$460,000. However, most of this expense was for labor and supplies on the scene. Like many other industries of this period, the Junction City Stone Sawing Company tried to go too far too fast and was ruined financially. Major Hopkins lost virtually all his property as a result of this business failure. George W. Martin, who had been so outspoken in the columns of the Junction City Union singing the praises of Junction City sawed stone, later remarked that the business should have succeeded and attributed its failure to poor management. Nevertheless, Hopkins, whose ingenuity and persistence made the sawing of stone commercially possible, must be looked upon as one of those daring,

farsighted pioneers who left an indelible impression on Junction City and Kansas.

The failure of the Junction City Stone Sawing Company was by no means the end of stone production in Junction City. Local stone was used in many counties of Kansas and in surrounding states for the construction of buildings, both public and private. Even the Union Pacific Railway, Eastern Division, opened their own quarry west of town for use in the western construction of that road.

With the arrival of new settlers a number of stone masons made their appearance. Many of these people came from Germany and Sweden, where they had been engaged in the building trade. They came to this country to obtain land for farms and many found much needed employment in construction work. Prairie farms generally would not raise subsistence crops the first year. This resulted in numerous settlers seeking temporary or permanent employment elsewhere.

Although brick was used in some construction in Junction City during the first twenty-five years of its existence, it was transported in from other areas. With the boom in construction at Fort Riley in the late 1880's, brick plants were put in operation in Junction City but were not of lasting commercial value.

Other early Junction City industries were: a packing house; a distillery; and a boot and shoe factory. Edward W. Patterson (Pattison) of Indianapolis began the erection of a beef packing house on August 31, 1867. He was associated with William Epperson, and the plant was located on the site of the Junction City Stone

sawing Company, on the bank of the Smoky Hill River. The firm purchased 4,000 head of cattle and employed 40 men. On the first day of operation 50 cattle were processed.²⁸¹ J. W. Slavens joined the firm and the next year it moved to Kansas City.²⁸²

In addition to operating a brewery, Westover and Trzaskowsky operated a distillery. In August 1867, the firm advertised the distillery for sale because the federal government prohibited the operation of a brewery and distillery in the same location.²⁸³

A boot and shoe factory was moved from Manhattan to Junction City April 6, 1875. N. F. Greene, T. A. Reynolds, J. J. Blattner, C. H. Horton, Sam Orr, John Adams, and John Hay were elected directors.

From time to time, there were other business operations in Junction City which could be termed industries, such as: a soap making plant, granite and marble monument works, and railroad shops. In addition to these there were individuals skilled in certain types of work which resulted in a manufactured product. These included: cigar makers, wheelrights, hatters, blacksmiths, tinsmiths, and cabinet makers.

Agriculture

The chief attraction for emigration to Kansas was land; inexpensive land, good land, and large quantities of land.²⁸⁴

²⁸¹ Junction City Union, August 31, 1867.

²⁸² Bright, Vol.I, p.438.

²⁸³ Junction City Union, August 31, 1867.

²⁸⁴ Bright, Vol.I, p.281.

The first settlers in Kansas took land for farms although these same people were involved in the laying out of towns and the sale of shares in these town companies. In many cases the establishment of towns had a two-fold commercial purpose. The incorporators hoped to make money from the sale of shares and lots and they also hoped to create a town that would offer a market for their products. An underlying factor, one which had a less selfish motive, was the desire for the conveniences and cultural aspects which a town offered.

The first settlers in the Junction City area took farm land in the vicinity of Fort Riley. The military post offered protection and employment to the settlers. Most of the first residents in this area started as farmers, but later had some connection with Junction City. Many of these subsequently moved to Junction City, selling or renting their farms.

A number of early settlers had little or no experience with farming before arriving in Kansas. The lure of land and the possibility of carving out a splendid home with an abundance of the necessities and more than a sampling of the luxuries, drew a group of people poorly prepared for frontier farming. Evidently they were influenced by the emigration propaganda and had little conception of what was needed to homestead in Kansas. As late as 1870, when there was a large influx of new farmers to the area, A. C. Pierce issued a warning to these people who rushed into farming without estimating the cost of necessary articles. He suggested the minimum requirements:

One pair horses - - - - -	\$200	
One 2-horse wagon - - - - -	\$100	
Farm implements - - - - -	\$100	
House - - - - -	\$250	
1 yr. supplies (small farm) - - - - -	\$500	285
	\$1150	

The cost of feed, fuel, and seed would add an additional \$150. This cost estimate did not include improvements which could be delayed, such as fencing, lumber, and rails.²⁸⁶

Even settlers with some agricultural background found farming in Kansas far different from that to which they were accustomed. The tough prairie sod offered a challenge to the best farming methods and implements of the day. It was virtually impossible to raise satisfactory crops the first year the sod was broken. This factor coupled with droughts, insect plagues, floods, and prairie fires made pioneer farming a rather hazardous occupation. The river and creek valleys offered fertile soil, but had the disadvantage of being covered with timber and had the added threat of flood. The upland farms were clear, covered only with the native grasses. However, they offered the disadvantage of prairie fires and, in the earliest period, the threat of being overrun with buffalo or other wild animals. Lack of scientific knowledge handicapped efficient use of the new soils of the west.

The first farmers used methods and implements with which they were familiar, and, for the most part, planted the crops raised in the states from which they came. Most of these settlers in the Junction City area came from Indiana, Ohio, Pennsylvania, Kentucky,

²⁸⁵ Real Estate Register, September 1, 1870.

²⁸⁶ Ibid.

New York, Missouri, Illinois, and the New England area. The first important crop raised was corn. Many of these farmers, having come from the corn belt, knew the value of corn as food for both man and beast. A strong factor in the raising of corn was that it could be planted in the newly turned sod by simply poking a hole in the dirt and dropping in the seed. Corn was the leading crop as reported by the census of 1860. In the Junction City area, as well as the state of Kansas as a whole, corn was far ahead of its nearest competitor, wheat, in production. In the first settled regions and in the valleys in particular, corn continued as the leading crop.

Other crops raised by most farmers in the early period included potatoes and other garden produce, wheat, oats, and small quantities of barley, rye, and buck wheat. Many farmers planted fruit trees, a few developing orchards. Nurseries were operated in the area as a source of supply. Perhaps, the best known of these was the nursery of Sam Cutter, located west of Fort Riley.

Some of the early farmers might be termed "practical farmers", in that they acquired most of their income from labors other than farming. In other cases, they supplemented their income with other jobs. Those farmers who derived their living from the soil, were catagorized as "dirt farmers."

In the early days of settlement, this country was quite well adapted to the raising and feeding of livestock. The prairies were covered with rich grass, which provided plentiful grazing during the spring and summer with a more than ample supply remaining to be cut as hay for winter feed. Most farmers maintained a

few head of stock, including cattle, horses, hogs, and sheep. In the first few years of settlement, the foods that made up the every day diet were often supplemented by wild game brought in from brief hunts.

Early in the history of the county, the farmers realized the need for an agricultural association; accordingly, February 27, 1862, the Davis County Agricultural Society was organized. George Montague was president, Thomas Reynolds, vice-president; George E. Dummer, secretary; and John Badger, treasurer.

The agricultural statistics for Davis County for 1862 show the following: acreage -- wheat 964, rye 50, barley 20½, corn 999, oats 126, potatoes 20, sorghum 30½; bushels produced -- wheat 10,028, rye 1130, barley 279, corn 9110, oats 1901, potatoes 533; head of stock over six months old -- mules 6, horses 333, cattle 1529, sheep 73, hogs 389.²⁸⁷

An example of prices is indicated by this notation:²⁸⁸ April 1863, 2000 acres of land up the Republican valley sold for \$3.00 per acre; May 1863, fall wheat sold at 75 cents per bushel.

The dollar value of field crops for each year beginning with 1872 and ending with 1880 was as follows: 1872, \$24,415.50; 1873, \$23,005.50; 1874, \$22,805.25; 1875, \$30,131.37; 1876, \$30,147.50; 1877, \$33,422.25; 1878, \$40,042.00; 1879, \$52,945.00; 1880, \$51,328.15. 289

²⁸⁷ Junction City Union, May 6, 1876.

²⁸⁸ Ibid.

²⁸⁹ Andreas, p.1005.

Sometimes unbelievable yields were obtained when the conditions were favorable. One of these was reported in the columns of the Union:

The New York Tribune reported 'the best wheat yield reported this year (1869) was on the farm of A. W. Callen at Junction City, Kansas. He had 23 acres that gave 47 bushels to the acre.' The farm alluded to is the three-cornered patch within the townsite.²⁹⁰

On November 27, 1872, the same paper reported the corn fields of Davis County for 1872 averaged 65 bushels to the acre.²⁹¹

Efforts were redoubled to secure immigration into the area following the Civil War. On September 1, 1865, Captain Frederick Brunswick arrived and set up headquarters in Junction City as agent for 2000 Germans. Brunswick also developed a fine nursery one and one-half miles west of town and had an excellent greenhouse in town. However, the immigrant venture came to a less-than-successful conclusion when Captain Brunswick left town in March 1871 leaving his debts behind him.²⁹² Local effort to attract settlers was intensified with the organization of the Davis County Immigration Society April 10, 1867; S. M. Strickler was president and A. C. Pierce, secretary.

A large influx of people came to Davis County during the last half of 1871 and the first half of 1872. No less than 150 new farms were opened in the county during this period. Rural parts

²⁹⁰ Junction City Union, May 6, 1876.

²⁹¹ Ibid.

²⁹² Ibid.

of the county received more settlers than did Junction City.²⁹³ Prior to this influx, A. C. Pierce claimed responsibility for the sale of 150,000 acres of farm land.²⁹⁴

Reflecting the upturn in farming interest was the organization of the Central Kansas Agricultural and Mechanical Society on May 6, 1871, with S. M. Strickler, president; John K. Wright, vice-president; and John A. Anderson, secretary. The Davis County Agricultural Society was reorganized March 22, 1873 with John Davis as president and N. F. Greene as secretary. The first agricultural fair held in Davis County was October 19-20, 1875.

Following the Civil War, Texas was overrun with longhorn cattle and markets were sought. In 1866 some Texas cattle made their appearance in the Junction City area and Patterson opened his packing house in 1867. Completion of the railroad to Junction City in November 1866 provided an outlet to eastern markets. Junction City discouraged the cattle trade, so in 1867 Joseph McCoy located his loading pens in Abilene, which became one of the most famous of all cow towns. Stock owners in Davis County indicated serious concern over the introduction of Texas cattle because they were often infected with ticks and served as carriers of "Texas Fever." On January 15, 1867, a public meeting was held on Clarks Creek to organize the resistance to Texas cattle into the county. On January 24, committees were appointed in various portions of the county.

²⁹³Andreas, p.1003.

²⁹⁴Junction City Union, May 6, 1876.

Cattle were shipped from Junction City and the Kansas Falls area in 1867, but local opposition and the extension of the railroad helped to make Abilene a cattle shipping center. By 1868 some of Junction City's citizens became envious of the Abilene cattle trade and decided to amend their decision of the previous year. They tried to draw the cattle business away from Abilene, even sending representatives to Texas to recommend that drovers use the West Shawnee Trail instead of the Chisholm Trail.²⁹⁵ The local boosters could not overcome McCoy's organization and Abilene's attractions, although Junction City did continue as a minor shipping point until Wichita and Ellsworth took the bulk of the cattle trade.

An agricultural problem which became the biggest political issue of the decade was the herd law. As the county began to fill up with farms in the early 1870's, the question of livestock destroying and damaging field crops became a live issue. A farmer must first fence his land before he could hope to raise a crop, the elements of nature notwithstanding. Fencing was a costly process and as a substitute, hedges were planted and oftentimes stone walls erected. The herd law was expected to allow farmers to farm without fencing, while the livestock owners would be responsible for their stock, and, if necessary, build fences to restrain them. Thus, the herd law did away with free grazing and the open range, and, as such, was of benefit to the farmer and detrimental to the cattleman.

²⁹⁵ Bright, Vol.I, p.261.

In an election in April 1873, Smoky Hill, Jackson, and Milford townships voted against the herd law; for 126, against 379. The herd law issue became stronger and in November of the same year two of the three county commissioners elected were opposed to the herd law. During 1874 and 1875, petitions were circulated asking for the adoption of the herd law, but no action was taken until after the November election in 1875. The issue in this election was the herd law and it was "the most exciting canvass ever held in the county."²⁹⁶ Two of the three county commissioners elected favored the herd law and on January 10, 1876, the commission ordered the herd law to take effect in Davis County on February 19.

The inconsistencies of nature posed a great problem for the farmers. Grasshoppers were a plague in 1874, and devastated this area and much of Kansas. The main army of grasshoppers arrived August 1 and most of them departed August 6. Describing this exodus the Union said, "the grasshoppers departed for the south in a great cloud. They darkened the air, and seen at a distance, gave an impression of an approaching rain storm."²⁹⁷ By August 17 the grasshoppers had almost entirely disappeared from the area.

The visitation of the grasshoppers left the Junction City vicinity practically destitute of growing plants and the outlook for obtaining food for the winter was bleak. Action was taken to provide aid to the persons rendered destitute by the plague. The Ladies Aid Society under the direction of Mrs. Mary P. Boller,

²⁹⁶ Junction City Union, May 6, 1876.

²⁹⁷ Ibid.

president; Mrs. M. E. Clark, vice-president; and Mrs. James Humphrey, secretary-treasurer resolved on December 3 to institute a relief program. On January 12, 1875, the Ladies Aid Society and the county commission began the distribution of aid. A report of the State Central Relief Committee issued on February 1, 1875, indicated that Davis County had received 281 aid packages valued at \$1,405. Fort Riley distributed 57 blankets, 100 overcoats, and 100 pairs of shoes within the county. On March 25, a report on the enrollment of destitute persons for the state gave Davis County a total of 1,154.²⁹⁸ On the same date, "the Union denounces the aid business as one part necessity and nine parts fraud."²⁹⁹

A final report on the distribution of aid was issued April 1 by Mrs. Mary P. Boller: received and distributed were 53½ barrels and boxes of clothing and provisions, and money amounting to \$823.30; relief was distributed to 255 persons and 11 women were provided with sewing and knitting; 4000 pounds of flour, 6000 pounds of corn meal, and a number of minor articles were distributed by William Lockstone on behalf of the society. The society opened an office January 18, 1875 and distributed three times a week until March 30.³⁰⁰

²⁹⁸ Junction City Union, May 6, 1876.

²⁹⁹ Ibid.

³⁰⁰ Ibid.

If the crops in 1874 were destroyed, it would seem that the people were fully compensated by the abundant crops the following year, the wheat crop ranging from 25 to as high as 45 bushels per acre, so that the first year after the grasshopper calamity, the farmers were in a condition not only to supply their own wants, but to ship immense quantities of grain to feed others.³⁰¹

The early years of Kansas seemed to provide more than the usual number of floods and droughts. There was a drought in 1860 which left most of the newcomers destitute and resulted in an aid program for their benefit; however, this had no great effect on the Junction City area, since it was relatively uninhabited in that year. The summer of 1874 included a ninety-day period without rain in addition to the grasshopper plague.

Minor flooding occurred every year or two on the rivers. Some of these floods were major in that they damaged or destroyed bridges and ferry boats, but were minor in relation to their damage to land and crops. The Union gave this concise weather report on June 15, 1865, "good rains about this time. Streams rising, and the bridges leaving."³⁰² Considerable flooding of the Republican River was experienced in February 1867, the water reaching its highest point in 12 years.³⁰³ The water washed out the railroad bridge across the Republican making the third bridge to be carried away in eleven years.³⁰⁴ On Sunday April 7, 1867, seventy men were at work protecting the reconstructed railroad bridge

³⁰¹ Andreas, p.1004.

³⁰² Junction City Union, May 6, 1876.

³⁰³ Little was known of the weather prior to 1855.

³⁰⁴ Andreas, p.1007.

across the Republican River from floating ice.³⁰⁵ Heavy rains continued through the last of May and early June creating flood conditions with 40 feet of water reported in Chapmans Creek, and the Republican River within 18 inches of the railroad bridge. The railroad track west of Junction City was flooded and a locomotive, passenger car, and freight train were wrecked in four feet of water, four miles out of town.

One of the greatest floods in the early history of Junction City occurred quite suddenly in 1869. At 5:30 in the evening of June 24, it began raining and rained torrents for fifteen minutes and at 9:30 p.m. it began again and rained steadily until daylight next day. The Republican and Smoky Hill Rivers both overflowed, sweeping away bridges and destroying railroad tracks. On Chapmans Creek thirteen lives were lost. The railroad bridge across the Republican was under 18 inches of water and the Smoky Hill was 10 feet higher than reported in 1858. A fall of 3.05 inches of rain was measured locally in addition to heavy rains up both streams.

The winter of 1863-64 was unduly cold, with a large amount of snow; in some places the ground was covered to a depth of 18 inches, rendering travel extremely difficult or impossible. The settlers on Clarks Creek received no mail for six successive weeks.³⁰⁶ Another severe snow storm occurred March 15, 1867, when several inches of snow fell adding to what was already on the ground, the

³⁰⁵ Junction City Union, May 6, 1876.

³⁰⁶ Andreas, p.1002.

thermometer dropped below zero and a train near Wamego was snow-bound for 26 hours. There was no eastern mail for more than three days.³⁰⁷

From December 5 to 11, 1868, there were no communications either east or west on account of the weather and drifting snow. After snowing and raining and sleeting for some two weeks, an inch of rain fell with additional snow and freezing weather March 27, 1876. Railroad trains were blocked and telegraph lines were down, causing the Union to characterize this as the "greatest storm for years."³⁰⁸

Other extremely cold weather was recorded: on December 13, 1865, when the mercury reached 12 degrees below zero; on January 31, 1867, when ten inches of snow fell; and on January 15, 1870, when the mercury stood at 60 degrees in the morning, zero in the evening, and one degree below zero at 9:00 p.m. Another oddity of the weather occurred August 22, 1866 when frost fell. On May 3, 1865 the thermometer reached 99 and one week later there was an inch of snow on the ground. At the other extreme, the thermometer reached 72 degrees on January 1, 1876.

In April 1870, the Union published the record for the coldest days for the previous eight years:

January 11, 1861, 10 below; January 13, 1862, 10 degrees;
 December 20, 1863, 20 below; January 17, 1864, 30 below;
 December 21, 1865, 10 below; January 20, 1866, 16 below;

³⁰⁷ Junction City Union, May 6, 1876.

³⁰⁸ Ibid.

March 14, 1867, 12 below; December 11, 1868, 15 below. The winter of 1867 was the mildest and the winter of 1863-64 was the coldest. The summer of 1864 was the warmest.³⁰⁹

During the first week of January 1864, these three extreme readings were taken: 16 below, 14 below, and 30 below.

A sampling of the extremely hot weather shows that the mercury reached 106 to 108 degrees in late August 1864, struck 110 degrees August 31, 1866, reached peaks of 104-107 degrees from July 22 to 27, 1868, and reached 110 degrees again on July 25, 1874.

Extremely wet months in the early history of Junction City occurred in June 1861 with a total of 6.73 inches of rain and in July 1863 with a total of 6.62 inches of rain. Extremely heavy rains were recorded in a 48-hour period June 27-29, 1861, when 4.43 inches fell; in a 24-hour period, July 17-18, 1866, when 4.41 inches fell; a 60-hour period in June 1867 when 3.44 inches fell; and in a 36-hour period in September 1867, when 3.20 inches fell. In February 1869, the average yearly rainfall given for a twelve-year period for Junction City was 25.20 inches,³¹⁰ somewhat below the long-time average of 31 inches per year.

The success or failure of the commerce and industry of Junction City was very closely linked to the crop production on the farms in Davis County. When the elements of nature destroyed

³⁰⁹ Junction City Union, May 6, 1876.

³¹⁰ Ibid.

the crops, the resulting "hard times" were very much in evidence in the town as well as in the country. When financial recession caused a tightening of the belt in town, the people very often turned to the farms for sustenance. People came to Junction City for land and became interested in town companies as a side line. However, this side interest in many cases became the principal interest of these people and Junction City grew and prospered.

CHAPTER VII

CULTURAL AND SOCIAL GROWTH

Man is by nature a social being, and even in the early days this side of his life was not neglected. As soon as there was a nucleus of families in one general area, people began to assemble themselves for social activity, religious worship, and cultural interests of the times. It is with a feeling of deep respect for these people that one reads accounts of personal convictions on various topics of the day. Many of them had little formal education, as we think of it today, but they took keen interest in being able to express themselves, and often did so with an eloquence which is rarely matched in our present-day communications.

Religious Organizations

Organized churches in Junction City did not develop until the town was several years old. There were, however, religious meetings held and sermons preached at intervals by ministers who were visiting, passing through, or sent to supply this area. The first recorded sermon was preached in July 1858 by the Rev. W. Millice, a minister of the Methodist Episcopal Church, South. Millice preached in the first building erected by the town company on Seventh and Washington Streets.³¹¹ It is perhaps significant that the men who laid out the first town site under the

³¹¹ Andreas, p.1006.

name Manhattan, encountered two Methodist ministers seeking a site for a church. The first Sabbath School was organized in April 1859 by Freeman N. Blake and Elias S. Stover before a church was organized.

Episcopal Church

Several of the officers at Fort Riley were Episcopalians and they indicated a desire to establish a church of that denomination in Junction City. Lieutenant J. E. B. Stuart, while stationed at Fort Riley, was a prime mover in building the church structure. The Rev. George D. Henderson, army chaplain, was a guiding light in the establishment of the church, which was organized as the Parish of Saint John in December 1859. Stuart and Henderson raised \$1,500 from the officers at Fort Riley and, assisted by a few laymen in Junction City, had the walls of the church building erected during the months of May, June, and July 1860.³¹²

The building was enclosed and roofed, but the roof soon fell making the building unusable. Services were held in various places about town, but were suspended in 1861, "because of the extent to which the parish has been diminished by the removal of families and the departure of young men."³¹³ At the close of the Civil War, the Reverend Dr. Charles Reynolds came to Fort Riley as chaplain and it was through his efforts that the church was restored. In 1866, Bishop Thomas H. Vail secured the sum of \$1,000 from the

³¹² Claude Spencer, "The Church of the Covenant," p.1.

³¹³ Ibid.

Church of the Covenant in Philadelphia to be used in repairing the building.³¹⁴ A second roof was erected and promptly collapsed. The church, which had been called Saint John's, was subsequently renamed the Church of the Covenant after the Philadelphia church.³¹⁵ The building was finally completed in 1869 and was consecrated May 10, 1870, at which time the annual convention of the Episcopal Church for Kansas was held in Junction City.³¹⁶ During the 1870's when there was an Episcopal chaplain at Fort Riley, the rector of the local church was usually transferred elsewhere, because of the shortage of qualified clergymen. The Church of the Covenant was served by a number of priests until Dr. Reynolds retired from the army in 1882, becoming rector of the church the next year. Thus, the Episcopal Church was the first organized church in Junction City, and the original structure with additions is still in use in 1963.

Union Church

During the early period of the Civil War, Junction City was virtually preacherless and churchless. The Rev. William Todd, who had settled at Madura near Wakefield, took note of this lack and came to Junction City to serve the people. The Rev. Todd was a member of the Congregational body and had served in the foreign

314 Spencer, p.4.

315 Ibid., p.5.

316 Junction City Union, May 6, 1876.

missionary field. On Sunday, January 4, 1863, the Rev. Todd organized a Union Church with the assistance of a number of prominent citizens of the town. This church originally included members of four denominations: Methodist, Presbyterian, Baptist, and Congregational. In the course of time, these affiliated groups separated to establish their own congregations until only the Congregational group remained. Services of the Union Church were held wherever available space could be obtained. A Congregational Church building was completed January 27, 1869 and dedicated March 4 of that year. This was a frame building located on the southwest corner of Fifth and Adams Streets.

Methodist Church

The Rev. John Paulson was sent to Junction City by the Methodist Episcopal conference in April 1863, but he remained only a few months. The Junction City Methodist Church was organized in March 1865 and on April 25 the Rev. J. H. Hawley took charge. The cornerstone of the Methodist Church was laid September 10, 1866 and the building was completed early in 1867. It was located at Eighth and Jackson Streets. On March 14, 1867 the Rev. N. Taylor was sent to Junction City by the Methodist Episcopal conference. The church bell was received and installed June 22, 1867 and the church was dedicated July 21 with the Rev. A. C. George of St. Louis preaching the dedicatory sermon.³¹⁷ In March

³¹⁷ Junction City Union, May 6, 1876.

1869, the Rev. S. W. Lloyd was sent to Junction by the conference and on March 8, 1872 the Rev. C. Holman became pastor of the church.

Baptist Church

The Rev. Caleb Blood, a Baptist minister, came to Junction City in June 1865 and through his efforts the First Baptist Church was organized November 5, of that year. The first place of worship of this church was in an upstairs room of Streeter and Strickler's brick block. This was dedicated and used until a church building was erected. Construction was begun November 1, 1869 and the church was dedicated June 5, 1870.³¹⁸ Not long after the building was completed, a storm tore off the roof and it remained in this condition for more than a year. The building was re-roofed and used until 1918. This building, located north of the alley on the west side of Jefferson Street between Sixth and Seventh Streets, is still in use as a funeral home.

Presbyterian Church

The first preaching by a Presbyterian in Junction City was on January 8, 1860 by the Rev. A. T. Rankin of Buffalo, New York. Services were held in Taylor's Hall. Rankin wanted to locate and build a church, so an organization was effected known as the First Presbyterian Church of Junction City. This organization occurred January 17, 1860 and trustees were elected including:

³¹⁸ Junction City Union, May 6, 1876.

Findlay Patterson, J. R. McClure, and F. M. Fletcher, with H. T. Geery as clerk. Rankin remained only six weeks and the church organization was dissolved. Several Presbyterian ministers including the Rev. A. A. Morrison, the Rev. William Bishop, and the Rev. S. T. McClure preached at intervals until October 1867. In that month the Rev. Alexander Sterrett arranged to devote half of his time to Junction City with the Methodist Church being used for services. On March 8, 1868, the First Presbyterian Church of Junction City was organized and the Rev. John A. Anderson was issued a call to become pastor of the church.³¹⁹ The services were held in a building east of the park known as the "Corn Crib" until September of 1868, when the congregation moved to Brown's Hall. Construction of the church building was begun in June 1870, with the first worship service being held in the building January 29, 1871. The church was formally dedicated July 7, 1872 with Dr. F. S. McCabe of Topeka preaching the dedicatory sermon.³²⁰

The Rev. John A. Anderson left Junction City September 2, 1873 to become president of Kansas State Agriculture College. Anderson was succeeded by the Rev. Isaac N. Hays, who in turn was succeeded by the Rev. J. H. Miller on July 2, 1876.

³¹⁹ John B. Jeffries, "A Brief Historical Sketch of the First Presbyterian Church of Junction City, Kansas."

³²⁰ Ibid.

Catholic Church

Father Louis Dumortier organized a Catholic Church in Junction City June 4, 1861 and in 1866 steps were taken to construct a building, which was completed by July 1867 with the first mass celebrated on August 11, 1867. The congregation numbered about 100 at this time.³²¹

Cemetery

From the earliest days of settlement, people in the Junction City area had been burying their dead at the foot of a hill northwest of town. This area, owned by Streeter and Strickler, was never enclosed nor was it marked off in plots. The misuse of this unprotected area finally became a source of irritation to many local citizens. In April 1863, George W. Martin urged the location and preparation of a cemetery, in an editorial in the Junction City Union.³²² Nothing was done until the Highland Cemetery Association was incorporated April 4, 1870, by R. S. Miller, S. M. Strickler, G. E. Beates, John A. Anderson, and George W. Martin. The motivating force was John A. Anderson, whose mother had died a short time before and was buried on the prairie in the old burying ground. He preached a sermon on the subject of starting a cemetery and then got the others interested enough to take action. Many of the bodies were removed from the old burying ground to the new

³²¹ Sister M. Evangeline Thomas, "The Rev. Louis Dumortier, S. J., Itinerant Missionary to Central Kansas, 1859-1867," KSHQ, Vol. XX, pp. 262-263.

³²² Junction City Union, May 6, 1876.

Highland Cemetery; however, a number of graves remained unmarked, or, in some cases, there was no living relative in Junction City to remove the remains. An unknown number of graves still exist in this earlier cemetery. This remained a source of irritation to George W. Martin during the rest of his life and caused him to remark in his address dedicating the George Smith Public Library:

There are on the point of the hill, northwest of town, from one hundred to one hundred and fifty bodies lost in a feed lot and ploughed ground. The shamelessness with which bodies were in those days chucked into the ground would be today beyond belief.³²³

Fraternal Organizations

Through the years, a number of organizations was instituted in Junction City which could be loosely classed as fraternal. Some of these had political purposes, some commercial, and some social; there has been no attempt to separate them by purpose. Little is known of the activities of most of these organizations and this is simply an effort to chronicle their beginnings.

The first fraternal organization in Junction City was Union Lodge No. 7, A. F. and A. M. The lodge was organized principally through the efforts of several persons connected with Fort Riley, although a number of citizens in the area were involved, thus the name Union Lodge. An application for a dispensation was granted January 6, 1857. The signers of the original application were: Charles W. Beebee, Thomas L. Brent, William Cuddy, David Clarkson, Owen Cunningham, Charles M. Barclay, L. A. Armistead, David James,

³²³ Martin, KSHC, Vol.VIII.

A. W. Putnam, and A. A. Garnett. A charter was granted October 20, 1857. The first meeting at Junction City was held July 18, 1858. The lodge was moved from Fort Riley to Junction City as settlement increased. John T. Price was the first master of the lodge, elected after the charter was granted. In March 1870, the Junction City Chapter of Royal Arch Masons was instituted.

March 15, 1859, the Junction City Division of the Sons of Temperance was instituted with six persons initiated. George Montague helped organize this group, which intended to spread interest in temperance and later, total abstinence. Both men and women were welcomed as members. The names of the members of the lodge were placed under the cornerstone of Blue Mont College. Montague gave the address on this occasion.³²⁴

Occident Lodge No. 26, Independent Order of Good Templars was instituted December 15, 1862; "This was a gay outfit for two years."³²⁵ On July 1, 1864, this group began a public library, with S. M. Strickler donating 30 volumes. This lodge dissolved August 1, 1868, but another must have been formed about this time because the Life Boat Lodge, No.155 of the Independent Order of Good Templars was active in 1870.³²⁶

On July 9, 1863, Liberty Council, No. 42, Union League of America, was organized with George W. Martin, W. S. Blakely,

³²⁴ George W. Montague, "George Montague," KSHC, Vol.X, p.636.

³²⁵ Junction City Union, May 6, 1876.

³²⁶ Real Estate Register, December 1, 1870.

S. M. Strickler, E. W. Seymour, G. F. Gordon, and Luther Hall as charter members.³²⁷

A society of Turners was organized in August 1866, with Mathias Beckers as president. This was a semi-athletic organization for people in the community of German descent.

On July 14, 1866, Encampment No. 4, of Veteran Brotherhood, was organized with George Rockwell as worthy commander, E. S. Stover as secretary, John K. Wright as corresponding secretary, and A. C. Pierce as treasurer. A post of the Grand Army of the Republic was organized August 1, 1867, probably as a successor to the Veteran Brotherhood.

On March 29, 1867, Frontier Lodge No. 25, Independent Order of Odd Fellows, was organized and on November 30, 1869, Jerusalem Encampment No. 12, I. O. O. F. was instituted. During this same month, the Odd Fellows and Masonic Lodges moved into quarters in Streeter and Strickler's block.³²⁸

A local chapter of the Y. M. C. A. was organized April 20, 1869 with Dr. Edward W. Seymour as president.

Centennial Lodge No. 18, of the Knights of Pythias was instituted February 22, 1876.

Social Organizations

The social aspect of pioneer life was not lacking, although in the early period of Junction City's history organized social

³²⁷ Junction City Union, May 6, 1876.

³²⁸ Ibid.

groups were few. Dances were held and receptions and dinners were given, which gave the early settlers many social opportunities. Some of the greats and near-greats of the period visited Junction City.

Horace Greeley made Junction City a stopover on his western tour on June 27, 1859, almost before the incorporators had an opportunity to draw a deep breath. Greeley delivered a lecture in a room of the court house, which later became a jail.

Horace made a memorandum of his progress west and the disappearance of civilized comforts. At this point he made this observation: '27th -- Junction City. Last visitation of a boot black with dissolving views of a broad bedroom. Chairs bid us good-bye.'³²⁹

Bayard Taylor, noted newspaper correspondent and world traveler, lectured in Emick's unfinished building on Washington Street on June 10-11, 1866. The Union noted, "Bayard is mud bound and he sits around on the dry goods boxes telling the boys his travels."³³⁰

Other lecturers of note who spoke in Junction City included Captain Henry Stanley, the great African explorer, on July 18, 1867. Later that year, Elizabeth Cady Stanton and Susan B. Anthony, made speeches in behalf of women's suffrage on September 9, 1867. They spoke before 300 persons at the Methodist Church.³³¹

³²⁹ Junction City Union, May 6, 1876.

³³⁰ Ibid.

³³¹ Ibid.

Entertainment was often furnished by traveling shows of various types. George W. Purinton, a local citizen, entered the show business February 22, 1862, by advertising a grand stereopticon of the American Civil War. On August 9-10, 1866, J. T. Johnson and Company exhibited the first circus in Junction City. This was followed by an exhibit of the Siamese Twins on January 24 of the next year.

Sporting events, including hunting, had a place in Junction City's early history. During the summer of 1862, there was considerable horse racing on a track near the Smoky Hill Mills, running parallel with what later became the Union Pacific Railroad, Southern Branch. In April 1863 two horses, "Right Bower" and "Trump", ran a race for a \$200 purse with some \$1,500 wagered on the outcome. These two horses were English thoroughbreds and had somehow become a part of the United States Cavalry at Fort Riley.³³²

Hunting, which had been rather necessary as a means of furnishing food for the family table, later became a sport. However, game was usually plentiful in the earlier period when it was needed for food. In April 1863, fifteen antelope were reported seen in one day within a mile of town, and on December 13, 1870, thirteen deer were killed within a mile of town. Most of the buffalo herds were west of the Junction City area by the time it was settled, although a few strays appeared from time to time.

³³² Junction City Union, May 6, 1876.

With the building of the Union Pacific Railway, Eastern Division, through Junction City westward, people began to come through on hunting trips.

On May 11, 1867, the first Junction City baseball club was organized. An unusual example of sporting activity was the report on October 5, 1865 of two men who passed by Junction City going up the Smoky Hill River in a sail boat.

The Fourth of July often called for an all-out community observance. In 1862, Independence Day was observed by a picnic in Gilbert's Wood, opposite the Smoky Hill Mills, with Daniel Mitchell as president of the day. W. S. Blakely read the Declaration of Independence and G. F. Gordon, S. B. White, W. H. McKinley, B. F. Perkins, W. S. Blakely, and A. C. Pierce responded to toasts. In 1863, the day was observed with a banquet in the large stone building on Sixth Street with Daniel Mitchell again presiding. Lyman Field read the Declaration of Independence; J. R. McClure and Robert McBratney were the orators. A company of the Twelfth Regiment and two companies of the Eleventh Regiment with a band of music participated. In 1864 and 1865, the Independence Day observances were rather mild. But in 1866, Judge T. C. Sears was the guest orator. James H. Seager read the Declaration of Independence and Dr. T. G. Horn read the Emancipation Proclamation. The meeting was held with a barbecue on the banks of the Republican River and fireworks in the evening. The day was "observed in good style."³³³ An interesting side light developed when Judge

³³³ Junction City Union, May 6, 1876.

Sears, who arrived the day before and spent the night in the S. H. Strickler home, awoke the next morning to discover that all of his clothes had been stolen during the night. This is probably the only time in Junction City's history when a guest speaker had to borrow a pair of trousers before he could orate in the proper style.

During the next ten years, Fourth of July observances usually consisted of picnics, often held in Green's Woods, with plenty of games and speeches. As the date approached for the observance of the Centennial of the United States, plans were made for a grand celebration. On July 28, 1875, a county centennial board was organized with Dr. Charles Reynolds, president; A. C. Pierce, secretary; and John T. Price, treasurer. On February 10, 1876, the Ladies Reading Club resolved to build a centennial hall. The following board of trustees was appointed to carry this into effect: Mrs. H. A. Boller, Mrs. James Humphrey, Mrs. M. E. Clark, Mrs. N. S. Gilbert, and Mrs. John Davis. The Ladies Reading Club petitioned the city commission to allow them to build a hall in the city park, but the petition was not granted. The centennial hall was then constructed on the southeast corner of Fifth and Adams Streets. This building was used for a number of years for entertainments and civic events, later being purchased and used by the Universalist Church. It was torn down when the Universalists erected their present church structure on that site. The centennial was observed in grand style with a huge parade, speeches,

games, picnic lunches, and a dance that night in the hall.³³⁴

Weddings and anniversaries of weddings were social events to be noted. One of the weddings which was a social event of the season was that of Captain Bertrand Rockwell and Miss Julia M. Snyder, who were married September 29, 1870, in the Church of the Covenant. This was the first wedding in the church. Another event of considerable significance was the silver wedding anniversary celebrated by Mr. and Mrs. J. H. McFarland, May 29, 1875. This was the first silver wedding observance in Junction City. While on the subject of marriages, it should be noted that the records of the probate court showed that there had been 658 marriages from April 16, 1860 until March 11, 1876.³³⁵

Junction City played host to royalty in January of 1872, when the Russian Grand Duke Alexis visited this community. He had taken part in a buffalo hunt and then passed through Junction City on his way to attend a session of the Kansas Legislature. On his way east, he was feted with a dinner given by the townspeople with Mayor Robert O. Rizer as host.

Perhaps the most elaborate celebration of the first quarter century of Junction City's history was the grand opening of the Bartell House in 1880. This building was constructed by John K. Wright and A. H. Bartell and completed in 1879. This gala celebration took place February 23, 1880 with the guests clothed in

³³⁴ Junction City Union, May 6, 1876.

³³⁵ Ibid.

formal attire. A special car for invited guests was attached to the train from Kansas City. At 9:00 p.m. Governor and Mrs. John P. St. John headed a procession of guests down the main stairway. General G. Penneypacker of Fort Riley and several state officials were included in the guest list. After the grand march, 140 of the guests were seated for the banquet. There were 110 guests who could not be seated for the first course of the meal, so they were entertained by the 16th Infantry Band, which furnished music for dancing until tables could be prepared for their dining pleasure.

The bill of fare consisted of:

Salad of salmon trout, with mayonnaise; temple of fish, en belle vue; boned turkey with aspic jelly, a lancienne; Westphalia ham, standing in form; lobster salade, decorated French style; aspic of oysters; Kentucky spiced beef, with jelly; gelatine of turkey, decorated a la moderne; boned capons, en belle vue; mayonnaise of young chicken, decorated; buffalo tongue, decorated a la Parisienne; salad of antelope, a la romaine; champagne-jelly; wine jelly; assorted cakes, fruits, nuts, grapes, etc.336

After the banquet the guests enjoyed an evening of dancing. At the time of its opening, the Bartell House contained 66 rooms for guests, a dining room, kitchen, parlors for men and for women, and an office.

Cultural Organizations

In Junction City's early years, there were a few organizations initiated which probably should not be termed social, but were rather of a cultural nature. A Ladies Aid Society was organized April 13, 1874, with Mrs. Mary P. Boller as president. The

first entertainment was at the home of Mrs. James Humphrey on April 16.

On November 4, 1875, the Ladies Reading Club was organized by Mrs. (James) Mary Vance Humphrey and Mrs. Mary P. Boller. This club has had a long and eventful history, being one of the oldest Federated Clubs in Kansas and one of the first west of the Mississippi River. This club has had a regularly planned program for each year since its inception. There were fifteen charter members. Its meetings stress programs of drama, music, and literature.

Music has played a part in the cultural history of Junction City throughout the years. The Junction City Cornet Band was organized May 19, 1868. The city contributed funds to help pay for the instruments in the early 1870's and the band provided weekly Friday night concerts in the city park during the summer. In April 1872, the city commission placed Samuel Sohn in charge of the city-owned band. In 1878, a set of eight new band instruments was purchased for \$244. They were of the French improved piston valve type. The band numbered 15 members at that time and a Mr. Kilian started a new band for beginning players using the old instruments.³³⁷

Education

The first settlers in the Junction City area came from established communities where the school was an integral part of every day life. As soon as they were able to take care of the immediate

³³⁷ Junction City Union, September 14, 1878.

necessities of life, they made provision for the education of their children. There was not much opportunity for establishing schools until the area received more settlers. By 1859, select schools were in operation in what was then Davis County. These select schools were actually private schools wherein the parents paid the teacher directly and the teacher usually maintained the school in his home. No records of these tuition schools exist except for scant mention in newspaper articles and reminiscences of the pioneers. The length of term, the teacher, and the location varied according to circumstances. Some of these select schools existed through the 1860's becoming specialized, i.e., spelling schools, singing schools, and schools for young ladies.

The first territorial legislature passed an act providing for the organization, maintenance, and support of common schools, but little was accomplished in this direction. The territorial legislature of 1858 gave to the newly created office of county superintendent the power to create and alter school districts. However, the organization of districts proceeded at a very slow pace and the only schools existing in many communities for several years were select schools. Junction City had a select school as early as 1858.³³⁸

During the winter of 1858-59, three select schools were maintained in the immediate area -- one at Batcheller, one at

³³⁸ Clyde Lyndon King, "The Kansas School System - Its History and Tendencies," KSHC, Vol. XI, pp.424-425.

Junction City, and one four miles northeast of Junction City. A. B. Whitney was the teacher at Batcheller, S. W. Orr at Junction City, and Marcia Pierce at the other.³³⁹ The number of select schools in operation varied with the number of pupils. Since most of these schools were taught in the home of the teacher, only a limited number of pupils could be taken. Consequently, there is mention of more than one school being operated at the same time.

Mrs. S. B. White remembered other schools in her reminiscences:

We had schools taught by good teachers, and our children learned rapidly. Miss Lizzie Brigham, Mrs. (Daniel) Mitchell's sister, taught the winter of 1859-60. Mrs. Charlotte McFarland, that tireless little woman who could and would not be idle, taught a term in the kitchen of the hotel, then vacant, and at that time the only house between ours and Washington Street. Later on Mrs. Mitchell and Mrs. Robert McBratney each had large classes.³⁴⁰

Mrs. Charlotte (J. H.) McFarland is generally credited with teaching the first select school in Junction City in 1860. Factual evidence is non-existent for this period and the only information available is based on the recollections of early residents. Mrs. McFarland taught a select school for several years using various locations, including her home west of Junction City. The house was then only a one-room stone building and furniture was moved out to make enough room for the

³³⁹ Columbian History of Education in Kansas, p.136.

³⁴⁰ Mrs. S. B. White, "My First Days in Kansas," KSHC, Vol. XI, p.559.

children.³⁴¹ "No one thought of disputing her authority and woe betide the urchin who attempted to play 'hookey' . . ." ³⁴²

Later, Mrs. McFarland was employed to instruct in a school for the children of the town, and a room over the city jail building at Eighth and Jefferson Streets was used.

Still later, the school was housed in the city hall at Eighth and Madison . . . and following that the school was located in a room over a store on West Sixth Street . . . ³⁴³

This store was the Ganz building, destroyed by fire January 18, 1866.

In 1862, the legislature passed an act providing that there be a school in each city, incorporated in accordance with its provisions, a board of trustees of common schools, to be composed of two members from each of the four wards. This number was increased in 1863 to three members from each ward, one member to be elected annually. The statutes of 1867 declared that the board of education in cities of the second class should consist of two members from each ward. ³⁴⁴

School District No. 1 of Davis County was finally organized at a public meeting in Taylor's Hall at 2:00 p.m. on July 12, 1862. The meeting was called by N. B. White, county superintendent. Temporary officials were elected including N. S. Gilbert, director; George Montague, treasurer; and Luther Hall, clerk. The school district was defined as follows:

³⁴¹ Junction City Union, June 24, 1953.

³⁴² Columbian History, p.136.

³⁴³ Junction City Union, June 24, 1953.

³⁴⁴ King, pp.438-439.

Beginning at the junction of the Smoky Hill and Republican rivers and running up the Republican to the Second Standard Parallel, thence west with said parallel to the western boundary of Davis county, thence south with said line to the Smoky Hill River, thence down said river to the section line between sections 18 and 19, Township 12, Range Six, thence east on a said line to the center of Sections 15, 16, 21, and 22, thence north on section line between Section 15 and 16 to the Government Reserve, thence west with said Reserve to the Smoky Hill River, thence down said river to the place of beginning.³⁴⁵

On July 27, 1862, officials were elected for one year: N. S. Gilbert, director; Daniel Mitchell, treasurer; and Luther Hall, clerk.³⁴⁶ Assessment for operating a school was placed at one-half of one percent for renting or building a school house, one-fourth of one percent for teachers' wages, and one-fourth of one percent for supplies and equipment. On November 17, 1862, the district school opened with O. Davidson as teacher.³⁴⁷

"The Statute of 1858 fixed upon three months minimum term. The constitution made a three months school necessary before the district could receive its share of the state annual school fund."³⁴⁸ The minimum school term provided by law was not increased until 1881 when it became four months.

The first district school, under Davidson, was held in a rented room in the upstairs of a building that stood on the north side of Sixth Street near the northwest corner of the intersection

³⁴⁵ Davis County, Kansas. "County Superintendent of Public Instruction, Record Book," No. 1, 1860-

³⁴⁶ Ibid.

³⁴⁷ Junction City Union, June 24, 1953.

³⁴⁸ King, p.427.

with Washington Street. The room was furnished with benches and 72 pupils were enrolled.³⁴⁹

The next term of the district school was taught by Lyman Field in the spring of 1863. School was to open on April 27, but was postponed a week in order to open in Wilson's Hall because Taylor's Hall was not available. Field closed his term in July with an enrollment of 46 males and 34 females, with an average daily attendance of 52.³⁵⁰ John J. Pierson conducted the district school for a five months period closing April 14, 1865.³⁵¹ District school continued to be held at intervals through January of 1866. The fire, which destroyed the school room at that time, made it necessary to construct a building for school purposes, inasmuch as no other location was available.

The fire was the subject of much speculation, since a school row was taking place at the time. A small colored boy, the son of George Young, was enrolled in the school and a number of school patrons protested. The school directors ruled that the boy should attend and protest meetings resulted. The boy was taken out of school and one day later the building burned. This boy was later educated in the Junction City schools.

In May of 1866, School District No. 1 advertised the sale of \$5,000 in bonds to build a school house. A special act of the

³⁴⁹ Columbian History, p.136.

³⁵⁰ Junction City Union, June 24, 1953.

³⁵¹ Ibid., April 15, 1865.

legislature had authorized the district to issue a maximum of \$10,000 in bonds.³⁵² On July 7 of the same year, a contract was let for a school building for \$7,800. The building was located in the intersection of what is now Jackson and Walnut Streets,³⁵³ on land donated by John Sanderson. This property was outside the limits of Junction City, but was within the school district boundary. A local dispute was made over the location after construction was well underway and an injunction was secured to stop construction. However, cooler heads prevailed and, since much of the work had been done, the injunction was dissolved and the building completed. This building was later known as the School on the Hill, or the South Building. It was 45x50 feet in size and two stories in height, with two main rooms on the first floor, each 22x40 feet, and each with an anti-room attached. There was also a vestibule with two flights of stairs on the first floor. The second floor included one room about 30 feet square with two anti-rooms and a recitation room 25x15 feet in size. The first floor had 14-foot ceilings, the second floor 12-foot ceilings. The building was covered with a tin roof.³⁵⁴

The Rev. S. T. McClure conducted a public school in a room over Henderson's building in the fall of 1866 and the spring of

³⁵² King, p.428.

³⁵³ This area was not subdivided at the time and there were no streets. The building site was in the street intersection when the addition was platted at a later date, although the building had been razed.

³⁵⁴ Junction City Union, July 7, 1866.

1867. The new building was completed and a Professor Reefy began teaching in July. School was to resume in September under Reefy's direction, but he did not return, so the Reverend M. D. Gage conducted the school.

School opened in 1868 on September 8 with the Rev. M. D. Gage as principal: P. V. Trovinger, intermediate department; John J. Pierson, primary department. Enrolled were 152 white pupils and a colored school was opened September 14 with 15 pupils.³⁵⁵ This colored school was in a building on Washington Street opposite the Union office.

The board of education, on October 3, 1870, purchased lots in Block 5 upon which to build a school house "for the perpetual use of white children," and also purchased Lot 18 of Block 12 as a site for a colored school.³⁵⁶ A one-room stone building with a capacity of 60 pupils was constructed on the colored site.

The patrons of School District No. 1 voted down a proposition to issue \$30,000 in bonds for a new school house July 18, 1871. Another election was held August 23, 1871 at which time the citizens voted by a large majority to issue \$10,000 in bonds for a new school house. The building was constructed on the Ninth Street site with E. T. Carr of Leavenworth as architect. It was finished in October 1872 and dedicated on November 18 with the dedicatory address delivered by General John Fraser, Chancellor of

³⁵⁵ Andreas, p.1002.

³⁵⁶ Junction City High School Yearbook, 1902.

the University of Kansas. On November 28, a 750-pound bell was received and installed in the building.

An act of the legislature in 1876 had declared that the common schools were "equally free and accessible" to all.³⁵⁷ Accordingly, the board of education abolished the colored school on August 14, 1876, but on September 8 the board reversed itself and voted that the colored school be restored and kept in the old South Building. The sixth grade was transferred to the Eighth Street Building.³⁵⁸ In 1877 the South Building was removed and the materials used in the construction of the Tenth Street (Lincoln) Building. The colored students then began attending school at the Ninth Street (McKinley) Building.

Henry Clay Speer became superintendent of schools January 1, 1873, and remained in that position until 1880, when he became State Superintendent of Public Instruction. It was under Speer's direction that a high school course of study was instituted. In addition to the three-year high school course, Speer revised the grammar school and inaugurated a systematic and progressive course of study.³⁵⁹ The first two students to qualify as high school graduates did so at the end of the fall term in the 1875-76 school year, but remained in school until the end of the spring term.

³⁵⁷ King, p.428.

³⁵⁸ Junction City High School Yearbook, 1902.

³⁵⁹ Certain areas of learning were designated for each grade with these areas being expanded and new areas included as the pupil progressed to higher grade levels.

A normal school was organized at Junction City in 1874 as a class in theory and practice of teaching in connection with the high school. This program was so satisfactory that the State Board of Education was induced to provide facilities for the organization of an independent normal school with a distinct and strictly professional course of study. Part of the high school building was set aside for the use of the normal school.³⁶⁰ The full normal course was two years with four ten-week terms per year. Tuition was \$8.00 per term and instrumental music was \$12.00 per term. The course of study for the junior year included: grammar, geography, arithmetic, physiology, Latin, zoology, composition, book-keeping, U. S. history, rhetoric, methods and practice of teaching. The courses in the senior year included: rhetoric, geology, algebra, historical reading, Latin (Caesar, Virgil), geometry, English and American literature, natural philosophy, English composition, chemistry, civil government, history of education, school organization and management.³⁶¹

A small monthly pamphlet was issued by the county superintendent, J. A. Truex, during the school year 1878-79. This publication was called the Youth's Casket and contained reading matter and points of interest to the students and teachers in the Davis County schools. The names of honor students were published. This pamphlet was sent to students upon receipt of a subscription price of ten cents for the year.

³⁶⁰ Junction City Union, August 24, 1878.

³⁶¹ Youth's Casket, October 1878.

CONCLUSION

Junction City passed through the frontier stage and the cow town era and then settled down to a somewhat peaceful existence as an agricultural and commercial community by 1880. Its hopes for a place in the sun as the "Mid-Continental City of the U. S." were dimmed by a combination of circumstances and events.

Junction City was almost born in trouble. It missed out on most of the episodes associated with "bleeding Kansas" although it did have strong factions supporting and opposing slavery. The drought of 1860 tended to discourage settlement in Kansas for the moment. This drought, while not affecting the Junction City area as strongly as the eastern settlements, did slow immigration and caused a few settlers to leave the area.

Despite the natural advantages associated with its location, Junction City started off rather slowly. The leaders of the Cincinnati-Manhattan Town Company selected this site, but the circumstances of their steamboat being grounded on a sand bar caused them to shift to another location giving the present city of Manhattan a head start. The next circumstance operating against Junction City was the establishment of the Millard City Town Company with its sale of stock in the East. This delayed the eventual founding of Junction City because of possible prior claim and resulting litigation. The settlers in the area, who were the logical ones to establish the city, thus were delayed. This delay of some three years might have been relatively unimportant had the country not been plunged into a Civil War in 1861.

Kansas towns did not grow appreciably during the Civil War period. Junction City's location adjacent to Fort Riley probably kept it from going far down hill. However, the type of activity associated with the soldiers during this period, was not that of lasting community growth. In addition to this, as in other Kansas towns, many of the young men joined the military forces. Junction City also lost a number of promising citizens to the Southern cause. Most of these, who lived through the war, did not return.

Junction City's growth in the two years following the Civil War was rapid. Land was bringing good prices and businesses were established. At this time Junction City had high hopes of becoming the railroad center of north-central Kansas. One railroad reached Junction City and at least four more through the community were proposed. These were contributing factors in holding back the development of Junction City, because the people were so railroad conscious that they did not develop the natural advantages of the region. The failure to find coal in paying quantities was probably a factor in Junction City's failure to become a railroad center, along with its failure to increase rapidly in population.

The increased settlement on farms in the area during the early 1870's again revived Junction City's hopes. These hopes became clouded by depression, drought, and grasshopper plagues. Still later, the introduction of hard winter wheat made it desirable to obtain large tracts of land in the flat plains areas further west.

Junction City felt it could logically grow with Fort Riley, for had not Leavenworth, next to Fort Leavenworth, become the Kansas metropolis. However, due to a de-emphasis at Fort Riley, Junction City's hopes were only partially fulfilled. The post was allowed to deteriorate while garrisoned with only a few troops during the 1870's and early 1880's. At times during this interval there were less than a dozen soldiers left to garrison the post while the troops were out on patrol. It was not until the late 1880's that a program of rebuilding and enlarging Fort Riley was begun.

Junction City's failure to develop as an industrial center can be attributed to several factors. The first, and probably the most important, was the lack of adequate financing. In addition, a number of other communities had a head start, particularly in the milling industry. The wide spread use of steam as a source of power reduced the chances of developing Junction City's water power. The use of steam power was a factor in the milling industry, inasmuch as most of the wheat was grown in western Kansas and mills were established closer to the source of supply.

One of Junction City's greatest potentials in the industrial area was its building stone. This material was ignored for a time except as a source of lime. When it was discovered that the building stone could be shaped by sawing, an effort was made to produce stone on a large scale. Poor business methods resulted in the failure of the first large company established. This was a deterrent to others who might enter the field. It is rather ironical

that almost 80 years after the failure of the Junction City Stone Sawing Company, another company was established which has become one of the largest stone producing companies in Kansas. Another factor in the slow development of stone sawing was the lack of building in the immediate area for many years.

Another result of Junction City's slow start was a failure to secure a state institution or an institution of higher learning. A factor which probably should not stand alone, since it is a part of all local endeavor, was the lack of community spirit and foresight. This is not to say that community spirit was non-existent. There was community spirit, but it lacked the organization and foresight necessary to channel in the proper direction. The leadership so necessary to furnish a focal point for community spirit was missing. There were leaders who came and went with probably too many conflicting interests here at one time. On occasion, two or three leaders would pull in as many directions instead of pooling their talents and energies. The townspeople, at times like these, were inclined to watch and do nothing. This internal bickering and lack of combined effort caused Junction City to remain a small county-seat town. The community reacted grudgingly to the process of growing up. After twenty-five years of existence, Junction City had little to show in the way of improvement. Several leaders in other Kansas communities spent some time and perhaps gained some experience in Junction City. A number of early residents of Junction City went on to achieve success and fame in other communities.

Although it is rather difficult to support this contention with hard cold facts, one may safely conclude that there were three principal contributing factors to Junction City's failure to achieve her maximum potential. First, Junction City was not founded by a company sent here for that purpose. This meant that Junction City did not have strong connections with eastern communities which in turn meant that it did not have financial backing, material aid, and a source of eager settlers. This also contributed to a three-year delay in establishing the town, a period long enough for its rivals to get a head start. Second, Junction City was lacking in political influence, particularly during the formulating stage of Kansas history. This meant that Junction City was left out when it came to establishing state institutions. Its stone industry was handicapped when Chase County stone was selected for use in completing the capitol due, in part, to the building committee's preference for Chase County stone and the Santa Fe Railroad, which would provide the transportation. Two examples of Junction City's inferior place in the politics of early Kansas are: not a single signer of the Wyandotte Constitution was from this immediate area; and, for a time Davis County was one of 17 counties lumped with other counties for purposes of representation in the legislature. This lack of political connection is also reflected in the boundary adjustments, which left Davis County the second smallest county in the state. Politically, Junction City has often been linked with Manhattan, a fact detrimental to Junction City because Manhattan generally

controlled this union. Of course, there were some office holders of note from Junction City, but most of these were near the close of the first quarter century or later. John A. Anderson was elected to the United States House of Representatives after becoming president of Kansas State Agricultural College. John Davis also served in the United States House of Representatives at a later date. There were others who held minor state offices. Third, connected with the first two, but a separate factor, was the lack of financial backing. Junction City was generally unable to secure the financing necessary to develop its industrial and commercial potential. This lack of finances also was a factor in its failure to become a large railroad center. There were no people of wealth connected with Junction City's early development, which was not the case with rival communities. A study of census reports indicate that Junction City was settled by young people, who were seeking the opportunity to make their fortune. While some people came to Junction City with capital to invest, other communities seemed to derive more benefit in the end. An example would be Robert Stevens and Levi Parsons who took over the Union Pacific, Southern Branch, and John B. Anderson, who became a bank president at Manhattan. Of course, there were fortunes to be made in Junction City, and they were made, but only in more recent years.

It is worth noting that, at the time of this writing, Junction City has no large manufacturing establishments and no large construction firms, despite the vast construction program at Fort Riley. This military post has made an immense contribution to

Junction City's growth and the city's economy is geared to the military. The greater part of this contribution has been made since 1940, although there was quite a boom during World War I. The fact remains, that during the period covered by this thesis, 1855 to 1880, Fort Riley was a small cavalry post on the verge of abandonment. However, one cannot minimize the influence of the post in early Junction City's history, since the proximity of Fort Riley was at least partially responsible for the selection of this particular site. Early military construction was a great help to Junction City in its infant years and was the principal reason for many people locating in this area. For a period of almost 20 years, following the Civil War, Fort Riley went downhill. It was not until the 1880's, when the post was designated a permanent military reservation through the influence of General Phil Sheridan, that a construction boom developed and the number of people connected with Fort Riley, both military and civilian, increased to a sizeable degree.

In conclusion, Junction City's early promise was not realized, but a century after its founding it has become one of the outstanding cities of Kansas.

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 6. Plat of Fort Riley Military Reservation 1868. Kansas 17.
 7. Plat of Town of Bacheller. 1877.

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2. Fletcher, Albert, of Geary County Abstract Company -- August 1960.
3. Humphrey, Arthur -- August 1960; August 1961.
4. King, Robert Callen -- July 1960.
5. Leslie, Mrs. J. D. -- July 1962.

APPENDICES

APPENDIX A

FIRMS ADVERTISING IN 1860*

Cuddy and Mitchell, steam saw mill
John Karnan, copper, sheet iron and tin ware
Western Land District Office
Beechler and Stumpf, ladies and gents ready made boots, shoes,
and gaiters
Isaac H. Loder, house carpenter
William Millman, stone mason and brick layer
John Whiteford, jewelry, watches, and clocks (Clark's Creek)
William Weisner, lock and gun smith
V. K. Spear, watch maker and jeweler
McLoon and Stover, painters and glaziers
William Dissman, barber shop
Luther Hall, drugs and medicine
James R. McClure, attorney and real estate
John F. Schmidt, proprietor of the Junction House (opened March 8,
1859 at Webster and Eighth Street)
Joseph Rogers, proprietor of the City Hotel
Beckers and miller, liquors (best French)
Gross and Thiele, furniture and cabinet makers
Jehle and Delft, boot and shoe makers
William K. Bartlett, meat market (fish, flesh, and fowl)
Streeter and Strickler, dry goods, groceries, drugs, medicine,
paint, stoves, nails, saddles, and liquor (Washington
between 6th and 7th)
James S. Lynch, land agent
Nathan S. Ranschoff (Ranschoff), dry goods, hardware, groceries
(wholesale and retail)
P. Z. Taylor, groceries and dry goods (Mammoth stone store
opposite the park)
Robert Wilson, sutler store at Fort Riley (established 1855 --
the oldest established trading post in western Kansas)
Ed Cobb, agent for Prime's Salamander cement roofing (manu-
factured in Leavenworth)
Geery and Butterfield, land agents
J. W. Akeroyd, proprietor of the "Red, White, and Blue" (wines,
liquors, cigars, bowling, and billiards)
John Fox, wagon and carriage repair
J. D. Patterson, real estate
Philipp Rommel, wholesale and retail grocery
George Montague, lime kiln (orders through P. Z. Taylor's store)
D. A. Butterfield, notary public

* Kansas Statesman, June 30, 1860; Junction City Statesman,
October 13, 1860.

ADDITIONS IN 1861*

W. Becker, bakery
M. Beckers, sign painter
Keyes and Mackey, Junction City smith shop
Wilson and Westover, Junction City brewery

* Kansas Frontier, May 25, 1861.

APPENDIX B

FIRMS ADVERTISING IN 1870*

Bartlett and Courtney grocers
 Mathias Beckers, painter
 B. Bitterman, outfitting store
 Blattner and Blakley, hardware
 Henry Brandt, grocer
 Richard Brown, saddler
 J. W. Burg, upholsterer
 Canfield and McClure, attorneys
 C. F. Carroll, billard saloon
 C. R. Carver, merchant tailor
 John Caspar, general store
 Caverns and Records, butchers
 E. Chapin, watchmaker
 Milton E. Clarke, general store
 Walter Daly, butcher
 Edwards and Company, grocers
 Emick and Lockstone, stoves and tinware
 W. Finlaw, physician
 H. Ganz and Brother, dry goods and clothing
 B. Gemeny, carriage maker
 N. S. Gilbert, grocer
 Gillpatrick and Cresswell (Caswell) attorneys
 John T. Green, restaurant
 John Gross, furniture
 Hale House, Chew and Streeter proprietors
 Hall and Porter, wholesale and retail druggists
 B. Harvey, tailor
 Mrs. A. Hatch, dressmaking
 Haynes and Stewart, grocers
 Holbrook and Hinman, dry goods
 Philip Hopper, grocer
 Horn and Jones, physicians
 S. D. Houston, receiver of the U.S. Land Office
 F. Jehle, boots and shoes
 A. R. Kerr, boots and shoes
 W. D. Knox, dealer in wagons
 George W. Martin, register of the U.S. Land Office
 P. Maxwell, photographer
 McAneny and O'Donohoe, stationers
 McKenzie and Smith, stoves and tinware
 F. S. Meade, merchant tailor
 George L. Miller, grocer
 R. S. Miller, banker
 S. H. Nikirk, carpenter and builder
 Frank Patterson, hardware and stoves
 A. C. Pierce, real estate

*The Gazetteer and Directory of the State of Kansas, 1870.

G. H. Purinton, horse shoeing, outfitting, and carriage making
E. Rockwell, general store
Rude and Company, butchers
W. W. Sargent, druggist
Schimer and Thiele, furniture
Charles Schurz (Schulz), boots and shoes
Edward W. Seymour, physician
C. Smith, wholesale liquor
Smith and Callen, livery stable
Henry Sprung, grocer
Streeter and Strickler, dry goods, and agricultural implements
James Streeter and Company, bankers
Stickney and Company, lumber dealers
P. Z. Taylor, general store
Ernest Thiele, hardware and groceries
William N. Thomas, tobacconist
H. S. Todd, lumber dealer
C. H. Trott, postmaster and news depot
A. P. Trott, photographer
U.S. Land Office
Junction City Union, G. W. Martin, proprietor
A. Vogler, jeweler
W. W. Walker, agent for the U.S. Express Company
Albert Ward, tobacconist
Washington House, G. L. Patrick, proprietor
D. Weber, baker
J. W. Williams, attorney
Frank Zipp, boots and shoes

APPENDIX C

FIRMS ADVERTISING IN 1880*

The Great Western Furniture House, John Gross and Son
 Trott's Book Store, C. H. Trott and Brother
 Mackey and Mann, groceries
 Mrs. D. Kiehl, milliner
 Bartell House, George W. Reynolds and Company, proprietors
 W. B. Clarke, banking house
 R. O. Rizer and Company (Robert O. Rizer and Moses Waters) bankers
 George L. Miller, wholesale and retail liquors
 Western Lumber Company (Successor to Laney, Dryer, and Warner)
 P.W. Powers, branch manager
 James Potter, ice and soda water
 Seth R. Weed, watchmaker and engraver
 Kauffman and Houghton, agents for Summit Hill Nursery
 The Farmer's Home (Restaurant), Augustus Blohm
 Nicolas Schille, merchant tailor
 Fred McDonald and Company, Central Drug Store
 A. C. Pierce, real estate agent
 Cheap Charley (C.R. Carver) clothier
 S. W. Pierce and Company, organs, pianos, and sewing machines
 Pierce and Munn (S. W. Pierce and Charles W. Munn) loan and
 insurance agents
 J. C. Sargent (Successor to W. W. Sargent), druggist
 Dr. A. A. Russ, surgeon, dentist
 Dr. W. T. Hartshorn, M.D. (Member of the Royal College of Sur-
 geons)
 B. Rockwell and Company, general merchandise
 Richard Brown, saddler
 Blattner and Blakely, implements
 J. C. Scott, implements
 A. D. Schach, groceries and hardware
 J. C. Omnibus Company
 A. Vogler, jeweler
 James Ketner, attorney
 McClure and Humphrey, attorneys
 McKnight and Bartell, lumber dealers
 Mrs. Mead, milliner
 C. H. Miller, grocer
 J. M. Asher, attorney
 M. K. Bitterman, implements

* Junction City Union, June 5 and 12, 1880.

Louis Trzashowsky, ice and brewery
D. V. Miner and Company, boots and shoes
E. Dumbreck, shoemaker
Western Union, Mrs. Haughawaut, manager
Mr. Leake, harness
Greene and Devereaux, land agents
Cornelius Fogarty, Star Mills
The Grain Store
Delmonica Restaurant

AN EARLY HISTORY OF JUNCTION CITY, KANSAS:

THE FIRST GENERATION

by

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AN ABSTRACT

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Viewed through the eyes of those who beheld the confluence of the Republican and Smoky Hill Rivers in the first days of settlement, this location was ideal for establishing a city of great magnitude, not just a town. Despite the fact that this place offered all the "makin's" for a city, it remained a town until recent years when its designation has become that of a city of the first class. This thesis undertakes to tell the story of the founding and early growth of Junction City and to analyze its claim to greatness and its failure to achieve this position. While most of the material incorporated in this thesis exists in some published form, it has never, until now, been brought together to show the inter-relation, causes, and effects.

An extensive amount of source material was examined to obtain data. Newspaper files and manuscript records of proceedings of civil bodies provided the most valuable material both from the standpoint of quality and quantity.

The advantages offered by the Junction City site included abundant water power, rich valley farm lands, a plentiful upland area for grazing, a nearby military post, a source of stone for building material, commercial mineral deposits, the supposed head of navigation of the Kansas River, a natural and desirable route of transportation and communication east and west, as well as being on the route from Fort Kearney to Fort Gibson, via Fort Riley. Most of these advantages were incorporated into Junction

City's growth at a rather slow rate and several proved to be of little or no value in contributing to its development.

The two greatest advantages offered by reason of location were those of water power and water transportation. These proved of little value to the actual growth of Junction City. The source of water power was available, without doubt, but steam power was coming into general use and offered superior advantages to water power. Most of the mills in the Junction City area were powered by steam; in fact, it was not until twenty years after its founding that Junction City had its first water powered mill. The Kansas River proved to be unnavigable, for the most part, and was even detrimental to the first attempt to found a town on this site, when the steamboat Hartford was stranded at the mouth of the Blue River. By 1860 steamboat traffic to this point had ceased and railroad plans were being developed.

Transportation, through the stage coach, freight wagons, and railroads, has contributed, in a large measure, to Junction City's growth. The farm land, particularly the wheat producing uplands, has been an important part of the economy of the community. The mineral deposits suspected to exist in paying quantities were coal and salt. Neither of these were found in sufficient volume to be significant. The local stone was not used for construction in measurable degree until near the close of the period covered, although limestone was burned for lime which was used in the construction at Fort Riley as early as 1855. However, this area later became one of the two greatest stone producing regions in Kansas.

By far the strongest base for the growth and economy of Junction City over the years, has been Fort Riley. This influence has been more pronounced in the last quarter century than during the first twenty-five years of Junction City's existence.