

CHAPTER XI.

LEADING INSTITUTIONS OF SHELBY COUNTY.

Sketch of the Hannibal and St. Joseph Railroad—Fair Associations—“The Agricultural Society of Shelby County”—The Shelby County Agricultural and Mechanical Association—The Shelbina Fair Association—Newspapers—The “Shelbyville Spectator”—The “Shelby County Weekly”—The “Shelbina Gazette”—The “Shelby County Herald”—The “Shelbina Democrat”—The “Clarence Tribune”—The “Clarence Courier”—The “Shelbina Index”—The “Shelby County Times.”

HISTORICAL SKETCH OF THE HANNIBAL AND ST. JOSEPH RAILROAD.

The first step taken to build the Hannibal and St. Joseph Railroad was the holding of a meeting, in the spring of 1846, in the office of John M. Clemens, Esq. (the father of “Mark Twain”), in Hannibal. Hon. Z. G. Draper was president and R. F. Lakenan was secretary. The enterprise had a small beginning, it is true, but it succeeded because its inauguration was timely and its existence was imperatively demanded. It was at first contemplated to run the road through Palmyra, Shelbyville, Bloomington, Linneus, Chillicothe, Gallatin—all county seats—and on to St. Joseph. But local jealousies and controversies sprang up, and prevented its location anywhere for some time.

The newspapers in the towns through which it was thought the roads would be built favored it; those located off the line were opposed to it, and the people divided with the newspapers. The *St. Joseph Gazette*, of November 6, 1846, in an article favoring the building of the road said: “We suggest the propriety of a railroad from St. Joseph to some point on the Mississippi, either St. Louis, Hannibal, or Quincy.” The people of Hannibal were interested in having their town made the initial point; St. Joseph only cared to be the terminus. It was important, therefore, that Hannibal should watch carefully, and not allow any other Mississippi river town to step in and take the prize. An effective ally in favor of Hannibal was secured in the person of Hon. Robert M. Stewart, of St. Joseph. In the year 1846 he was elected to the State Senate, and promised to work for the procurement of a charter making Hannibal the initial and St. Joseph the terminal point.

In the winter of 1847 the Legislature granted the charter of the road. This charter was drawn up by Hon. R. F. Lakenan, one of the strongest, most earnest and efficient workers in favor of the enterprise.

The act was passed by our Legislature with some opposition. The leading workers in its favor were Col. R. M. Stewart, James Craig and J. B. Gardenhire, of Buchanan county, and Carty Wells and John Taylor, of Marion.

A vigorous canvass was immediately opened along the line to secure subscriptions from the several counties. Meetings were held in every county seat and town. A large meeting, or convention, was held at Chillicothe, June 2, 1847. Delegates were present in considerable numbers from all the counties on or near the line. Gov. Austin A. King, of Ray county, presided; the vice-presidents were Dr. John Cravens, of Davies, and Alexander McMurtry, of Shelby. The secretaries were Henry D. La Cossitt, of Marion, and C. J. Hughes, of Caldwell.

For a year or two thereafter interest in the enterprise flagged, and there was a time when some of its friends thought best to abandon it. But in 1850 real and earnest efforts were renewed to secure subscriptions to the capital stock of the company. Such of the directors as were lukewarm gave way to those who were more zealous and enthusiastic. Each county through which the road was expected to pass was recanvassed. The measure was made popular, and candidates were elected to the Legislature, and even to Congress, because they pledged themselves to favor it whenever opportunity should offer.

In February, 1851, the Missouri Legislature granted the credit of the State to the road to the extent of \$1,500,000 in bonds, on condition that the company expend a like amount, in installments of \$50,000 each. In 1851 Marion county subscribed \$100,000, and Hannibal \$50,000 to the project.

In July, 1851, Shelby county subscribed \$25,000, conditioned that the road should run through and locate a depot at Shelbyville. On the 10th of March previously an election was held to determine the sense of the people in regard to making the subscription. The vote resulted largely in favor. In July, on motion of Col. R. M. Stewart (afterward Governor, etc.), the agent of the road, the bonds were ordered to be issued on certain conditions, one of which was that the county should receive stock in the road to the amount of the bonds issued. The bonds were to run 20 years, and to bear ten per cent interest.

In October, 1852, on two calls from the officers of the road for five per cent of the amount of the county's subscription, the sum of \$2,500 of bond—\$1,250 on each call—was issued. These were all that were ever issued, and in July, 1854, they were returned, canceled, to the county by the railroad company, and the books were squared. The county had previously given the railroad a release from all liabilities arising out of the subscription, and the railroad released the county from *its* liabilities. The county also granted the road the right of way across all roads and streams. Hon. John McAfee was the county's agent for the return of the bonds.

December 10, 1855, the Legislature of Missouri extended its credit to the road to the extent of \$1,500,000 more in bonds, to run thirty years, and bearing not to exceed seven per cent interest. This extension of credit, virtually a loan, was to be a first mortgage on the road, the same as the first loan. This was all the friends of the road wished, and then Duff & Co. began operations in earnest. Work was to be commenced at both ends, but nothing was done at the western end until 1857.

On the 10th of June, 1856, the track was finished, and the cars ran from Hannibal to Palmyra. The road gradually worked its way along, and in the year 1857 it was completed through Shelby county. The "Southern route," which had been selected, carried it through the southern part of the county. The road entered Shelby in the south-eastern corner of the county, near the Monroe line, running within a quarter of a mile of that line for four or five miles, then bearing north-west, and leaving the county five miles north of where it entered it. The road runs through the county a distance of about $24\frac{3}{4}$ miles ($24\frac{73}{100}$).

The building of the Hannibal and St. Joseph through Shelby was of vast importance to the county. True it ran through only the southern portion, but it opened up a fine section of country and brought it to a high state of perfection. The towns of Hunnewell, Lakenan, Shelbyna, Clarence and Lentner's Station were established, and the population, wealth and general prosperity of the county were largely increased. While the road was in process of construction there was considerable employment for unoccupied men and teams in the county. The road also made a market for all sorts of produce and provisions, and at far better prices than before.

November 3, 1851, occurred at Hannibal the ceremony of breaking ground for the new railroad. The occasion called forth a large crowd, and many distinguished persons from all parts of the State were

present. The first shovel-fulls of dirt were thrown by Col. R. M. Stewart (afterwards Governor), Hon. James H. Lucas and Hon. L. M. Kennett. The orator of the day was Hon. J. B. Crickett, of St. Louis. It now seemed that the road would be speedily built.

Work on the new road progressed slowly, however. The route was not definitely located, and the subsidies not all secured. Besides, not as much was known about railroad building in those days as is known now. The board of directors, in 1851, memorialized Congress for a large grant of the public lands to aid in building the road, and made earnest efforts to secure this result. The president and attorney, in 1852, visited Washington to aid in securing the favorable action of Congress. No better agents than Bob. Stewart and Mr. Lakenan could have been selected for this work.

In May, 1852, after an animated discussion, and much shrewd management, Congress passed an act giving alternate sections of land to the State of Missouri in trust for the benefit of a railroad, from Hannibal to St. Joseph, and the State turned those lands over to the Hannibal and St. Joseph Railroad Company.

The grant of 600,000 acres of fine agricultural land settled the fact that the road would eventually be built; the people knew it was a mere question of time. In August, 1852, a contract was made with Duff & Leamon, of New York, to build the entire line. This contemplated the "Northern route" through Shelbyville, in this county, and Bloomington, then the county seat of Macon county. Afterwards, at a meeting of the directors at Glasgow, March 10, 1853, the "Southern route" — on the present line — was chosen, and the contract relet to John Duff & Co., of New York, at \$23,000 per mile.

The road was located by Maj. James M. Bucklin, the chief engineer. The "Northern route" came up Black Creek the greater portion of the way to Shelbyville, leaving that stream west of town and passing on to Bloomington. This was surveyed in 1851.

All of these temporary and permanent advantages to the county resultant from the building of the road were obtained almost without money and without price. Not a bond of either county or township was issued, and but a few trifling private subscriptions were made — rights of way granted, etc. Shelby county has never issued its bonds in aid of any railroad.

It is quite probable, as has been often asserted, that the Hannibal and St. Joseph could have been made to run on the "Northern route" if the people and the authorities along the line had been a little more liberal in the matter of subscriptions. That route was more expen-

sive than the Southern route—much more so. The citizens and the county courts were asked to make up the difference, according to the estimates of the engineers. They uniformly refused—in some instances for the reason, avowed, that they “didn’t want any railroad running through their neighborhood, scaring the stock and killing men, women and children, besides setting the woods and fields afire!” In other cases, as in Linn county, prominent men objected to the building of the road, because it would furnish superior facilities for the slaves to run off and escape.

Certain citizens of this county made desperate efforts to have the road located through Shelbyville, but they could not induce enough of their friends to join them. Too many were indifferent, many thought the road would come anyhow, and those who worked so hard gave up in despair. So Shelbyville was left “out in the cold,” and Shelbina was created, to become the leading town in the county.

Early in the year 1857 work was begun at the St. Joseph end. In March of that year the track extended east from St. Joseph seven miles. The first fire under the first engine that started out was kindled by M. Jeff. Thompson, afterward the Missouri Confederate brigadier.

The Hannibal and St. Joseph Railroad was completed February 13, 1859. The next day the first through passenger train ran out of St. Joseph. Of this train E. Sleppy was engineer, and Benjamin H. Colt, conductor. The first engineer to run a train into St. Joseph was George Thompson, who ran first a construction train, then a freight train. The final work on the road was not done by Duff & Co., but by J. M. Ford and others.

On the 22d of February, 1859, occurred at St. Joseph the celebration of the completion of the road. Not less than 600 invited guests were feasted at a grand banquet. The mayor of St. Joseph, Broaddus Thompson, performed the ceremony of “mingling the waters,” of the Atlantic, the Lakes, the Mississippi, and the Missouri, there was great joy and enthusiasm, and so was completed the first railway across the State of Missouri, and the first between the Mississippi and the Missouri rivers.

The road did a large business the first two years. It had no competition, charged five cents a mile for passengers, and sometimes more, and had all the business it could well do. The Pike’s Peak excitement crowded all its trains both ways for some time, and the settlement of Kansas added largely to its revenues.

During the war it suffered severely. Its officers were all loyal, and

early in the day the entire management was known to be on the side of the government. The principal stock was held in Boston, and nearly all the various superintendents and other officers were Northern men.

The secessionists of the State, therefore, attacked it, and injured it not a little. In June, 1861, the bridge across Platte river was destroyed by them, and a train containing men, women and children ran into the chasm, and some were killed. In September following, Mart. Green's men burned the Salt river bridge, in this county. It was again burned in July, 1864, by Bill Anderson. The Chariton bridge was burned. It became necessary to station detachments of troops at every bridge and trestle work. The bushwhackers tore up the track, ditched the trains, burned cars and stations, from time to time, and the road came out of the war, like other property in the State — much the worse for the conflict.

In the early fall of 1861 the military authorities compelled the union of the tracks of the Hannibal and St. Joseph and the Quincy and Palmyra, at the latter city, and Quincy became the terminus, practically, although Hannibal was and yet is the nominal and legal terminus, according to the charter. March 2, 1867, the Quincy and Palmyra passed into the hands of the Hannibal and St. Joseph. This was done under authority of the act of the Legislature of that date, all the stock of the Quincy and Palmyra (having been previously acquired) being merged into that of the Hannibal and St. Joseph, under the charter of the latter corporation.

In 1867-68 was built a "feeder" of the road from Kansas City to Cameron. This road was chartered before the war, and was originally called the Kansas City, Galveston and Lake Superior. Afterward the name was changed to the Kansas City and Cameron, and February 14, 1870, it was merged into the Hannibal and St. Joseph, and is still a part of the same. The first train over the railroad bridge across the Missouri at Kansas City, passed July 4, 1869.

In the summer of 1872, the Hannibal and St. Joseph Company commenced the building of a branch or extension of the road from St. Joseph to Atchison, Kan., a distance of 21 miles. This branch was completed in October of the same year.

FAIR ASSOCIATIONS.

At the session of the Legislature in January, 1837, an act was passed for the promotion of agriculture and encouraging the formation of agricultural societies. The first agricultural association in

North-east Missouri was formed in Shelby county. The older settled counties took no action in the premises until many years later. In February, 1839, a number of the farmers of this county met at Shelbyville and formed what they called

THE AGRICULTURAL SOCIETY OF SHELBY COUNTY.

The proceedings of this meeting were recorded and the record was happily discovered and rescued from oblivion by the compiler hereof, who found it among a pile of other old musty papers in the court-house. The following is a transcript: —

SHELBYVILLE, 22d February, 1839.

At a meeting begun and held in the court-house, in the town of Shelbyville, for the purpose of forming an agricultural society, Capt. S. S. Matson being called to the chair and William Moore appointed secretary *pro tem*. On motion, B. W. Hall stated the object of the meeting.

Question being put by the president, "Whether society be formed," decided in the affirmative by 25 — no one opposing.

The meeting being organized, they proceeded to the election of officers for the present year: Samuel S. Matson, president; William Vannort, secretary, and James M. Rider, treasurer.

On motion, John Dunn and William Gooch be managers in Black Creek township. On motion, B. W. Hall and Thomas B. Rookwood be managers for North River township. On motion, \$2.50 be the amount of each subscriber. On motion, it was agreed that there be an additional manager in each township. Robert Duncan be appointed manager in Jackson township, Thomas J. Bounds for Black Creek, and Thomas O. Eskridge of North River township.

It was agreed that the proceedings of this meeting be published in some public journal. It was agreed that the society be called "The Agricultural Society of Shelby County." It was motioned and agreed that the annual meeting of this society be held on the first day of our March term in 1840.

It was agreed that William Moore assist B. W. Hall and Thomas J. Bounds to draft the constitution. It was moved and agreed that the subscription money be paid on the first of August. It was agreed that this society meet on the first Monday of our next circuit court for the purpose of adopting or rejecting the by-laws.

On motion, this meeting adjourned until the first Monday in March next, 1838.

S. S. MATSON, *President pro tem*.

WILLIAM MOORE, *Secretary*.

NAMES OF MEMBERS.

James M. Rider, B. W. Hall, James Foley, William Gooch, Montillion H. Smith, S. S. Matson, John Dunn, James Graham, O. H. Perry, David O. Walker, Thomas J. McAfee, O. Dickerson, Abraham Matlock, Robert Duncan, Charles Smith, Elijah J. Pollard, Thomas O. Eskridge, Thomas B. Rookwood, William A. Davidson, William Moore, John Davis, C. P. Shepherd, John W. Long, Elias Kincheloe, Lawrence Turner, James C. Hawkins, Milton Hood, Thomas J. Bounds, Robert Blackford, William H. Vannort, William S. Chinn, J. B. Marmaduke, Frederick Rook, George Anderson, John Hays, Samuel B. Hardy, Russell W. Moss.

No record of the constitution of this society was found; but the following were the by-laws:—

BY-LAWS OF THE SHELBY COUNTY AGRICULTURAL SOCIETY.

ARTICLE 1. Any person may become a member of this society on application to the secretary.

ART. 2. Each member shall pay to the treasurer the sum of \$2.50 on or before the 1st of August.

ART. 3. None other than a member of this society shall be permitted to contend for a premium.

ART. 4. All members intending to exhibit stock shall enter the names, pedigrees and age, as near as possible, with the secretary, before the exhibition commences, on or before 10 o'clock of that day.

ART. 5. No member shall be permitted to contend with any other than an article belonging to him or some other member of the society.

ART. 6. The following persons are appointed judges to award premiums and certificates for the year 1839. [Names omitted.]

ART. 7. Premiums shall be conferred on the following:

1. Best stallion, \$6; second best, certificate. 2. Best sucking colt, \$6; second best, certificate. 3. Best three-year old colt, \$6; best yearling colt, certificate. 4. Best bull, \$6; second best, certificate. 5. Best cow, \$6; second best, certificate. 6. Best sow, \$6; second best, certificate. 7. Best boar, \$6; second best, certificate. 8. Best pig, \$6; second best, certificate. 9. Best four pigs [amended], \$6; second best, certificate. 10. Best six sheep, \$6; second best, certificate. 11. Best yoke of oxen, \$6; second best, certificate. 12. Best five acres of corn \$6; second best, certificate. 13. Best five acres of wheat, \$6; second best certificate. 14. Best five acres of timothy, \$6; second best, certificate. 15. Best yield from one bushel potatoes, \$6; second best, certificate. 16. Best five yards jeans, \$3. 17. Best five yards linen, \$3. 18. Best five yards flannel, \$3.

ART. 9. Each member contending for a premium on any of the above articles, if on live stock, to furnish his manner of breeding, rearing and fattening, and all other matters calculated to throw light on the subject.

ART. 10. The successful competitor for each species of grain to give his method of cultivation and kind of soil; also the kind of seed.

ART. 12. Those on domestic manufactors the whole method of preparing and manufacturing the same.

No record of the March meeting can be found; but in June the society held another meeting, the proceedings of which were as follows:—

SHELBYVILLE, June 8, 1839.

Society met according to adjournment. William Gooch, Thomas J. Bounds, Thomas O. Eskridge, B. W. Hall, Thomas B. Rookwood and R. P. Blackford, a majority of the managers present. The society proceeded to business.

On motion, resolved, that any person wishing to become a member shall have the opportunity of now having his name enrolled.

On motion of John W. Long, resolved, that no member of this society shall be appointed as a judge.

On motion, resolved, that Samuel Blackburn, George Eaton and Hiram Rookwood be appointed judges to judge horses and cattle.

On motion, resolved, that Anthony Minter, S. E. Lay, and William Conner be appointed to judge hogs and sheep.

On motion of John W. Long, resolved, that the articles of wheat, corn, timothy and potatoes shall not be entitled to a premium; decided that they shall.

On motion of B. W. Hall, “that stallions shall be excluded;” decided they shall not.

On motion, resolved, that the three last judges be appointed to judge wheat, corn, timothy and potatoes, as follows: John Jacobs, James C. Agnew and W. J. Holliday.

On motion, resolved, that the ninth, tenth and eleventh articles of the by-laws be adopted.

On motion of J. W. Long, resolved, that no one article shall be entitled to more than three premiums.

On motion, resolved, that the premiums be paid in silverware with the initials engraved on the same.

On motion of R. W. Moss, resolved, that the two best pigs shall be entitled to a premium, and the article in the by-laws naming the four best is hereby repealed.

On motion, resolved, that the best calf be entitled to a premium.

On motion, resolved, that no pig shall be exhibited over the age of six months.

On motion, resolved, that the greatest quantity of potatoes raised

from one-eighth acre of ground shall be entitled to a premium, and the fifteenth article of the by-laws is hereby repealed.

On motion, resolved, that the exhibition be held on the last Tuesday in October next. [1839.]

On motion, resolved, that the secretary inform the judges of their appointment by letter.

On motion, resolved, that any member failing to pay on or before the time specified shall pay the sum of one dollar.

The fair came off at Shelbyville, as advertised, on the last Tuesday in October. There was a liberal attendance of the people, and considering the time quite a number of entries. Some of the premiums awarded were as follows : —

Best stallion, Maj. O. Dickerson's "Sir Harrison;" second best, J. B. Lewis' "Bertrand." Best three-year-old colt, Nicholas Watkins; second best, John Dunn. Best mare, O. Dickerson; second best, Dr. J. W. Long. Best yearling colt, O. Dickerson.

Best bull, Dr. J. W. Long's "Gustavus;" second best, William McMurray.

Best bear, B. W. Hall's "Thomas H. Benton;" second best, Russell W. Moss's "Duff." Best sow, Dr. Long's "Queen." Best pigs, William Moore; second best, Hiram Rookwood.

Best five acres of wheat ($125\frac{3}{4}$ bushels), Hiram Rookwood.

Best five yards of jeans, Mrs. Long; second best, Mrs. Eskridge.

At this fair Dr. J. W. Long acted as marshal and general master of ceremonies.

Only two fairs of this society were ever held. As mentioned elsewhere, the dissatisfaction with the awards was so great, and the occasions were seized upon by so many to get drunk and fight, that the substantial members withdrew, and the association died in the year 1841.

THE SHELBY COUNTY AGRICULTURAL AND MECHANICAL ASSOCIATION.

This association was organized July 7, 1868. The first officers were: G. G. Muldrow, president; J. C. Duncan, vice-president; P. B. Dunn, secretary, and W. B. Cotton, treasurer. The directors were J. M. Ennis, John T. Cooper, Joseph H. Forman, William Ridge, T. W. Sheetz, Samuel Darrah, Robert J. Taylor, O. T. Terrill, and James Chenoweth.

The first fair was held the ensuing fall.

The grounds of the Association, a mile south of Shelbyville, were purchased July 18, 1868, of A. M. and D. A. Brant, and comprised

at first forty acres (se. se. 29-58-10). The consideration paid was \$600. Afterward, December 6, 1869, the Association sold and deeded back to D. A. Brant the east half of the grounds for \$250, leaving only 20 acres as the property of the Association.

The Association has been fairly prosperous since its organization. Its fairs and exhibitions have been satisfactory and successful, and have been regularly held. Its exhibitions are not horse-races, and it has no course or track for such performances. Desiring to promote agriculture and husbandry purely and simply, premiums are paid on horses, cattle, sheep, hogs, and asses, and on the products of the field, orchard, garden and pantry, together with the fabrics of the loom and the needle, the work of the skill and dexterity of the fingers of the fair.

The present officers of the Association are: J. M. Collier, president; Joseph Hunolt, vice-president; S. V. Vaughn, treasurer; L. A. Hayward, secretary; Milton Baker, chief marshal; John Ellis, Barney Moore, ring marshals; D. M. McNeil, field marshal; T. J. Gentry, ticket agent; James Baker, gate keeper. Directors:—T. W. Sheetz, B. F. Frye, W. Vaughn, W. D. Gardner, W. A. Hughes, J. M. Gentry, J. M. Freeman, A. W. Muldrow, John T. Frederick.

THE SHELBY FAIR ASSOCIATION.

This association was organized March 18, 1881, at Shelby, and the following were the first officers: J. H. Fox, president; Daniel Taylor, vice-president; R. C. Dickerson, secretary; C. H. Lasley, treasurer. The directors were George W. Greenwell, J. R. Ridge, C. W. Hanger, J. T. Frederick, J. H. Gough, J. H. Ford, S. G. Parsons, I. N. Bonta, J. M. Ennis.

The grounds of the association, half a mile north of town, were purchased the same year of Dr. J. H. Ford, for \$3,500, and the enclosing and the erection of the buildings was completed in time for the first fair, which was begun August 30 and lasted till September 2. Shortly after the first fair the amphitheatre was blown over, entailing considerable loss, but another was erected the following year, to which, in 1883, a considerable addition was made.

From the beginning the exhibitions of this association have been very successful and popular. The large and expensive improvements have all been paid for but about \$300, which it is confidently expected will be paid off out of the net proceeds of the fair of 1884 (to be held a month from present writing).

The officers for 1882 were: C. H. Lasley, president; J. T. Fred-

erick, vice-president; P. M. Hanger, secretary; J. W. Towson, treasurer. Directors: C. W. Hanger, A. G. Chapman, Lewis Hale, B. F. Frye, J. J. Ellis, J. H. Fox, J. M. Ennis, J. B. Settle, W. T. Dobyns.

The officers for 1884 are: S. G. Parsons, president; W. D. Gardner, vice-president; J. W. Ford, treasurer; P. M. Hanger, secretary. Directors: J. J. Ellis, C. H. Lasley, J. T. Frederick, I. B. Little, E. W. Worland, J. R. Ridge, J. L. Hardy, R. B. Taylor, I. N. Bonta.

NEWSPAPERS — THE "SPECTATOR."

The first newspaper in Shelby county was called the Shelbyville *Spectator*, and was established at Shelbyville, in the spring of 1853. Mr. F. M. Daulton was the editor and publisher. He removed the press and material from Bloomington, Macon county, and the office was located on the north side of the square, near the north-west corner, where was a row of small buildings.

The paper was a small one, a folio, containing six columns to the page. It had but 300 or 400 subscribers, and a meager list of advertisers. Some of the latter were James Marmaduke, the Cotton Brothers, McAfee & Dickerson, and Thomas Applebury. In politics, the *Spectator* was Whig, and the subscription price was \$2 a year.

Mr. Daulton's lot, like that of the average newspaper man, was not an especially happy one, except in the matter of a quiet conscience. He worked hard, and received poor pay. In about a year he formed a partnership with James Wolff, who bought the material of the Hannibal *Journal* and added it to the *Spectator*. The proprietors had just united the two offices, when, according to Mr. Daulton, "one half negro wench, through jealousy of another, set the residence of a Miss Dines (or Mrs. White) on fire, and the flames spread to other buildings, among which was our office, which was destroyed."¹ Nothing of consequence but a few cases of type were saved.

¹ The "wench" alluded to by Mr. Daulton, was the Creole wife of a prominent physician of Shelbyville. She, although handsome and intellectually gifted, was a cyprian, of New Orleans, where her husband married her, and was most loathsomely depraved. Her conduct in Shelbyville was most infamous. One of her paramours was a huge, coal-black negro slave, named "Tom" Kemper. There was no doubt of her shameless relations with him. She was ill-tempered, vicious and revengeful, treated her husband with great severity, and at last a committee of citizens waited on her and ordered her to leave the town, which she did, taking her children and going to Iowa.

The citizens then contributed a few hundred dollars or thereabouts, and Mr. Daulton went at once to St. Louis, and purchased another outfit. The publication of the paper was then resumed, and, for a time, it was printed in a small brick building belonging to B. F. Dunn, standing on the north-west corner of the square, now (1884) used as a blacksmith shop. In a short time Daulton sold his interest to James Carty, a school teacher, who did not live but a short time afterward.

James Wolff then ran the paper alone, but soon after taking exclusive charge, he died.

By some means one, N. C. Sperry, a sort of tramp, whom Daulton characterizes as a "d—n idiot," got control of the office. He began the publication of a paper which he called by the rather euphonious but singular title of *The Star of the Prairie*. But the *Star* did not shine long. Its conductor became impecunious, and was always worthless and shiftless, and finally ran away, leaving the office to its rightful owners, and his debts to his friends. The office material was finally removed to Mexico, Mo.

Mr. Daulton is now at Gainesville, Ark., and editor and publisher of a Democratic paper, called *The Events*.

THE SHELBY COUNTY WEEKLY.

After the obliteration of the *Star of the Prairie*, the next paper in this county was the *Shelby County Weekly*, the first number of which was issued at Shelbyville, March 7, 1861; Griffin Frost, publisher; G. Watts Hillias, editor. It was a folio, 22x32 inches in size, six columns to the page.

Mr. Frost, the publisher, was a practical printer, who had come from Mexico, Mo., where he had published the *Mexico Ledger*. Mr. Hillias was a young attorney of Shelbyville. The material for the paper had been purchased in St. Louis in the fall of 1860, but while being transported by water to Hannibal, was caught in the ice at Cap au Gris and lay there during the winter, and until the river broke up and allowed the boat to proceed.

The office of the *Weekly* was over Gooch's grocery, on the west side of the square, near the south-west corner. The compositors on the paper were John Frost, now publisher of the Quincy (Ill.) *Daily News*, and a boy named Henry De Jarnett. Mr. Frost also assisted in the mechanical department. The paper had about 400 subscribers and quite a liberal advertising patronage. Its motto was: "*Free as the Wind, Pure and Firm as the Voice of Nature, the Press Should Be.*"

The *Weekly* was short-lived. It came into existence at the outbreak of the Civil War, and the seventh number chronicled the firing of the first shot at Sumpter. Its editor and publisher were secessionists, and in time made the paper "red-hot" for the cause of the South. Some time in June representatives of the Union Home Guards, of the county, visited Mr. Frost and told him that if he did not stop the issue of his "treasonable sheet," they would stop it for him. He thereupon closed up his office and abandoned it, going to Marion county. A month or two afterward he entered the Missouri State Guard service, under Martin E. Green, and soon became captain of a company from Marion county. He was in the service four years, two of which were spent in Federal prisons. After the war he published a volume entitled, "Prison Life and Recollections," reciting his varied experiences. He is now editor of the *Edina Democrat*.

Upon Frost's departure and the suspension of the *Weekly*, the office material was locked up for a time. Afterward it was reported that a portion was thrown into the street by the soldiery, and the remainder was shipped to Maryville, Mo. At any rate, Mr. Frost now remembers that it was so disposed of.

SHELBINA GAZETTE.

The first paper in Shelby county after the war was the *Shelbina Weekly Gazette*, the first number of which was issued at Shelbina, January 10, 1866. The editor and publisher was J. D. Moudy, of Illinois, who was a conservative Democrat, and molded the political opinion of his paper accordingly. The *Gazette* was a folio or four-page paper, containing seven columns to the page. Its first office was on Center street, in Goodman's block, since burned.

In April, 1866, Mr. Moudy sold the *Gazette* office to E. D. Hoselton, his foreman. Soon after Hoselton took in J. S. Bates as partner, but in the fall of 1866 Bates sold his interest to Frank M. Daulton, the veteran editor and publisher of the first paper in the county. Some time afterward Daulton became sole editor and proprietor, Hoselton retiring. In a few months afterward Daulton sold the establishment to Col. Shafer and Col. A. M. York, who changed the politics of the paper to be Republican, and the name to

THE SHELBY COUNTY HERALD.

Shafer and York continued the publication of the paper under its new name until 1871, when — the Democrats having come into

power through the operation of the repeal of the disfranchising clause of the Drake constitution — they sold out a part of their establishment to W. L. Willard & Bro., and Col. York removed the remainder to Independence, Kan., where he resumed the dissemination of Republican literature. In a year or two he gained considerable notoriety as the exposé of U. S. Senator Pomeroy, of Kansas, who, in seeking a re-election to the Senate, gave Col. York \$7,000 for his vote and influence. York gave the scheme away in the joint convention of the Kansas Legislature, and Pomeroy was defeated.

Willard & Bro. removed the *Herald* office to Shelbyville and resumed the publication of the paper. It has always been anti-Democratic — first Republican, then in 1874 “Tad Pole” and latterly Greenback. In time W. L. Willard became editor and proprietor. June 15, 1881, H. B. Dines and F. M. Springsteen purchased the office from Willard, who then went to Edina and established another Greenback paper. Dines and Springsteen conducted the paper until in March, 1883, when Springsteen retired, and Mr. Dines has since been sole editor, proprietor and manager.

The *Herald* is still an advocate of the principles of the National Greenback party, and it is perhaps but the truth to say that it is mainly owing to its existence and influence that the party has so many adherents in this county — more than in any other in the Congressional district. It is a large, well-filled journal and all printed at home.

THE SHELBYNA DEMOCRAT.

This journal was established April 1, 1869, by E. D. Hoselton, before mentioned as editor and proprietor of the *Gazette*. It was originally a seven-column folio, all printed at home. Early in 1870 Mr. Hoselton associated with him Col. S. A. Rawlings, an able and talented gentleman, who died September 28, 1875. Col. Rawlings was a native of Fauquier county, Va., born October 12, 1827. He came to Shelby county in 1848, where he studied law and was admitted to the bar. During the Civil War he served in the Confederate army, and for a time commanded an organization known as the Third Battalion of Infantry, Harris' Division, Missouri State Guard.

After the death of Col. Rawlings, J. C. Hale was editor of the *Democrat* for a time. In May, 1881, Mr. W. O. L. Jewett became a partner with Mr. Hoselton, and the firm is still Hoselton & Jewett. The latter is as well known as an able lawyer as an accomplished newspaper man.

The *Democrat* office is well equipped with first-class *material*. A fine Campbell power press was added to the office in the fall of 1882, and other machinery exists in proportion.

THE CLARENCE TRIBUNE.

The first paper in Clarence was established in 1877, by — Steele. The first numbers were printed in Macon, but some time in the year the office material was moved to the town. The office was over the post-office, and the paper ran about two years. It was neutral in politics.

THE CLARENCE COURIER

was established about February 20, 1881, by W. M. Bradley. May 1, 1882, the present proprietor, W. D. Powell, took charge. The paper is independent in politics, and devotes much of its space to local matters and home news. In size it is an eight-column folio.

THE SHELBYNA INDEX

was established July 13, 1881, by William N. Bumbarger and H. J. McRoberts, who came from Lewis county to Shelbyna. It was, as now, an eight-column folio. In January, 1882, the firm became Bumbarger & Simpson. In about a year N. H. Downing became the proprietor and editor. This gentleman is well known as "the deaf editor," having been totally deaf since 12 years of age. He is an efficient newspaper man, however, and under his management the *Index* was newsy and interesting. Although running a Democratic paper, Downing was and is a Republican, as he readily admits.

March 1, 1884, Dr. J. M. McCully purchased a half-interest in the *Index*, and July 1, following, Downing sold his interest to C. W. Christie. The *Index* is an uncompromising Democratic paper, aggressive and vigorous in tone, and has an enviable popularity. In size, as from the start, it is an eight-column folio.

THE SHELBY COUNTY TIMES.

This journal, now the youngest in Shelby county, was established first at Hunnewell, May 1, 1883, and was called the Hunnewell *Echo*. Its founder was the present proprietor, J. R. Horn. It was run in Hunnewell as a Democratic paper until in January, 1884, when the office was removed to Shelbyville, and the paper issued February 1 as the Shelby County *Times*. Mr. J. R. Horn has been from the start the sole editor and proprietor.

The *Times* is an eight-column folio, printed on new type and with new material, and presents a neat, tasty and attractive appearance. Its editor is painstaking and industrious, and every issue of the paper contains something worth reading. It is strictly Democratic in politics.



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