

History of Cooper County Missouri by W. F. Johnson

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States takes rank with the first powers of Europe, and now she is entirely escaped from the power of England."

Napoleon Bonaparte, seemingly as well pleased said, "By this cession of territory, I have secured the power of the United States, and given to England a rival, who in some future time will humble her pride. How prophetic were the words of Napoleon. Not many years after in the very territory of which the great Corsican had been speaking the British met their signal defeat by the prowess and arms of the Americans.

On Dec. 20, 1803, the Stars and Stripes supplanted the tri-colored flag of France at New Orleans. March 10, 1804, again the glorious banner of our country waved at St. Louis, from which day the authority of the United States in Missouri dates.

The great Mississippi, along whose banks the Americans had planted their towns and villages, now afforded them a safe and easy outlet to the markets of the world.

Organization of Territory - In the month of April, 1804, Congress, by an act, divided Louisiana into two parts, the territory of Orleans, and the district of Louisiana, known as Upper Louisiana. Upper Louisiana embraced the present state of Missouri, all the western region of country to the Pacific Ocean, and all below the 49th degree of north latitude not claimed by Spain.

On March 26, 1804, Missouri was placed within the jurisdiction of the government of the territory of Indiana, and its government put in motion by Gen. William H. Harrison, then governor of Indiana, afterwards president of the United States. In this he was assisted by Judges Jacob, Vandenburg and Davis who established in St. Louis what was called Courts of Common Pleas.

On March 3, 1805, the district of Louisiana was organized by Congress into the territory of Louisiana, and President Jefferson appointed General James Wilkinson, governor; and Frederick Bates, secretary. The legislature of the territory was formed by Governor Wilkinson, Judges R. J. Meiger and John B. C. Lucas.

In 1807, Governor Wilkinson was succeeded by Captain Merriwether Lewis, who had become famous by reason of his having made the expedition up the Missouri with Clark. Governor Lewis committed suicide in 1809, under very peculiar and suspicious circumstances, and the President appointed General Benjamin Howard of Lexington, Kentucky, to fill his place.

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Governor Howard resigned Oct. 25, 1810, to enter the War of 1812, and died in St. Louis in 1814.

Captain William Clark, of Lewis and Clark's expedition, was appointed governor in 1810, to succeed General Howard; he remained in office until the admission of the state into the Union in 1821.

For purposes of purely local government, the settled portion of Missouri was divided into four districts. Cape Girardeau was the first, and embraced the territory between Pywappipy Bottom and Apple Creek; Ste. Genevieve, the second, embraced the territory of Apple Creek to the Merrimac River; St. Louis, the third, embraced the territory between the Merrimac and the Missouri; St. Charles, the fourth included the settled territory between the Missouri and the Mississippi Rivers. The total population of these districts at that time, including slaves, was 8,670. The population of the district of Louisiana when ceded to the United States was 10,120.

Various Claims to Missouri - The soil of Missouri has been claimed or owned a, follows: First, from the middle of the sixteenth century to 1763, by both France and Spain. Second, in 1763, it was ceded to Spain by France. Third, in 1800, it was ceded from Spain back to France. Fourth, April 30, 1803, it, with other territory, was ceded by France to the United States. Fifth, October 31, 1803, a temporary government was authorized by Congress for the newly acquired territory. Sixth, October, 1801, it was included in the "District of Louisiana," then organized with n separate territorial government. Eighth, June 4, 1812, it was embraced in what was then made the "Territory of Missouri." Ninth, August 10, 1821, admitted into the Union as a state.

When France, in 1803, vested the title to this vast territory in the United States, it was subject to the claims of the Indians. This claim our government ,justly recognized. Therefore, before the government of the United States could vest clear title to the soil in the grantees, it was necessary to extinguish title by purchase. This was accordingly done by treaties made with the Indians at various times.

When Missouri was admitted as a territory in 1812 by James Madison, it embraced what is now the state of Missouri, Arkansas, Iowa, Minnesota, west of the Mississippi, Oklahoma, North and South Dakota, Nebraska, Montana, and most of Kansas, Colorado and Wyoming. It has therefore been truly said that Missouri is the mother of all the great west.

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Chapter III

Early Settlements

While the preceding chapters deal with history, largely speculative and inferential, leading up to the year 1804, when the United States took possession of Upper Louisiana, the present chapter is the story based on actual facts from 1804 to 1812, of the Central Boonslick country, and particularly that portion of the same on the south and north banks of the Missouri, in what is now the northern part of Cooper County and the southern part of Howard. So intimately correlated are the events on both banks of the river, that the story of one is the story of the other.

Over a century of time has elapsed since the first hardy pioneer built his cabin in the wilderness, which is now known to the world as Cooper county. During the period which has passed since the first settler braved the hardships and privations of the unknown and undeveloped country bordering upon the shores of the mighty Missouri formation has taken place.

Cooper County has risen to become one of the wealthiest in Missouri and is one of the leaders in value of farm crops and farm wealth. It has become famous for enterprise and industry, and ranks among the first counties of the great state of Missouri in the prosperity of her citizens. All this has been accomplished by the men and women who

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have delved into its rich soil and developed the limitless resources of the county.

It has furnished to the state and nation men eminent in the councils of both and famed in statesmanship. Its citizens have won distinction in the professions and in letters, have been in the van of advanced agriculture, horticulture and stock-breeding, and have in remote sections of our great country, carried with them the vigor of mind and body that shed luster in their adopted homes.

Schools have multiplied and towns have been built upon the broad expanse of her territory; the old trails have given away to well-kept highways; steam locomotives haul palatial trains where once the slow moving ox-teams transported merchandise to and from the Missouri.

Even the buggy and carriage, once the evidence of prosperity, have been superceded by the more elegant, more comfortable and speedier means of travel, the automobile. The telegraph, the telephone and the wireless have bound together distant communities. Distance has been eliminated and time conserved.

The history of Cooper County, from the time of the red men and the first hardy adventurers and pioneers, involves a wondrous story which is well worth preserving. States and nations preserve their history, but the story of a county and its creation and development touches a chord of home life and home making which is dearer and nearer than that which is purely informational.

Daniel Boone, whose name is so intimately connected with the early pioneer history of Kentucky, when an old man, lost his holdings in that state by reason of defective land titles. Though learned in woodcraft and versatile in Indian lore, he knew little of man-made laws. Chagrined and baffled, but with never quailing heart, he determined to move farther west where he would not be elbowed by a crowding civilization. He secured a grant of land on the Femme Osage, in what is now St. Charles County, in the state of Missouri, and eventually located there about 1707. He was strong and vigorous, and for several years thereafter hunted and trapped up and down the Missouri River, depending solely and alone upon nature and his trusty rifle for all his wants.

When Hunt, in his expedition across the continent, on Jan. 17, 1811, touched with his boats at Charette, one of the old villages founded by the original French colonists, he met with Daniel Boone. This renowned Matriarch of Kentucky, who had kept in advance of civilization and on the borders of the wilderness, was still leading a hunter's life, though then in

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his 83d year. He had but recently returned from a hunting and trapping expedition, and had brought nearly 60 beaver skins as trophies of his skill. This old man was still erect in form, strong of limb and unflinching in spirit. As he stood on the river bank, watching the departure of an expedition destined to traverse the wilderness to the very shores of the Pacific, very probably his pulse beat the faster and he felt a throb of his old pioneer spirit impelling him to shoulder his rifle, and join the adventurous band that was to travel lands heretofore unexplored, again braving the wilderness and the savage.

Boone flourished several years after this meeting in a vigorous old age, the master of hunters and backwoodsmen, and he died full of sylvan honor and renown, in 1820, in his 92d year.

John Peck, that noted pioneer Baptist preacher, in his memoirs of the Louisiana Territory, thus describes Boone:

"His high, bold forehead was slightly bald, and his silvered locks were combed smooth, his countenance was ruddy and fair and exhibited the simplicity of a child, a smile frequently played over his countenance; in conversation his voice was soft and melodious; at repeated interviews an irritable expression was never heard; his clothing was the coarse, plain manufacture of the family, but every thing denoted that kind of comfort that was congenial to his habits and feelings, and evinced a busy, happy old age. His room was a part of a range of log cabins kept in order by his affectionate daughters and grand daughters. Every member of the household appeared to take delight in administering to his comforts; he was sociable and communicative in replying to questions, but did not introduce incidents of his own history. He was intelligent, for he had treasured up the experience and observation of more than fourscore years "not moody and unsociable as if desirous of shunning society and years. This was in 1816, four years before the death of Boone.

This brief mention of Daniel Boone is but a small tribute to the man from whom, because of his noble traits and unique career, the Boonslick Country, Boone County, and Boonville take their names.

Boonslick Country - In one of his many hunting and trapping expeditions, Boone came into Howard County and discovered certain salt springs, about eight miles northwest of what is now New Franklin. These springs were for many years thereafter known as Boonslick, from them this section of country took its name. All of the present state of Missouri lying west of Cedar Creek and north and west of the Osage river, and extending practically to what is now the state line on the west and

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north, was for many years known as the Boonslick Country. The first settlers who came to this section knew it only by that name, as at that time no counties were formed in the central part of the state. There is no reliable evidence nor substantial tradition that Boone ever permanently resided at this Lick, but it is certain that he camped near there, probably on many occasions. Nor is there substantial evidence that he ever resided in the present county of Cooper, yet it is very probable that he frequently crossed to the south side of the Missouri river, and trapped and hunted along the Missouri in what is now Cooper County.

Samuel Cole, a member of one of the first white families which settled in the present limits of Cooper County, has been positive in his statement that Daniel Boone never lived farther west than St. Charles County. The conclusion, therefore, is inevitable that those who have assumed that Boone ever resided permanently in either Howard or Cooper County are in error. However, John W. Peck, who in the early days traveled in this section, gives a very interesting account of his observations and experiences.

A few years before the old hunter's death, Peck visited him in his home in what is now St. Charles County. He states that Boone pitched his tent for one winter at the salt springs, afterwards known as Boone's hick, and later put up a cabin there. Mr. Peck does not give the date. The presumption is that he got his information from the lips of the old hunter himself, and we would further suppose that Boone camped there between the years 1797 and 1804, likely nearer the former date than the latter for the reason that he was at that time younger and more robust, and more inclined than he was later to enjoy sylvan sports, the chase and the hunt.

First Temporary Settlements - Joseph Marie, in the year 1800, settled upon lands situated near what is known as "Eagle's Nest", about one mile southwest of where Fort Kincaid was afterward erected, in what is now Franklin township, Howard County, and erected improvements thereon. This has been controverted, but we give it again for what it is worth.

The first authentic record we have dealing with any settlement is a deed executed in the year 1816, transferring the above lands by this same Joseph Marie to Asa Morgan, whose name is so intimately connected with some of the first land deals in this section, and who with Lucas laid out the town of Boonville. We give this deed at the end of this chapter.

Also in the year 1800, the Lieutenant-Governor of Upper Louisiana,

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Charles Dehault Delasus, granted to Ira P. Nosh, a large tract of land in what is now Howard County. This land was surveyed on Jan. 26, 1804, and certified to on Feb. 15th of that year. We also append at the end of this chapter a copy of the deed transferring this land. In the latter part of February, Ira P. Nosh the above named, a Deputy United States surveyor, together with Stephen Hancock and Stephen Jackson, came up the Missouri River and located a claim on public lands nearly opposite the mouth of the Lamine River, north of Cooper County. They

remained there until March, of the same year, employing their time in surveying, hunting and fishing, and during that month returned to their homes, on the Missouri River, about five miles above St. Charles.

In July of the same year, Ira P. Nosh, with James H. Whiteside, William Clark and Daniel Hubbard came again into what is now Howard County, and surveyed a tract of land near the present site of Old Franklin. On this trip, it is stated, Mr. Nosh claimed that on his former trip when he came up the river in February, he had left a compass in a certain hollow tree. He and two other companions started out to find it, and agreed to meet the remainder of the company the next day at what was known as "Boone's and Barkley's Lick." This he did, bringing the compass with him, thus proving beyond a doubt that he had visited the country before. This incident is remembered as having been important, in the early days, in bearing on the title of Nosh's land.

Lewis and Clark Expedition - When Lewis and Clark in their wonderful exploring expedition across the continent to the Pacific Ocean, came up the Missouri river, they arrived near where the Boone Femme flows into the Missouri river, on the north side, and camped there far the night. This was on June 7, 1804. When they arrived at the mouth of the Big Moniteau Creek, they found a point of rocks covered with strange heiroglyphic paintings that deeply aroused their interest, but this place was infested with such a large number of rattlesnakes, that a closer examination was rendered hazardous and practically impossible. As they traveled up the river they arrived at the mouth of the Lamine on June 8th and on the 9th they reached what is now Arrow Rock. This expedition returned from its journey in 1806, after thrilling experiences, having successfully accomplished all the purposes for which it was sent out.

In passing down the Missouri River, on Sept. 18th, the expedition camped on the north side of the Missouri river, opposite the mouth of the Lamine. Passing up the Missouri in 1804, and down on their return trip

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in 1806, they passed the present sites of Boonville and Franklin, and doubtless made short explorations on both sides of the river.

The next positive evidence that we have of any white person being in the country is the following:

Nathan and Daniel Boone Make Salt at Boonslick - In 1807, Nathan and Daniel M. Boone, sons of old Daniel Boone, who lived with their father in what is now St. Charles County, about 25 miles west of the city of St. Charles, on the Femme Osage Creek, came up the Missouri River and manufactured salt at Boone's Lick in what is now Howard County. After they had manufactured a considerable amount of salt they shipped it down the river to St. Louis, where they sold it. It is thought by many that this is the first instance of salt being manufactured in what was at that time a part of the territory of Louisiana, now the state of Missouri, however soon after this salt was manufactured in large quantities, salt licks being discovered in many parts of the state.

These were the first white persons who remained for any length of time in the Boonslick country, but they were not permanent settlers. They came only to make salt or hunt, and left soon thereafter.

So far as authentic records give us light, the foregoing were the first white settlers who came to this section of the Boonslick country. Thus we see that prior to 1808 three parties had entered it while on exploring and surveying expeditions. Two parties had been to its fine salt licks to make salt. It must not be assumed, however, that these were the first white men who came into this section of the state. There had been for many years settlements in the eastern part of the state and especially on the Mississippi River. Doubtless many of these hardy pioneers, on their hunting expeditions, tracked the forest to the Boonslick country. Many years before 1800, French traders

and Spanish voyageurs were wont to trap, hunt and traffic with the Indians, up and down the Missouri River. Suffice it to say that these white men who came to this section were not looked upon by the Indians in surprise and wonder. They knew the ways of the white man, and gave evidence of having had previous dealings with him.

Christy and Heath Make Salt in Cooper County - William Christy and John J. Heath came up from St. Louis in 1808, and manufactured salt in what is now Blackwater township, Cooper County, at a place now known as Heath's Lick. For years afterwards, Heath made salt at the same place every summer and shipped it to St. Louis, in hollow logs closed at

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each end by chunks of wood and clay. The salt springs where Heath's salt works were located is known as Heath's Creek, named after him, as was also Heath's Lick.

In 1804, when the United States took formal possession of the province of Louisiana, it became the territory of Louisiana, and was afterwards divided into the Upper Louisiana Territory, and the Orleans, or Lower Louisiana Territory, to the former of which this section belonged. It was then that the rugged American pioneer looked with longing eyes towards the West, seeking cheap lands, a new home and adventure. Soon there started a stream of immigration from the south, east and north, but the first settlers were principally from the southern states.

Benjamin Cooper First Settler in Boonslick Country - Benjamin Cooper was the first permanent settler in the section. In the spring of the year 1808, he and his family, consisting of his wife and five sons, moved to the Boonslick country, about two miles southwest of Boonslick in the Missouri River bottom. Here he had sought cheaper lands and a new home, together with the necessary adventures second to his sturdy nature. He built a cabin cleared a small piece of ground and began the preliminary work for a permanent home. However, he was located so far beyond the protection of the government that Governor Merriweather Lewis, then governor of the territory issued an order directing him to return below the mouth of the Gasconade River. Cooper was so far advanced in the Indian country, and so far away from the protection of the government, that in case of Indian wars, he would be without other aid and unable to protect himself against the depredations of the ruthless savages. So he returned to Loutre Island, about four miles below the mouth of the Gasconade River, and remained there until the year 1810. This precaution was perhaps due to the fact that Indians were being stirred and exploited by our then quondam friends, the English, in some cases being supplied by them with guns and ammunition.

As Stephen Cole and Hannah Cole and families were the first permanent settlers in Cooper County, it may be of special interest to the reader to learn something about them.

Stephen Cole and William Temple Cole Fight With Indians - Stephen Cole and William Temple Cole were born in New River, Wythe County, Virginia. There they married sisters named Allison, and emigrated to the southern part of the Cumberland, Wayne County, Kentucky. In 1807, they came to Upper Louisiana, and settled on or near Loutre Island, about the same time that the Coopers settled on that island.

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In 1810, a roving band of about eighteen Pottowattomies, led by a war chief named Nessotingineg, stole a number of horses from the settlers of Loutre Island on the Missouri. A volunteer company consisting of Stephen Cole, William Temple Cole, Sarshall Brown, Nicholas Gooch, Abraham Potts, and James Mordock, was formed with Stephen Cole, then captain of the militia of Loutre Island, as leader. The company proposed to follow the Indians and recapture the stolen property.

The volunteer company followed the Indians up the Loutre Creek, about 20 miles, and came to a place where the Indians had peeled bark, evidently to make halters, there the white men stopped for the night. The next morning they followed the Indian trail about thirty miles across Grand Prairie, just as they emerged from a small patch of timber, suddenly discovered the Indians with the horses.

William Temple Cole and Sarshall Brown, on the fastest horses, started in pursuit, the others following them. So hard did they press their pursuit upon the Indians, who did not know the number of whites chasing them, and who were apprehensive that they might be captured in their wild flight, that they threw their packs into a plum thicket near a pool of water, and they scattered in the woods. These packs, consisting of buffalo robes, deer skins and partly tanned leather, they had stolen from Sarshall Brown.

Night overtaking the party, they went into camp on the Waters of Salt River at a place known as Bonelick, 65 miles from the Loutre settlement, and about a mile or two northwest of the present city of Mexico, in Audrain County. Here contrary to the advice of their leader Stephen Cole, they without posting any sentinels, tied their horses in the thicket. After broiling some meat for supper, they went to sleep, with the exception of Stephen Cole, who with the sagacity of the experienced frontiersman was apprehensive of an attack. They had not been asleep long, when Cole thought he heard the cracking of a bush. He told his brother to get up, for he believed the Indians were near. However everything remained still, and solemn quietude prevailed. Stephen Cole pulled his saddle against his back and shoulders, and sought again his repose after the hard day's chase, but still impressed with impending danger. The Indians, who had crawled up so near that, by the light of the little camp fire, they could see the faces of their unsuspecting victims, waited but a short time till all was quiet then they opened a volley upon the party, instantly killing Gooch and Brown, wounding William Temple Cole and mother one of the men. A hand-to-hand struggle between the Indians

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and Stephen Cole then took place in which Cole killed four Indians and wounded a fifth; the remaining members of the Indian band disappeared.

Stephen Cole then went into a nearby pool and squatted in the water to wash the blood from the many wounds which he had received. After a little while the Indians returned, found Temple Cole and killed him. Patton, who had managed to get off some distance, also was found dead near a little sapling. Stephen Cole, after stanching the flow of blood from his wounds left the scene of the bloody encounter. The next morning, after he had gone about two or three miles, he sat down on a small gopher hill to rest, when he discovered two mounted Indians some distance away. They eyed him for a few minutes, then wheeled their horses and disappeared. He reached the settlement on the third day nearly famished, having had not a morsel to eat during all this time. James Moredock escaped unhurt, and it is said that if he had acted with one-half the bravery of Stephen Cole, the Indians would have been defeated.

Samuel Cole, a son of William Temple Cole, says that the Indians did not scalp the whites in this encounter. Peace was supposed to prevail between the Indians and settlers. This skirmish proved to be the beginning of the Indian troubles on the Missouri River.

It is possible that this band of Pottowattomies had been on the war path against the Osages, and since the war trail from the Pottowattomies' led to the mouth of the Gasconade, near which Loutre Island is situated in the Missouri River, the temptation to steal some of the horses of the settlers had been too great for the Indians to forego. At any rate, so far as we know they did no personal injury to the settlers, except yielding to their penchant for stealing. If they had been bent upon more serious mischief, they undoubtedly could and would have perpetrated it.

James Cole, a son of Stephen Cole, says that in this fight Stephen Cole received 26 wounds, and that on his way home he chewed some elm bark and placed it on his wounds. Stephen Cole was killed by the Indians on the banks of the Rio Grande near El Paso in 1824. Cole was a strong, virile, robust, uneducated, but sagacious frontiersman. On one occasion he was present at a session of the legislature, says Houck, when two members who had been opponents in a spirited debate during the session, engaged in a fight, after adjournment for the day and clinched. This was a common occurrence in those days when physical strength and prowess were so greatly esteemed. Governor McNair, who happened to be present, tried to separate them, but Cole seized the governor and pulled him

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away, saying, "In sich a scrimmage a governor is no more than any other man."

Saukees and Renards Meet with General Clark - It was shortly after the Loutre Island incident that a delegation of the Saukees or Sacs, and the Renards or Foxes, had a meeting with General Clark in St. Louis and assured him that they were peaceably inclined. Quashquama, in a speech to Clark, said: "My father, I left my home to see my great-grandfather, the president of the United States, but as I cannot proceed to see him, I give you my hand as to himself. I have no father to whom I have paid any attention but yourself. If you hear anything, I hope that you will let me know, and I will do the same. I have been advised several times to raise the tomahawk. Since thei last war we have looked upon the Americans as friends, and I shall hold you fast by the hand. The Great Spirit ha, not put us on the earth to war with the whites. We have never struck a white man. If we go to war it is with the red flesh. Other nations send belts among us, and urge us to war. They say that if we do not, the Americans will encroach upon us, and drive us off our lands."

This was fine-sounding and very romantic speech in light of what followed. In the war that started in 1812, and from then until its close, in 1815, these same Saukees and Renards, some of whom lived in this section, committed atrocious deeds, and gave the early pioneer settlers much trouble. But all the tribulations of the settlers at this time cannot be attributed to these tribes alone, as other roving bands of savages infested the country.

This section of the Boonslick country was not destined to be left long to the reign of the wild beasts and the savage Indians. It was attractive and presented advantages which those seeking homes where they could find the richest of lands and the most healthful of climates, could not and dirt not fail to perceive. Its fertile soil promised, with little labor, the most abundant of harvests. Its forests were filled with every variety of Warne, and its streams with all kinds of fish. It is no wonder that those seeking homes looked upon this section as a "promised land", where provisions could be found, and that they should select and settle the rich lands here, accommodating themselves to the scanty fare of the wilderness, and risking all the dangers from the wild beasts and the Indians who lived in great numbers nearby.

Two years after the first settlement of Benjamin Cooper and after his removal to Loutre Island, the first permanent and abiding settlement

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was made in this section this was but a forerunner of the stream of emigration which soon followed.

Coopers and Coles Settle Permanently - On Feb. 20, 1810, Benjamin Cooper with several others returned to what is now Howard County. They came up on the north side of the Missouri from Loutre Island, and all of them, except Hannah Cole, the widow of William Temple Cole, and her family and Stephen Cole and his family, settled in Howard County, north of the Missouri River.

Hannah Cole and Stephen Cole, together with their families, settled in what is now Cooper County; Stephen Cole settled about one and one half miles east of Boonville, at what is now called the old "Fort Field" once owned by J. L. Stephens; and Hannah Cole, in what is now East Boonville, on the big bluffs overlooking the river at a point of rocks where the old lime kiln was located.

Benjamin Cooper settled in Howard County, at the same place and in the cabin which he had built two years before. This cabin had not been disturbed by the Indians, although they had occupied all the adjacent country, and doubtless had passed it many times.

When the families of Hannah Cole and Stephen Cole, settled in what is now Cooper County, there was no white American living in Missouri West of Franklin and south of the Missouri. Those who came with them and settled north of the Missouri were their nearest white neighbors, but most of these were two or three miles distant from them.

Names of First Permanent Settlers South of River - The families that were the first settlers south of the river were composed of the following members: Hannah Cole, the widow of William Temple Cole, and her children Jennie, Mattie, Dickey, Nellie, Joles, Holburt, Stephen, William and Samuel; Stephen Cole, and Phoebe, his wife, and their children, James, Rhoda, Mark, Nellie and Polly, making seventeen members in the two families who made the first settlement in what is now Cooper County, but what was then a wilderness, untraced save by savages. Here they were surrounded on all sides by the Indians, who pretended to be friendly, and who stoically camouflaged their malice, but sought every opportunity to commit petit larceny and other depredations upon the settlers. All of these have gone beyond the Great Divide. They have passed their brief hour upon a stage, filled with thrilling adventures. Each lived in his own limited sphere, has passed on and is seen no more. Their memories are perpetuated; their noble deeds and self-sacrifices are cherished. Their

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descendants are many and are scattered throughout the different counties of this state, and the west from the Mississippi river to the Pacific coast.

Conditions Met - When the Coopers and the Coles came to this section, there was neither road nor path for them to pass through the wilderness, save here and there the trail of the savage or the path of the wild beast. They had to take care as the course in which to travel any opening which they could find in the thickets or through the forest that would permit the passage of their wagons and animals, and frequently were compelled to chop their way through with the axe, an essential accouterment of the early pioneer.

When they arrived where old Franklin now stands, Hannah and Stephen Cole looked with longing eyes to the beckoning forests on the south side of the river, and desiring to cross the river with their families, were compelled to use a large canoe or perogue, as it was then called, compelling their horses to swim behind them. At this time throughout Cooper County up and down the south side of the Missouri, the land was covered by a vast forest, extending several miles inland. The Saukee, or Sacs, and Renards, or Foxes, were their only neighbors. The Saukee under their leader, Quashquami, lived on the Moniteau Creek in the south part of Cooper County. They were in a measure nomadic, and moved from place to place seeking the easier and better hunting ground.

When these brave settlers first came here, the Indians professed to be friendly to them, and gave apparent evidence of desiring to live in peace and amity, but as is generally true with all savages, they were petty thieves, stole horses and committed various other depredations. During the war of 1812, these Indians took sides with the British against the Americans. After the conclusion of the war the Saukee Indians were ordered off to the Grand River, and from thence to Rock River.

Other chiefs with whom the early settlers came in contact during this time, were Keokuk and Blundo, the latter one, half French, the other a full blooded Indiana.

The whites of that day, although they well knew the treachery of the Indians, were accustomed to hunt and fish with them and at times to visit them at their villages. When in the presence of the whites, the Indians were kind and accommodating, yet the settlers always endeavored to guard against the wary savage and his treachery.

In the Indian war of 1832, known as the Black Hawk War, Blundo was really and according to the Indian law and tradition chief of the tribe,

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but Black Hawk, a wily and restless agitator, seemed to sway his fellow savages and became in this war the leader of the Saukees and Renards sometimes called the Sacs and Foxes.

When the first settlers came to what is now Cooper County, wild game of all kinds was very abundant, and was so tame as not to be easily frightened at the approach of the white man. This game furnished the settlers with all their meat, and, in fact, with all the provisions that they used for most of the time they had little else than meat.

There were large numbers of deer, wild turkeys, elk, and large animals, and to use the expression of an old settler, "They could be killed as easily as sheep are now killed in our pastures." The settlers spent most of their time hunting and fishing, as it was a needless waste to plant crops to be destroyed by the wild game. Small game, such as squirrels, rabbits and the like swarmed so abundantly around the homes of the settlers and in such numbers that when the men attempted to raise a crop of any kind they were forced to kill the small game in large numbers in order to save a part of it. But these inoffensive animals, dangerous only to their crops, were not the only ones which filled the forests. Such terrible and blood thirsty wild beasts as the bear and the panther could be seen very often lying in wait for any unwary traveler who ventured near their lairs.

Where the present residences of E. A. Windsor and M. E. Schmidt now stand in the city of Boonville, a panther which measured eleven feet from the end of its nose to the tip of its tail, was one day killed by Samuel Cole. This panther was thought to be one of the state of Missouri. Thus were the early settlers and their families abundantly provided food by nature. Their menu was brief, but it was enough to supply with vitality the red corpuscles that coursed through their veins and gave them rugged health, vigor and strength of body. The domestic animals also were furnished with everything necessary to their well-being. The grasses were so good during the whole year that the stock lived without being fed by their owners. Even when the ground was covered with snow, the animals, taught by instinct, would in a few minutes claw from under the snow enough grass to last them for the day. The only use for corn, of which the settlers planted very little, was to make bread. Bread made from corn was the only kind they had.

These first settlers of what is now Cooper County, remained here nearly two years without any neighbors nearer than those on the opposite

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side of the Missouri. For nearly two years they encountered alone the dangers of the forest, and lived in peace and quietness, although at times they feared an attack from the Indians who lived south and west of them. The treacherous nature of the Indian as well as because Cooper was in fact trespassing upon the lands of the Indians, was the reason that Merriweather Lewis, then governor of the territory, issued the order directing Benjamin Cooper to return below the mouth of the Gasconade River, from his first settlement in what is now known as Howard County.

The Indians with which our early settlers had to contend were idle, shiftless, vicious and treacherous. In the presence of the white settlers they were apparently frank, accommodating and kind, yet they nursed the tradition that the white man was their natural enemy, and would eventually dispossess them of their "happy hunting grounds."

Names of First Settlers in Boonslick Country and Whence They Came - Those who settled in the Central Boonslick country in 1810 are as follows: From Madison County, Ky., Lieut.-Col. Benjamin Cooper. Francis Cooper, William Cooper, Daniel Cooper, John Cooper, Capt. Sarshall Cooper, Braxton Cooper, Sr., Joseph Cooper, Stephen Cooper, Braxton Cooper, Jr., Robert Cooper, James Hancock, Albert Hancock, William Berry, John Berry, Robert Irvin, Robert Brown, Joseph Wolfscale, William Thorpe, John Thorpe, Josiah Thorpe, James Thorpe, Gilead Rupe, James Jones, John Peak, William Wolfscale, Adam Woods. From Estill County, Ky., Amos Ashcraft, Otho Ashcraft, Jesse Ashcraft, James Alexander. From Tennessee, John Ferrell, Henry Ferrell, Robert Hancock. From Virginia, James Kile. From South Carolina, Gray Bynum. From Georgia, Stephen Jackson. From Ste. Genevieve, Peter Popineau. Previous residence unknown, John Busby, James Anderson, Middleton Anderson, William Anderson. From Wayne County, Ky., Hannah, Jennie, Mattie, Dickie, Nellie, James, Holbert, Stephen, William, Samuel, Stephen, Phoebe (Stephen's wife), James, Rhoda, Mark, Nellie, and Polly Cole.

Those from Wayne County, Kentucky, settled south of the river. The women belonging to some of these families on the north side of the river did not arrive until the following July or August. There may have been others, but the above list is all that we are able to trace.

There can be no doubt that a daring Frenchman had even prior to the year 1800 explored this section lying contiguous to the Missouri River, several years before its settlement proper and before there existed within

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the present limits of this county a trading post. The names of the streams, such as Bonne Femme, Moniteau, etc., attest the fact that they were of French origin, and had been seen and named by the French traders and explorers.

Levees and Drake, in their condensed but carefully prepared history of Cooper County say: "While Nash and his companions were in Howard County (1840), they visited Barclays and Boon's Lick, also a trading post, situated about two miles northwest of Old Franklin. This trading post was kept by a white man by the name of Prewitt. The existence of the trading post, and the fact that Barclays and Boone's licks had already received their names from the white men who visited them, show conclusively that this portion of the country had been explored by Americans even before this. But no history mentions this trading post, nor does any give the name of Prewitt, hence, we are unable to determine when he came to the Boonslick country, how long he remained, or where he went; he evidently left before the year 1808, as Benjamin Cooper, who moved to Howard county in that year, said there was then no settlement in this part of the state.

Other Settlers Move South of River - In the latter part of the year 1811 some more adventurous spirits moved to the south side of the river, and began to settle around and near the present site of Boonville. They were Joseph Jolly, Joseph Yarnell, Gilliard Rupe, Mike Box, Delaney Bolin, William Savage, John Savage, Walter and David Burriss and families. They settled near one another, so that in time of danger they could readily gather at one place. This timely arrival revived the spirits of the settlers, for already could be heard the dim mutterings in the distance, which foreshadowed a long and bloody conflict with the Indians who had been induced by the emissaries of the British government to take sides with that country against the United States of America.

English Stir Up Indians - Several years before the War of 1812, the British Along the lakes and in the Northwest industriously fomented dissatisfaction among the Indians; consequently they

were restless even before the declaration of war, dissatisfied and openly hostile. Frequently these Indians, between 1809 and 1812, visited the British agents on the lakes, and by them were generously supplied with rifles and fusils, powder and lead, and liberally with almost everything else that they needed.

As early as 1808 the subagent on the Missouri wrote General Clark, Superintendent of Indian affairs at St. Louis, that the Indians had fired

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upon one John Rufty about six miles above Fort Osage and killed him. -Nicholas Janet, in 1809, made an affidavit that the British agents were stirring up the Indians at that place and on the frontiers of Canada, but this statement was denied by these British agents. The Osages and the lowas also were on the warpath in 1810 and in that year some of the Osages were killed not far from the present city of Liberty.

The first blacksmiths in the Boonslick country were: William Canole, Charles Canole and Whitley.

The first marriage was that of Robert Cooper and Elizabeth Carson, in 1810, at the home of Lindsay Carson, the father of "Kit" Carson, the great Indian scout.

Thomas Smith was the first shoemaker, his wife being an adept at making moccasins. '

Dr. Tighe was the first physician.

These people lived on the north side of the river from what is now Boonville, and the settlers on the south side were for some time served by them.

Lindsay Carson apprenticed his son "Kit" to David Workman, a saddler, to learn that trade, but this vocation did not suit "Kit's" roving and adventurous nature, and 1826, he literally shook the dust from his feat and sought the Rockies, gaining national renown as an Indian scout. He died in 1869.

First Deed Recorded - The first deed executed and recorded in the Boonslick country was as follows: "Know all men by these presents that 1. Joseph Marie, of the county and town of St. Charles, and territory of Missouri, have this day given, granted, bargained, sold and possession delivered unto Asa Morgan, of the county of Howard, and territory aforesaid all the right, title, claim, and interest, and property that I, the said Joseph Marie have or may possess or am in any legally and equitably entitled to in a certain settlement right on the north side of the Missouri River, in the aforesaid county of Howard, near a certain place known and called by the name of Eagle's Nest, and lying about one mile, a little west of south from Kincaid's Fort, in the said county of Howard, which said settlement was made by me sometime in the year 1800, for and in consideration of value by me received, the receipt whereof, is hereby acknowledged and him the said Asa Morgan forever discharged and acquitted. And I do by these presents, sell, transfer, convoy and gust-claim to the aforesaid Asa Morgan all the claims and interest which I might be entitled

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to either in law or equity from the aforesaid improvement of settlement right, together with all and singular, all the appurtenances to the same belonging, or in any wise appertaining to have and to hold free from me, or any person claiming by or through me.

In testimony whereof, I have hereunto set my hand and seal, the 13th day of April, 1816.

(Seal, JOSEPH MARIE.

Signed, sealed and delivered in presence of Urh. I. Devore, A. Wilson.

Second Deed Recorded - The second deed we also give because of its peculiar phraseology and terms. It will be noted that the word "arpent" is used instead of "acre." An arpent is practically five-sixths of an acre.

"To all to whom these presence shall come greeting; Know ye that we, Risdon H, Price, and Mary, his wife, both of the town and county of St. Louis, and territory of Missouri, for and in consideration of the sum of four thousand eight hundred dollars, lawful money of the United States to us in hand before the delivery of the presents well and fully paid by Elias Rector of the same place, the receipt whereof is hereby acknowledged and thereto, we do hereby acquit and discharge the said Elias Rector, his heirs and assigns forever. Have given bargained, granted, and sold, and do hereby give, grant, bargain and sell unto the said Elias Rector, his heirs and assigns forever, subject to the conditions hereinafter expressed, one certain tract and parcel of land, containing one thousand six hundred arpens, situate in the county of Howard, in the territory of Missouri, granted originally by the late Lieutenant-Governor Charles Dehault Delassus, to one Ira Nash, on the 18th day of January, 1800, surveyed on the 26th day of January, 1804, and certified on the 15th day of February, of the same year, the reference being had to the record of said claim in the office of the recorder of land titles for the territory of Missouri, for the concession and the boundaries thereof as set forth in or upon the said certificate or plat of survey thereof will more fully, certainly, and at large appear, and which said survey is hereto annexed and makes part and parcel of this deed, and being the same tract of land which the said Risdon H. Price claims as assigned of the sheriff of the county of St. Charles, who sold the same as property of said Ira Nash, as by deed thereof dated the 15th day of October, 1815, reference thereto being had will more fully and at large appear.

To have the said granted and bargained premises with the appurtenances and privileges thereon, and thereunto belonging unto him, the

Laduc."

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said Elias Rector, his heirs and assigns forever. And it is hereby declared to be the agreement, understanding and intention of the parties aforesaid, that should the said tract of land be finally rejected by the United States within three years from this date, or should the same not be sanctioned and confirmed by the government of the United States at or before the period last mentioned, or in case the said Elias R. Rector., his heirs, executors, administrators, or assigns, shall by due process and judgment at law, be evicted, dispossessed, and finally deprived of said tract of land, then and in that case, the said Risdon H. Price, his heirs, executors, or administrator, shall only pay or cause to be paid to the said Elias Rector, his heirs, executors, administrators or assigns, the said sum of four thousand eight hundred dollars, lawful money of the United States, with the lawful interest thereon, at the rate of six percentum per annum, from the (late of this deed, until the time of such rejection, not being sanctioned as aforesaid, or until such eviction as aforesaid, with the legal cost upon such suit or suits at law, and which shall be in full of all damage, under any covenants in this deal, and if such claim be rejected as aforesaid or not confirmed as aforesaid, or in case the said Elias Rector, his heirs, executors or assigns, shall be evicted therefrom as aforesaid, that, then, and either of these cases, the said Elias Rector, his heirs, executors, or assigns, shall by proper deed of release and quit-claim, transfer to said Risdon H, Price, his heirs, executors, administrators and assigns, the claim of said Elias Rector, his heirs, executors, and assigns, paid premises at the time of receiving the said consideration money, interest, and costs aforesaid.

In witness whereof, we have hereto set our hands and seals, this 22nd day of June, 1816.

Risdon H, Price (SEAL) Mary G. Price (SEAL) Elias Rector (SEAL)

Signed, sealed and delivered in presence of Jerh. Connor, M. P.

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Chapter IV Pioneer Life

In the preceding chapter, the history of the Central Boonslick country has been traced from the year 1804 to 1812, with special reference to its initial beginning between the years 1810 and 1812. The settlers mentioned by name in that chapter, who blazed the way through the wilderness for us and advancing civilization, have builded wiser than they knew. They were experienced pioneers with hearts of gold. With ruddy health and hardy sinews, they coped with and conquered the wilds. They despised the coddling ease of luxury and the wintry winds, sleets and snows, had no terrors for them. They determined the time by they shadows, and guided their paths at night by the stars. They knew the approaching storm. The sky was to them an open book. Schooled in wood-craft and learned in Indian lore, they tracked their game and followed the trail of the savage. They read the story of the broken twig and fallen leaves. Their vision was piercing, and their hearing acute. Accountered with rifle, hunting knife and axe, they contested with the forest, and wrested from it food, shelter, and raiment.

Their first care was to protect themselves from the blasts of February, the month in which they arrived. The first shelter they erected was a cross between whoop cabin and an Indian bark hut. Soon after, however, the men assembled for the real cabin raising. The forest furnished the timber, and from it the strong arm of the pioneer with his axe, fashioned logs. The earth supplied the clay. None of these first cabins is now in existence, but the following is a fair description:

First Dwellings - "These cabins were of round logs, notched together

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at the corners, ribbed with poles, and covered with boards split from a tree. A puncheon floor was then laid down, a hole cut in the end and a stick chimney run up. A clapboard door was made, a window was opened by cutting out a hole in the side or end two feet square, and finished without glass or transparency. The house was then "chinked" or "daubed" with mud, and the cabin was ready to go into. The household and kitchen furniture was adjusted, and life on the frontier was begun in earnest.

"The one-legged bedstead, now a piece of furniture of the past, was made by cutting a stick the proper length, boring holes at one end one and a half inches in diameter, at right angles, and the same sized holes corresponding with those in the logs of the cabin the length and breadth for the bed, in which were inserted poles.

"Upon these poles the boards were laid, or linn-bark was interwoven consecutively from pole to pole. Upon this primitive structure the bed was laid. The convenience of a cook-stove was not thought of, but instead, the cooking was done by the faithful housewife in pots, kettles and skillets, on and about the big fire-place, and very frequently over and around, too, the distended pedal extremities of the legal sovereign of the household, while the latter was indulging in the luxuries of a cobpipe, and discussing the probable results of a deer hunt on the Missouri River or some of its small tributaries."

"The acquisition of glass windows was impossible for these first settlers. When white paper could be secured, it was greased and used for window panes, through which the light could come. The doors were fastened with old-fashioned wooden latches, and the latch-string always hung out for

friends and neighbors. These humble domiciles sheltered happy hearts, while palaces, with all their splendor and riches many times have been but the resting place of misery.

"True it is, that Home is not four square walls,

Though with pictures hung and gilded,
Home is where affection calls,

Around the hearth that love hath budded."

The Hominy-Block - Those pioneers were home builders, the very foundation of a nation, the true root of patriotism and love of country. They appreciated the fruits of their own industry, and manufactured or made most of their own utensils. The home-made hominy-block is doubt

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less not within the memory of our oldest citizens. This they made something in this manner:

A tree of suitable size, say from 18 inches to two feet in diameter, was selected in the forest and felled to the ground. If a cross-cut saw happened to be convenient, the tree was butted, that is, the kerf end was sawed off so that it would stand firmly, when ready for use. If there was no cross-cut saws in the neighborhood, strong arms and short axes were ready to do the work. Then the proper length, from four to five feet, was measured off, and sawed or cut square. When this was done, the block was raised on end, and the work of cutting out a hollow in one of the ends was commenced. This was generally done by a common chopping axe. Sometimes a smaller one was used. When the cavity was judged to be large enough, a fire was built in it, and carefully watched until the ragged edges were burned away. When completed, it somewhat resembled a druggist's mortar. Then a pestle or something to crush the corn was necessary. This was usually made from a suitable sized piece of timber, with an iron wedge attached, the large end down. This completed the apparatus. The block was ready for use. Sometimes one hominy-block accommodated an entire neighborhood. It was a means of staying the hunger of many months.

Spirit of Helpfulness Among Pioneers - A person not many years ago in contrasting the social and moral status of his latter years with those of his early pioneer days, said, "Then if a house was to be raised, every man turned out, often the women too, while the men piled up the logs, and fashioned the primitive dwelling-place, the women prepared the dinner. Sometimes it was cooked over big fires near the site where the cabin was built. In other cases it was prepared at the nearest cabin, and at the proper hour was carried to where the men were at work. If one man in the neighborhood killed a beef, a pig, or a deer, every other family in the neighborhood was sure to receive a piece. We were all on an equality. Aristocratic feelings were unknown, and would not have been tolerated. What one had, we all had, and that was the happiest period of our lives. But today, if you lean against a neighbor's shade tree, he will charge you for it. If you are poor and palsied, you may lie and suffer unnoticed and almost unattended, and will probably go to the poorhouse, while just as likely as not, the man who reports you to the authorities as a subject of county care, charges the county for making the report."

Thus our early settlers, burdened with what we deem today, untold

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hardships and deep privations, looked back, in the latter days of their lives, to the good old days; and even in our own generation, we may find many, who decry the great progress of the present and long for other days. It is ever thus, and ever will be. Even the reader, should he search his memory, will recall as a pleasing recollection some trial or danger or experience through which he has successfully passed and even our failures are not necessarily unpleasant to recall.

Much has been written regarding the log house of the early pioneer. It furnished an inexpensive and convenient shelter, and around it cluster many pleasant recollections that are even yet dear to those of us who had the good fortune to have been reared within its sacred portals. Unpretentious, uniform in side and architecture, the log house of the early pioneer was the greatest democratizing agent of the early day. No social lines could be drawn based on the grandeur of dwelling places, and consequently each and every one was valued at their true worth, determined solely by their every day life and character. The era of the log house is a space of time as distinct from others in its peculiar customs as is the Paleozoic or the Stone Age. There is a song which ends, after trailing through innumerable verses reciting the trials of the log house bachelor, which runs as follows:

"Oh, the hinges are of leather, and the windows have no glass
And the board roof lets the howling blizzard in,

And I hear the hungry coyote as he sneaks up through the grass
Near my little old log cabin on the hill."

Early Farming Implements - The farming implements of the pioneers were crude affairs, adapted, however, to the conditions that surrounded them anti to their circumstances. The bull-plough, the mould-board of which was generally of wood, was adapted to the fields abounding in stumps and roots. Occasionally the mould-board was part iron, and possessor of such a bull-plough was looked upon as real progressive.

Other implements and utensils were of like character. When the clothes the settlers brought with them began to wear out, the wild nettle furnished them a substitute material. This, by process of drying and stripping, they would weave into a cloth, sufficient for their needs until the coming of the wintry blast. Then the furs of the wild animals were requisitioned with which the pioneers braved the snows and sleets in the coldest weather.

The prairies were not often settled until after the first pioneer

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period, therefore the forests of the timbered lands in small tracts were cleared, leaving the fields prolific in stumps and roots. Hence the cradle and the bull-plough were well suited to the cultivation thereof.

The Pioneer Women - Of the women, we adopt largely the words of Solomon: "The heart of her husband did safely trust her. She did him good all the days of her life. She rose while it was yet night and gave meat to her household. She girded her loins with strength and strengthened her arms. She laid her hands to the spindle and her hands held the distaff. She knew little of fashion plates, yet fashioned her raiment from the material at hand to meet the approbation of those she cherished. She was nature's child. The sun kissed her cheeks and painted thereon the bloom of health. She filled her lungs with the pure and fragrant air, and reveled in the beauties of nature. Hearty, healthy, happy, she met with unflinching fortitude the perils of her situation, and complained not of privations. Strength and honor were her clothing, and she rejoiced in the time to come. She looked well to the ways of her household, and ate not the bread of idleness. She gave of the fruit of her hands, and let her own works praise her in the gates. She was indeed the helpmate of the pioneer, his help in time of need, his solace and his comfort. Resolutely and cheerfully she bore her burdens, and laughter was in her heart. We do not think the picture is overdrawn.

Early Pioneer Described - The male pioneer and head of the family has been described by one who sojourned in the Boonslick country for several years as follows: "You find that he has vices and barbarism peculiar to his situation. His manners are rough. He wears, it maybe, along beard. He has quantities of bear or deer skin wrought into his household establishment, his furniture and

his dress. He carries a knife, or a dirk in his bosom, and when in the woods has a rifle on his back and a pack of dogs are among his chief means of support and profit. Remember that all his first days here were spent in dread of savages. Remember that he still encounters them, still meets bears and panthers. Enter his door and tell him you are benighted, and wish the shelter of his cabin for the night. The welcome is, indeed, seemingly ungracious: 'I reckon you can stay,' or 'I suppose we must let you stay.' But this apparent ungraciousness is the harbinger of every kindness that he can bestow, and every comfort that his cabin affords. Good coffee, corn bread and butter, venison, pork, wild and tame fowls, are set before you. His wife timid, silent, reserved, but constantly attentive to your comfort does not sit at the table with you, but like the wives of the patriarchs,

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stands and attends you. You are shown the best bed that the house can afford. When his kind of hospitality has been extended to you as long as you choose to stay, and when you depart and speak about your bill, you are most commonly told, with some slight mark of resentment, that they do not keep a tavern. Even the flaxen-haired urchins will run away from your money."

Along about the year 1823, a gentleman of culture and refinement, Gottfried Duden, of Germany, came to the United States, and finally located in Montgomery County, Missouri. He wrote many interesting letters to Germany, describing the country, and recounting his experience. These letters were finally printed in book form, known as "Gottfried Duden's Report, 1824-1827." This book was circulated extensively in Germany, and was read by thousands. It had much to do with encouraging emigration from Germany to this country and is graphically descriptive of the period. We take excerpts from one of his letters written in September, 1825, which have been but recently translated into English, which describes the immigrants of this particular time, the houses in which they lived, and the manner of their construction. "During this season of the year, there arrive daily numbers of immigrants from Kentucky, Ohio, Virginia, Pennsylvania, etc. If these people had to travel in European manner, their desire for emigration would soon vanish. However, all that is done differently here.

"A large wagon (and if the needs of the family require it, several) are loaded with the household goods, which are stored away in such a manner that a part of the covered space of the wagon is reserved for the travelers. In addition to the household goods, tents and provisions such as smoked pork, beans, peas, rice, flour, cheese and fruit are taken along, and, for at least the first few weeks, bread for the passengers and maize for the work horses. Thus the migration is begun. Sometimes the driver rides with his wife and children in a separate wagon, sometimes in a roach, or he may ride on horseback. If he owns male slaves, one of those acts as driver, otherwise he himself or some other member of his family attends to this. On the entire journey, which may extend over 1,200 miles they never think of stopping at an inn. At noon, while the horses are being fed, the operations of the kitchen also begin. The vicinity of a spring or a brook is usually selected as a stopping place, and the travelers sit in the shade or in the sun, just as the weather conditions may invite. A fire is quickly made and the operations of preparing a meal proceed just as they would at home. In the evening more attention

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is paid to the selection of a camping place. If there is need of cooking utensils or of victuals, halt is made near a farm house. Tents are pitched, especially when the weather is rainy. Some of the party busy themselves with the animals, for if the journey is not too great, cattle are taken along too, others are busy with the kitchen, and finally the night's lodging is prepared. Wherever the wagon-train stops the people obligingly grant whatever is asked for. Household utensils are loaned, provisions are sold cheaply, and to the horses and cattle pastures are assigned, unless the owner should prefer to leave them in the open. The latter plan rarely offers any difficulties. Usually it is only necessary to put a bell on the leader of the herd and to hobble his feet so as to make walking somewhat difficult. The animals are tired and hungry and will not easily leave a

good pasture, moreover, a well trained dog would soon find their tracks. Nevertheless there are instances where such animals have taken advantage of a moment of freedom to run back to their old home. No distance and no stream can hold them back, and straight on, even through great forests, they know how to find their old homestead. In my neighborhood are two oxen which have come back 100 miles and have swum through the Missouri to get home. A horse came back from Franklin, a distance of 120 miles. Horses are not as ready as cattle to swim through great streams. For this reason ownerless horses are always to be found on the point where the Missouri and the Mississippi join. These horses have run away from the plantations on the upper course of the river and are trying to get back to their old homes in Kentucky, Ohio, Virginia, etc.

"As soon as the migrating family has arrived at the site of the new homestead, they stop near the spot where the buildings are to be erected, and build an enclosure for the temporary protection of the household goods and tents, which are now pitched for a longer time. The enclosure is necessary to keep the cattle of other settlements away. In this enclosure the young calves are also kept, in order to cause the cows, which graze out in the open to come home regularly. These cows supply the family with milk and cream without requiring the least attention or care. For the house a site near a good spring or brook is preferably selected. Over the spring a small house is at once constructed, in order to prevent the pollution of the water, and to afford a place to keep milk, butter and meat cool.

"The next concern is the building of a dwelling house, which is done in a manner already described by me in an earlier letter. The timbers are not hewn, however, for at first only a barn-like structure is intended,

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(*Celtis crassifolia*) are chimney are made, or a temporary shelter. For the negroes a similar building is erected, then a barn and a small building to serve as a smoke-house. The trees are felled near the building site, to which they are dragged by horses or oxen. The raising of the house is done with the aid of the neighbors, if the hands of the family are not sufficient for this purpose. Buildings of this nature, however, do not require more than four or five workmen. Boards are cut for the doors and the floors. For the latter trees are sometimes split in two, for which purpose the ash and hackberry trees especially suited. The hearth together with the simplest manner possible, of wood, which is lined with stones on the lower, inner side and daubed with mud in the upper portion. When the chimney is half a foot higher than the gable of the house, the smoke will not bother in the least. Danger of fire depends entirely upon the condition of the rock lining and the clay coating.

"He who despises such a dwelling does not know the nature of the local climate. I have been in many such dwellings, where cleanliness and good furniture afforded an extremely pleasing effect. Many families desire no other house, although they live in easy circumstances, indeed in affluence. What I have to criticize about these houses is the fact that they usually have no cellar, so that in the summer time the humus earth under the rough floor gives out a mouldy odor, which, though it is rarely offensive, nevertheless is manifestly not conducive to good health. A floor constructed by a carpenter removes this inconvenience completely. He who does not wish to go to this expense can attain practically the same end by first removing the humus entirely from the building site, or by burning wood of the clearing on the spot and thus baking the ground.

"When the work of building is ended, which required hardly more than two or three weeks, the family already feels much at home, and then the clearing of farm land is begun. Usually they begin by fencing in a selected tract, in order to use it as a temporary pasture for the horses and oxen which must be kept in the vicinity for work."

The hunting of bee trees by the settlers was both pleasant and profitable and bee hunters were common. In a letter written in June, 1826, Duden describes bee hunting in these words:

"When I, according to my custom, wandered through the woods yesterday, I found two bee-hunters. The mode of procedure of these people, which is so new to the European, had been described to me long ago, but this time I was to learn to know it from a practical standpoint. You

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must know, first of all, that in the woods of Missouri also there are many wild bees which have their hives in hollow trees. If the method of finding these trees is well understood, a great deal of honey and wax can be gathered in a short time. It is generally said that America originally had no bees, and that the wild bees are the descendants of swarms brought from Europe to the eastern coast. Be that as it may, the Indians understand the bee-hunt even better than the whites. The two bee-hunters of yesterday were white men and live in Missouri. They proceeded as follows: On the ridge of a hill between two valleys, they chose their first stand. On a place, free from trees, they built a small fire and laid some honeycomb on it, so that the wax melted, without being consumed by the fire. In this manner a pronounced scent of honey was distributed, which in a short time attracted all sorts of flying insects and also a few bees. Now it was the duty of the hunters to watch the bait fixedly, in order to be able to follow the bees with their eyes, when they took flight. By and by three of them took flight, and all of them flew in the same direction, which direction was carefully noted, knowing that a laden bee flies straight to its swarm. One of the hunters thereupon took a burning coal and walked about two hundred paces away on the same ridge, leaving his companion at the first stand.

He proceeded in the same manner as before, and anew distributed a strong scent of honey. Here, too, the bees soon came. Some of them went off in exactly the opposite directions. The hunter noted both and called out to his companion to follow the first indicated direction. He found himself started in the direction which was practically the one which his companion took. I accompanied him. We had hardly gone three hundred paces through the woods when we met the other hunter. Now they looked about for a while, and in a dry oak, about fifty feet above the ground, we saw a small opening, where been swarmed in and out. The cleverness of these two natural mathematicians surprised me, and I felt more pleasure in the discovery of the tree than they themselves. Since the hunters surmised that, because of the earliness of the season, not much honey had been gathered, the hive was not robbed. The bee-hunters designated their find by blazing the tree, which is universally regarded as the inviolable right of possession, and then proceeded in pursuit of the third direction noted above."

In concluding this letter, Duden tells about having seen a negro boy who robbed such a bee tree with the intention of selling the honey, a practice which owners of slaves generally permitted.

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Chapter V

Transportation and Highways

Advanced transportation and good highways are indices of a people, certain evidences of their culture, progressiveness and prosperity. As are these so are the people. Good transportation, advanced civilization; or advanced civilization, good transportation; either way one follows the other as certainly as the night the day, or the day the night.

Transportation has been, is, and will be a process of evolution. Could we turn back the scroll of time and witness the primitive methods of the early pioneer, great would be our astonishment; could we project ourselves into the future one hundred years, and observe the method of transportation then, doubtless it would be beyond our comprehension.

Early River Transportation - When our first settlers arrived at the Missouri River, the routes of commerce and travel were largely the water courses. For this reason the settlements made were on the banks of the Mississippi and the Missouri. At this time there was neither steamboat nor railroad. The pirogue, the canoe, the bateau, the mackinaw, the bullboat and the keelboat were the means of all river transportation. The pirogue was a small type of canoe. The canoe was the most commonly used, and was the simplest of all river crafts. It was usually made from a cottonwood log, hollowed out, and was usually from 15 to 18 feet long, and was generally manned by three men, one to steer and two to paddle. It was used chiefly for local use, though occasionally employed far long

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trips. The mackinaw was a flat boat, pointed at both ends, and was of varying lengths, from 40 to 50 feet. Its crew usually consisted of five men, one steersman and four oarsmen. The bullboat was usually used on shallow streams because of its light draft. It was constructed of buffalo bull hide sewed together, and stretched over a frame of poles, and required two men to handle it. The keel boat was the aristocratic craft, and the largest, from 60 to 70 feet long, with the keel running from bow to stern and the latest improvements in river transportation prior to the steamboat. It was capable of carrying a larger cargo than any of the others mentioned. It was usually propelled by means of a cordelle. The cordelle was a line practically 1,000 feet long, one end of which was fastened to the top of the 30 foot mast in the center of the boat, well braced from this mast the rope extended to the shore. At the shore end of the line, some twenty or thirty men walking along the river bank, would pull the boat up stream. Cordelling was never used except in breasting the current of the stream. It was more or less difficult, and in some places it was absolutely impossible by reason of the cliff's on the river bank. At such points poles were used. Sails were also used very effectively at times in this manner of transportation. Notwithstanding the difficulty with which this type of boat was propelled, it was employed prior to the invention of the steamboat more extensively than any other kind for long distance voyages up stream. In fact it continued to be used along with the steamboat for many years after the appearance of the latter.

Coureur de Bois - An average day's voyage for the keel boat was from twelve to fifteen miles. It was the means of transportation used by the coureur des bois. It is claimed that as early as 1700, there were not less than one hundred coureur de bois, or trappers, domiciled among the tribes along the Missouri River. The coureur de bois was a French Canadian, sometimes a half-breed, and in his habits were blended the innocent simplicity of the fun-loving Frenchman and the wild traits and woodcraft of the Indian. Born in the woods, he was accustomed from childhood to the hardships and exposures of the wild life of the wilderness, and was a skillful hunter and trapper. His free and easy manners, peaceful disposition, and vivacity qualified him for associating with the Indians, whose customs he adopted, and often marrying into the tribe, himself became a savage. It was the coureur de bois as he wandered up and down the Missouri River who gave

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the, poetical and musical French names to its tributaries and prominent localities which they bear to this day, as follows: Bonne Femme, good woman; Lamine, the mine; Pmeem de terre, apple of the earth, the potato; Moreau, very black; Niangua, croaked; Gasconade, turbulent; Aux Vase, very muddy; Creve Couer, broken heart; Cote sans Dessein, hill without a cause; Petit sas Prairie, little cradle of the prairie; Marias des Cygnes, river of swans; Roche Percee, pierced rock; Petit Saline, little salt.

The history of the Missouri for more than two hundred years is the history of the country through which it flows. On its muddy waters the Indians paddled their canoes for centuries before the advent of the white man. Then came the French voyageur and his pirogue, canoe, bateau, his mackinaw and his keel boat, without which the fur trade, the principal commerce in the early day, could not have attained its great proportions.

Pioneer Roads and Travel - In 1815, the tide of immigration, which had been halted by the War of 1812, began with increasing force to flow steadily to the Boonslick country. The settlers brought with them wagons, horses and mules, and by degrees they began to mark out roads and to cut their ways through the forest. Oxen were also used for transportation, and continued to be so used for many years thereafter.

The prairie presented few obstacles to travel, but to penetrate a primeval forest was an entirely different matter, and necessitated a wise selection of a route else arduous labor in felling trees and fording streams.

No public roads were laid out in what is now Cooper County until 1819. No work was done upon the roads nor were they thought of for a number of years thereafter. The first petition for a public road in Cooper County was presented by B. W. Levens. It asked for the location of a road leading from Boonville to the mouth of the Moniteau Creek. The second petition, for the location of a public road was by Anderson Reavis, presented on the same day. The road petitioned for ran from the mouth of the Grand Moniteau to the Boonville and Potosi road. Cooper County was then organized as a county. The stream of immigration then to > the south side of the river was great. Travel was greatly increased and highways needed.

However, prior to this, when what is now Cooper County was a part of Howard County, which was organized July 8, 1816, the first court held in Howard County was on the south side of the river in what is now Cooper County, at Cole's Fort, at which time the first road laid out by

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authority of the court in what is now Cooper County, was the route from Cole's Fort on the Missouri River, to intersect the road from Potosi in Washington County at the Osage River.

First Ferries - Also at this same term of court and on the same day Hannah Cole was granted a license to conduct a ferry on the Missouri between Boonville and Franklin. This was the first licensed ferry in what had been known as the Boonslick country, although, for some time prior thereto, the Cole boys had operated one on this part of the Missouri. At the same term of the court, Stephen Turley was granted the right to keep a ferry across the Lamine River. B. W. Levens, Ward, and Potter, and George W. Cory were also granted a license to keep a ferry across the Missouri at the present site of Overton. However, for some years prior to this, a ferry had been operated across the Missouri River from Boonville to Franklin. The rates charged at the Levens ferry were as follows: For man and horse, fifty cents; for either separately, twenty-five cents; for four horses and four wheeled wagon, two dollars; for two horses and four wheeled carriage, one dollar; for horned cattle, four cents each, and for polled cattle, two cents each.

First Steamboats - Coincident with the opening of the first roads in Cooper County by the Cooper County Court, was the arrival at Franklin of the steamboat Independence, the marvel of marvels, and what seemed to our first settlers the acme of the evolution of transportation. Prior to this, however, and leading up to the navigation of the Missouri River, coincident with the first Anglo-American settlement on the Missouri in 1807 was the first successful application of steam as a motive power, the trip of the North River steamboat up the Hudson from New York to Albany; and again, coincident with the first Anglo-American settlements in what are now Howard and Cooper counties in 1810, was Fulton's and Livingston's proposition to the legislature of Upper Louisiana, of which St. Louis was the seat of government, to operate steamboats on the Mississippi and Ohio. The proposition, however, was not acted upon. It seemed a visionary dream. It was not until seven years afterward, in 1817, that the first steamboat, the Zebulon M. Pike, landed at St. Louie. Its hull was built like a barge. It had but one smokestack, its engine was of low pressure, and when the current was swift, the crew used poles to furnish additional power. The trip from Louisville to St. Louis took six weeks.

Arrival of First Steamboat at Franklin - The trip of the Independence from St. Louis to Franklin and return deserves more than ordinary

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mention. The Independence left St. Louis May 16, 1819, and reached Franklin opposite Boonville on May 29th. Captain John Nelson had charge of the steamboat. Among the passengers were Col. Elias Rector, Stephen Rector. Captain Desha, J. C. Mitchell, Dr. Stuart, J. Wanton, and Major J. D. Wilcox.

The settlers on both sides of the river were wild with excitement and elation on the arrival of the boat at Franklin. A public meeting was held at which Asa Morgan who with Charles Lucas, laid out Boonville, on the first day of August 1817, was chosen president and Dr. N. Hutchinson vice-president. The "Franklin Intelligencer," May 28, 1819, speaking of that event says:

"On Friday last, the 28th, the citizens of Franklin, with the most lively emotions of pleasure, witnessed the arrival of this beautiful boat, owned and commanded by Captain Nelson, of Louisville. Her approach to the landing was greeted by a Federal salute, accompanied with the acclamations of an admiring crowd, who had assembled on the bank of the river for the purpose of viewing this most novel and interesting sight. We may truly regard this event as highly important, not only to the commercial but agricultural interests of the country. The practicality of steamboat navigation - being clearly demonstrated by experience shall be brought nearer to the Atlantic, West India and European markets, and the abundant resources of our fertile and extensive anion will be quickly developed. This interesting section of country, so highly favored by nature, will at no distant period, with the aid of science and enterprise assume a dignified station amongst the great agricultural states of the west.

"The enterprise of Capt. Nelson cannot be too highly appreciated by the citizens of Missouri. He is the first individual who has attempted the navigation of the Missouri by steam power, a river that has hitherto borne the character of being very difficult to and imminently dangerous in its navigation, but we are happy to state that his progress thus far has not been impeded by any accident. Among the passengers were Colonel Elias Rector, Mr. Stephen Rector, Capt. Desha, J. C. Mitchell, Esq., Dr. Stuart, Mr. J. Wanton, Maj. J. D. Wilcox.

"The day after the arrival of the Independence, Capt. Nelson and the passengers partook of a dinner, given by the citizens of Franklin, in honor of the occasion."

The trip of the Independence from St. Louis to Franklin was the beginning of a stupendous river traffic upon the Missouri, and was the

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chief factor in the development of Boonville and Cooper County. However, prior to 1831, only an occasional steamer ventured up the dangerous Missouri. The steamboat arrivals ascending the river at Boonville, in 1831, were only five.

Arrival of Second Steamboat - The second steamboat to arrive at Franklin was the "Western Engineer," a small boat constructed for scientific purposes. It carried an expedition projected by the United States to ascertain whether the Missouri River was navigable by steamboat and to establish a line of forts from its mouth to the Yellow Stone. The vessel reached St. Louis, June 9, 1819, and proceeding on the voyage, arrived at Franklin June 13, of the same year. Its progress up the river excited the greatest fear among the Indians, many of whom flocked the river banks to see it, while others fled in fear to the forest or prairie, thinking it an evil spirit, a very devil with horned head, and breath of fire and steam. The St. Louis "Inquirer" of June 16, 1819, gives this description of it: "The bow of the vessel exhibits the form of a huge serpent, black and scaly, rising out of the water from under the boat, his head as high as the deck, darted forward, his

mouth open, vomiting smoke, and apparently carrying the boat on his back. From under the boat, at its stern issues a stream of foaming water, dashing violently along. All the machinery is hid. Three small brass field pieces, mounted on wheels, stand on the deck; the boat is ascending the rapid stream at the rate of three miles an hour. Neither wind, nor human hands are seen to help her; and to the eye of ignorance the illusion is complete, that a monster of the deep carries her on his back smoking with fatigue, and lashing the waves with violent exertion."

Description of Early Steamboat - Captain Joseph Brown, in a paper before the Missouri Historical Society, wrote what he had seen and known, as boy and man, of the primitive steamboat:

"They had but one engine, and no 'doctor' or donkey engine. The boats themselves, and particularly those for the upper rivers, were small, sometimes made like a flat boat, with broad bow and stern, and a stern wheel. There was nothing above the boiler house deck but the pilot house and chimneys, or rather one chimney, for they had cylinder boilers; that is, there were no flues in the boilers. Having but one engine, the shaft ran entirely across the boat, and when at a landing the engine had to run the pump to supply the boilers with water, the wheels had to be uncoupled to let the engine work. As I said before, the donkey engine

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had not been invented, and I do not doubt but that many explosions occurred for the lack of it.

"The cabin was a very primitive affair. It was on the lower deck, back of the shaft, in the after part of the boat. There were no staterooms then, but, like a canal boat, there were curtains in front of the berths. It was quite common to see a bowsprit sticking out in front of the boat, such as are seen on ships, but, being useless, they were soon dispensed with. Stages had not been invented then. Two or three planks were used, if need be, tied together. Whistles were unknown, but bells were rung, and the captains were very proud of the big bell. For a number of years there was no signal for meeting or passing boats, which resulted in many collisions.

"There were no packets then. A boat started for Pittsburg was just as likely to go to St. Paul as, anywhere, or up any of the other rivers, and they had no regular or even days of starting. I have known boats to have steam up for a week, telling people and shippers the boat was going in an hour, and even have their planks all taken in, all but one, and then launch out their planks again. All this was done to decoy people on board. The clanging of bells, the hurrah of agents and the pulling and hauling of cabmen and runners were most confusing, more particularly to unsophisticated emigrants. There was no fixed price for anything; it was all a matter of bargaining, and very often deception was practiced. The engines being small and very imperfect in those days, the boats were very slow. I have known some boats in the case of a sudden rise in the river and consequently strong current, to be unable to stem it at the old waterworks point, which was at the foot of Carr Street.

They would have to go over to the other side of the river and fight it out there, sometimes for hours, in sight of the city. * *

"In 1849, when the gold fever was at its height, there were fifty-eight fine steamers plying regularly on the Missouri River; on the Upper Mississippi, about seventy-five; on the Illinois, twenty-eight fine steamers; to New Orleans, about one hundred; on the Ohio, about one hundred and fifty; on the Tennessee, about fifteen. Owing to the rush of immigration at that time, boats could not be built fast enough. It was said of a certain boat-yard at Freedom, Pennsylvania, that they kept a lot of straight bodies of boats put up. When a man wanted a boat, they took him down to the yard and asked him how long he wanted her; then just put two ends onto a body and he had a boat. But a really fast and fine boat cost

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about \$100,000 to \$150,000 and took about eight months to build. The average life of a boat was about five years. After that they were compelled either to build a more modern boat, or raise and rebuild the one that had sunk or blown up. Need I tell you that in one bend of the river there lie the wrecks of one hundred and three steamboats, between St. Louis and Cairo?"

Greatest Era of Steamboating - Steamboating reached its highest prosperity in the year 1858. There were then not less than sixty packets on the river, besides probably 30 or 40 transient boats called tramps, which came on the river from other streams and made one or two trips during the season. The packets carried the United States mail, express, freight, papers, both semi-weekly and daily, and their arrival was looked forward to along the Missouri River with a great deal of interest and people flocked to the wharves at the time of their arrival.

So numerous were the boats on the lower river during this period, that it was no unusual sight to see as many as five or six lying at the landing at the same time; and during the boating season, which continued from March to November, at no time was a boat out of sight. These were prosperous days for the river towns.

During this banner year of prosperity for steamboating on the Missouri River, some of the finest and most popular boats were: Kate Howard, John D. Perry, David Tatum, Clara, Platte Valley, Asa Wilgus, Alonzo, Child, F. X. Aubrey, Admiral D. S. Carter, Emigrant, E. A. Ogden, Empire, State, Isabella, James H. Lucas, Meteor, Minnehaha, Polar Star, Peerless, Spread, Eagle, War Eagle, Southwestern, C. W. Sombart, Twilight, Thomas E. Tutt, White Cloud and Edinburgh. Those which came later were the R. W. Dugan, D. H. Durfee, Phil E. Chapel, Montana, Dakota, A. L. Mason, State of Missouri and State of Kansas. These boats were built for some special trade. Some ran as late as 1888, when steamboat navigation on the Missouri ceased.

The Missouri is one of the most difficult streams in the world to navigate because of its shifting channel, its swift current and its many bends which with the innumerable snags therein were a continual menace to life in the days of the steamboat, and no pilot approaches one, especially at night, without trepidation and fear.

Primitive Boats, Canoes, Etc. - The pirogue, as used by the early French fur-trader, was really a double pirogue, or a double canoe, built in the shape of a flat-iron, with a sharp bow and a square stern. Two canoes, or pirogues, were securely fastened together a short distance

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apart, the floor being formed by boards, or puncheons, laid across. On the floor was placed the cargo, which was protected from the weather by hides. The boat was propelled upstream by oars or line, steered by an oarsman, who stood on the stern. A square sail was also resorted to going upstream, when the wind was in the right quarter, and a distance of from ten to fifteen miles could be made under favorable conditions.

Such boats were usually from 30 to 40 feet long, and from six to eight feet beam, and being light, were good carriers. They were much safer than the canoe, because of their width they could not be easily upset.

The bateau, used by the French trader, was a flat bottomed, clumsily constructed boat, especially adapted to transporting a cargo of fur downstream, and did not differ materially from the flat bottomed boat. It was usually from 50 to 75 feet long, and 10 to 12 feet deep. Gunwales were hewn from cotton logs, and the bottom was spiked into cross beams running lengthwise of the boat. The bow and stern were square with a sufficient slant toward the bottom to make easier the progress of the boat through the water. The oars, the pole, the line and the sail were the appliances relied upon for motive power in ascending the stream, but in going down the boat was allowed to float with the current, being kept in the channel by the steersman. The flat-boats, when they reached their destination going downstream, were usually sold for lumber.

Growth of Steamboating - In the year 1836, on the 30th day of September, the arrivals at the same port had amounted to more than 70. The population along the Missouri River had increased so rapidly along about 1840, that there was demand for additional transportation facilities. This brought about the building of a better class of boats. They had full length cabins, double engines with a battery of boilers in place of the single engine. Great improvements were also made in the hulls, and they were so constructed as to have the same carrying capacity as before but to draw much less water.

The same genius that had invented the steamboat was continually making improvements, both in the machinery and the hull, so as to add to the speed of the boat and also increase her carrying capacity. There were 26 steamboats engaged regularly in the lower river trade during the year 1842. They were generally from 140 to 160 feet long, about 30 feet beam and six foot hold, and were a much better class of boats than those formerly built. They had side wheels and the cabins were full length.

We have been unable to secure information concerning the arrivals

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and the departures of boats from Boonville during that year, but at Glasgow there were 312.

The years between 1850 and 1860 are popularly termed by some as the "Golden Era" in steamboat navigation on the Missouri River, but Copt. A. J. Spahr thinks the period from 1866 to 1868, inclusive, to be the most prosperous. The improvements which had been made both in the machinery and in the construction of the hull, the adaptation of the state-room cabin, and the systematizing of the business all tend to lessen the danger of navigation and to increase the profits.

The advance made in navigation on the Missouri River had kept pace with the march of commerce in other parts of the world. Phil E. Chappel says in a "History of the Missouri River:"

"The first navigator on the Missouri River was the little blue-winged teal; the next the Indian, with his canoe; then came the half-civilized French voyageur, with his pirogue, paddling up stream or cordelling around the swift points. At a later day came the fur-trader with his keel-boat; still later there came up from below the little "dingey" - the single engine, one-boiler steamboat, which has been described. At last the evolution was complete, and there came the magnificent passenger steamer of the '50"s, the floating palace of the balmy days of steamboating. combining in her construction every improvement that experience had suggested or the ingenuity of man had devised to increase the speed or add to the safety and comfort of the passenger.

"The fully equipped passenger steamer, in the heyday of steamboating on the Missouri River, was a magnificent specimen of marine architecture. She was generally about 250 feet long, 40 feet beam, and had a full-length cabin, capable of accommodating from 300 to 400 people. The texas, occupied solely by the officers, was on the hurricane roof. In addition to her passenger accommodation, she had a freight capacity of 500 to 700 tons. She was well proportioned, symmetrical, trim, fast and sat on the water like a thing of life. Her two tall smoke-stacks, with ornamental tops, between which was usually suspended some gilt letter or device, added much to her beauty. The pilot, on top of the texas, was highly ornamental with glass windows on every side; a fence railing of scroll work surrounded the guards of the boiler deck and texas. The entire boat except the smoke-stack, was painted a dazzling white.

"The cabin of the boat, a long, narrow saloon, was a marvel of beauty in its snow white splendor. The floors of the cabin were covered with the softest of Brussels carpets, and the state-rooms were supplied with

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every convenience. Indeed, the bridal chambers were perfect gems of elegance and luxury. The table was elegantly furnished, and the menu unsurpassed by that of any first-class hotel. Each boat had, in the ladies' cabin, a piano, and generally a brass band, and always a string band was carried. After the table was cleared away at night a dance was always in order, the old Virginia reel being the favorite dance. The social feature of a trip on one of these elegant boats was most charming."

Costs of Steamboats - The estimated cost of one of the boats above described, during the period between 1850 and 1860 was from \$50,000 to \$75,000. The captains received about \$200 per month, clerks \$150, mates \$125, engineers about the same as mates. These wages included board, and were based on the size of the boat, labor and danger as well as the profits of the business. The pilot, however, received princely wages, sometimes as much as \$1,600 per month. He was the autocrat of the boat, and absolutely controlled her navigation. It was for him to determine when the boat should run or "lay by."

However, piloting on the Missouri River was a science, demanding of the pilot great skill and a wonderful memory of localities. The river channel, its bends, cliffs, bars and obstructions were visualized in his mind as well in the darkest night and densest fog as if seen on the clearest day. The weal or woe of the floating palace, with its rich cargo of merchandise and human freight, depended upon his skill and ever alert vigilance.

Locally Owned Steamboats - Capt. A. J. Spahr, known in the prosperous river days as "Bud" Spahr, was one of the leading pilots on the Missouri. It is his opinion that the most prosperous period in steamboating on the Missouri were the years 1866, '67 and '68. He tells of a certain pilot on the Missouri who entered into a contract to pilot at \$1,600 Per month for eight months, "work or play." Also that Capt. C. H. Brewster of Boonville, who was clerk on the "Cora," a boat of about 6,000 tons, on his return from St. Louis to Fort Benton, tamed over to the owner of the "Cora," Capt. Joe Kinney, the sum of \$45,000 profits of the trip.

From Captain Spahr, we gather the following information: Captain Kinney, who lived on the opposite side of the river from Boonville, was the owner of the following boats at different times: Kate Kinney, a side wheeler and a fine boat; Kate Kinney, stern wheel; St. Lake, Bacon, Fannie Ogden, Cora, stern wheel; Cora, side wheel; R. W. Dugan and Alice, and a large interest in the W. H. H. Russell, Twilight and Omaha.

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Among those of our local citizens engaged and interested largely in steamboating were: Capt. Joe Kinney, as above stated; Capt. Henry McPherson, owner of, or largely interested in, the Jennie Lewis; J. L. Stephens, Cavier, Lieut. Girard D. Allen, Captain St. John; Capt. Dave Kaiser, Win. Linge, pilot; "Bud" Spahr, pilot; Geo. Roman, pilot; Jesse Roman, pilot; "Billy" Young, pilot; Capt. C. H. Brewster, C. W. Sombarts (owner of C. W. Sombart), and Capt. D. DeHaven, captain of South Western owned by a company of Boonville citizens. There were doubtless others but we have been able to get information concerning only the foregoing.

Wrecking of Steamboats - Space will not permit us in this chapter to give the names of the boats wrecked and destroyed on the Mississippi, nor to give an account of any of these unfortunate events. Suffice it to say that the list of lost boats contains the names of over 300. Of those names, 193 were sunk by coming in contact with snags, 25 by fire, and the remainder by explosions, rocks, bridges, storms and ice.

As most of the boats ran in the lower Missouri, more than three-fourths of the number were wrecked between Kansas City and the mouth of the river. It has been stated on authority that

there are buried in the lower bends of the river the wrecks of more than 200 steamboats, covered with the accumulated sands of more than a half century.

Santa Fe Trail, William Becknell Founder - Next in importance to the magnificent steamboat traffic which so directly added to the growth and prosperity of Cooper County, was that of the Santa Fe trail. The first concerted organized effort to reach and open up trade and commerce with Santa Fe. New Mexico, was inaugurated by William Becknell, who lived on the north side of the Missouri, not far from Boonville.

Becknell published an advertisement in the Franklin "Intelligencer" "to enlist a company destined to Santa Fe for the purpose of trading for horses and mules, catching wild animals of every description that might be for the advantage of the company." It was emphasized that all men joining the expedition were to bind themselves by oath to submit to such orders and rules as the company when assembled might adopt. The number of men sought to be enlisted in this expedition was limited to 70, and applications were to be received up to Aug. 4, 1822. These applicants were directed to meet at the home of Ezekiel Williams, known as the "lost trapper," on the Missouri River, five miles above Franklin, to secure a pilot and appoint officers. At this meeting, however, only 11 men assembled, and Becknell was chosen captain. It was then determined

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that 30 men would be the number sufficient to undertake the expedition, and that the company as organized should cross the Missouri River at Arrow Rock on September the first.

The expedition was highly successful, and the men returned in Jan 1822. William Becknell became the founder of the phenomenal Santa Fe Trail, of which Franklin, for a number of years, was the thriving center. But, alas, far more than 80 years the treacherous waters of the Missouri have eddied the shifting sands of the treacherous stream and have covered the places where the restless, indomitable and adventurous early settlers met and jostled, traded and trafficked, fitted and equipped the caravans for the great trade of the wilderness; and who on their return from successful trips, boasted of exploits and adventures, and displayed the evidences of their prosperity and wealth.

Boonville Becomes Active Mart - A few years after 1826, the year in which the waters of the turbulent Missouri commenced encroaching upon the beautiful city of Franklin, Boonville assumed its dominant position on the Santa Fe trail. Steamboats began to land in increasing numbers along the river front, especially at the foot of what is now Main street, and there continued for years a wonderful activity.

The hum of activity; the loud and strident voices of mates, frequently punctured with oaths as they drove the stevedores to greater activity; the monotonous songs of the negroes chanting the river melodies, as they strove, heaved and perspired; the long line of prairie schooners with teams of patient, plodding oxen loading far the great trail of the wilderness; the flare of the torches at night reflected in the waters; and the indescribable grace of the steamboat as she gently pressed the wharf and lowered her gang-plank and the burly-burly; the passengers crowding the rail eagerly gazing on the shore scene, or with sparkling eyes ready to pass the gang-plank; all are now but sweet memories of halcyon days, obscured by the sands of more than half a century.

Use of Oxen - Experience demonstrated along about 1821 that oxen were better adapted to the Santa Fe trail than mules, and from this time the oxen were more generally used than the mules.

When oxen were used, the day was divided usually into two drives of six or eight miles each day. As soon as early dawn approached, the first drive started and its termination was in a measure decided by the most favorable camping place where grass and water were to be found plenty.

About midday the wagons were corraled and the cattle were given food. In very hot weather the afternoon drive was not ordered

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until about three or four o'clock in the afternoon. On such days the drive continued until nine or ten o'clock at night. When the oxen were unyoked, they were turned over to the night herder, who kept watch over them as they moved about seeking the best grass. As it was only necessary for the herder to keep track of the leader of the herd, one man could easily watch over as many as 300 or 400 head of oxen at night. In the herd on the trail, there developed, very soon after the start on the trail, one animal which all the others recognized as a leader. Wherever the leader of the herd went, the rest of the herd followed. The night herder always kept track of the leader, and frequently got off his mule, drove a peg in the ground to which he attached a long rope, that allowed the mule some range, rolled himself up in his blanket and went to sleep. Moreover, when the grass was scarce, the leader would wander about the plains, and all the herd would follow, thus requiring the night herder to follow and keep awake.

If the grass was plentiful the herd would often obtain a sufficient supply in three or four hours, and would then lie down until morning. At the first appearance of dawn, the night herder rounded up the oxen, and started for the corral. When in close proximity, he would shout "Roll out, roll out, roll out." This was the signal for the men to prepare breakfast and be ready to yoke up. When all was ready, each teamster answered, "All set." Then came the order, "Fall in." The second order, "Stretch out." Then with creaking yokes and rattling wheels, the train moved on with the dignified pace of oxen.

First Railroads - The building of railroads in Missouri, commenced in 1859; this year marked the completion of the Hannibal & St. Joseph railroad, the first railway extending to the Missouri river. This sounded the death knell of steamboat traffic on the Missouri, and by the same token, there passed into the dimly remembered past, the trials and thrills of the Santa Fe trail.

The first rail of the first railroad built in the United States was laid on July 4, 1828, by Charles Carroll, who was at the time the only surviving signer of the Declaration of Independence.

For a year or two, cars and coaches were drawn by horses, but after that the locomotive engine was introduced. Fifteen miles of this road had been completed by 1830. Other railroads had been planned, and in a few years were under construction, so that by 1850, a little more than 9,000 miles of railroad had been built in the United States.

Notwithstanding this progress in railroad building throughout the

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country, not one mile was constructed in Missouri until 1851. However, a peculiar road was started in 1849 or 1850, which extended to a point on the Missouri opposite Lexington, was operated by horse power, and its rails and cross ties were built entirely of timber. Missouri was fortunate in having great natural highways of commerce in the Mississippi and Missouri rivers and their tributaries. The steamboats then coming into general use made these natural highways all the more important and profitable to Missouri by establishing connections not only with the outside world, but also between different parts of the state. Along the Mississippi and Missouri and their tributaries were thriving and prosperous towns, and these seemed well satisfied with the conditions, as they then existed. Eastern capitalists either were not able to take up railroad building in Missouri, or did not consider it to their advantage to do so. However, agitation for railroad building began as early as 1836. A railroad convention was held on April 30, of that year, at St. Louis. Delegates to the number of 59, representing 11 different counties, including Cooper, assembled at St. Louis at this time, and passed various resolutions in which the advantages of railroads were set forth.

It seems to us at this day, rather strange that they recommended two lines of railroads running out of St. Louis, one to Fayette, by way of St. Charles, Warrenton, Fulton and Columbia, for the purpose of opening up an agricultural region, the other to the valley of Bellvue in Washington County, with a branch to the Merrimac Iron Works in Crawford County, for the purpose of developing the mineral region.

Congress was also petitioned by this convention to grant 500,000 acres of public lands to encourage these enterprises, and it was also urged that the state of Missouri place its credit at the disposal of the companies that would undertake to build these roads.

Governor Boggs, in the fall of the same year, in his message to the Legislature, strongly urged a general system of railroad construction. Doubtless, inspired by this convention of railroad delegates, and the recommendation of the governor, the Legislature proceeded to incorporate, during the months of Jan. and Feb. 1836, at least 18 railroad companies whose aggregate capital stock amounted to about \$7,875,000.

The early thirties were a period of general speculation throughout the United States, and the Missouri Legislature in granting franchises to rail-mad companies so freely and generously, was only following the example of many other states. However, little progress was made in railroad building by these companies, due doubtless, in a large part, to a panic in

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1837, and for 10 years thereafter, failing to do so, the public lost interest in railroad enterprises. The 500,000 acres of land granted by Congress to assist in internal improvements in Missouri, were divided among the various counties of the state, to be used in the construction of roads.

It was not until 1850 that the people again became interested in railroad building. At this time the population of the state had increased to 682,044. This increase in population was not confined to the older settled portions of the state, that is along the Missouri and Mississippi Rivers, but also in the more inland sections. The country had recovered from the panic of 1837, and the spirit of enterprise was aroused throughout the country. St. Louis became roused. In 1850, her population was 80,081, and she was the leading manufacturing center in the Mississippi valley, but Chicago was rapidly gaining upon her.

Missouri was being roused. Governor King proposed to the legislature in his message in 1850, that the state should lend its credit to the railroad companies by issuing bonds, and lending them the money realized from the sale of these bands. The companies were to pay an annual interest at the rate of six per cent. and to pay off the principal in 20 years.

On Feb. 22, 1851, a law was passed by the Legislature, granting aid to two railroad companies, the Hannibal & St. Joseph, and the Pacific. The first was granted \$1,500,000, and the latter \$2,000,000. The Hannibal & St. Joseph, which had been incorporated in 1846 was to build a road which would connect Hannibal, on the Mississippi, with St. Joseph, on the Missouri. The Pacific, which had been incorporated between 1847 and 1851, was to construct a road which would run from St. Louis to Jefferson City, and from thence to the western boundary of the state.

We shall follow the history of railroad building no further in the state of Missouri, save only where it directly affects Cooper County.

It was in the building of the Missouri Pacific railway, that Boonville, and Cooper County, in all probability, lost her great opportunity. Boonville had the advantage of water transportation, and was the most important and most popular town or city in this section of the state, and some of its business men, though farsighted and prosperous, thought that any railroad coming west from St. Louis through a region of country surrounding Boonville, or within 20 or 30 miles of its proposed

route, would naturally deflect from its course, and take in Boonville. Efforts to secure the road was not characterized by that activity and enthusiasm usually manifested by men who were attempting to avail themselves of an enterprise, the success of which would greatly and grandly enure for the

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benefit of their town, and the speedy building up of its material interest, as well as the interest of the county.

The golden prize (the Missouri Pacific), with all its promised for the future, was really to be given to the Vine-clad city, upon certain conditions but, through the lukewarmness, indifference and tardiness of those who believed the Missouri Pacific road would come to Boonville whether solicited or not, it was bestowed upon another and far less pretentious royal and claimant. Had they acted upon the advice of the poet, who said:

"Shun delays, they breed remorse,"

they would have taken the instant "by the forward top", and would have had no cause for repentance and regret.

The citizens of Boonville had a meeting and instructed Dr. Wm. H. Trigg, one of their most wealthy and prominent business men, to go to St. Louis and confer with Mr. Allen, who was at the time manager of the Missouri Pacific railroad. The doctor waited upon Mr. Allen at his office in St. Louis, and had an extended interview with him in reference to bringing the road by way of Boonville. Nothing definite, however, was arrived at or agreed upon.

The road was chartered Feb. 21, 1857, to run from a point between Jefferson City and Round Hill, in the direction of Topeka, Kansas. The first meetings of the company took place before the war. In 1860, the charter was amended, so as to permit the construction of the road north to Boonville. The county of Cooper then subscribed \$150,000 in bonds to the road. During the war the road bed was graded, and after the close of the war the county subscribed the additional sum of \$100,000 in bonds. The road was finally completed through Cooper County in the spring of 1869.

The road was commenced in 1870. Cooper County subscribed \$100,000 toward its construction through the county; Boonville township, \$100,000; Pilot Grave township, \$40,000; and Clear Creek township, \$30,000. The road was completed in 1873.

Previous to 1870, a railroad bridge had been talked of by such prominent citizens of Boonville as Captain Jo L. Stephens, H. Bunce, J. L. O'Bryan, and others of Cooper County, Colonels Elliott and Estill, of Howard County, and Messrs. Marvin and Barren, of Sedalia but no steps were taken to secure the building of the same until the months of October and November of that year. During these months a preliminary survey was made by General Wm. Soon Smith, which fully demonstrated the

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practicability of constructing a bridge at moderate cost. The work, however, did not begin in earnest until the road bed and franchise belonging to the Tebo and Neosho railroad passed into the hands of the Missouri, Kansas and Texas railroad company. That powerful corporation infused new life into the enterprise and determined to push the work to rapid completion. A charter was obtained, and an act of Congress passed authorizing the construction of the bridge. A proposal was made by the American Bridge Company, and accepted by the Boonville Bridge Company for the building of the bridge. Men and machinery made their appearance about the middle of Sept. 1872. During the fall and winter following, cribs and caissons for the foundations

were framed, the abutments built, quarries opened, and machinery and materials got in a general state of readiness for the spring and summer work. The bridge was completed about Jan., 1874.

Rebuilding of Bridges-Road Improvement - In Sept., 1905, the local rains were so heavy that all the streams within Cooper County were swollen beyond precedent. They overflowed the banks and covered much of the adjoining land in many places. Most of the bridges of the county were washed away or wrecked. Iron structures of which the county felt proud were but straws in the way of the surging waters in what were in ordinary times small streams. This was an unfortunate occurrence and seemed to be a severe blow to the county. A difficult problem faced the county court. There was nothing like sufficient money in the treasury nor funds to be anticipated to rebuild and reconstruct these bridges necessary to the traffic of the county. Necessity is truly the mother of invention, and the county court was compelled to pursue an ingenious course. All were clamoring for bridges in their respective localities. Being unable to meet the demands the county court informed those petitioning for bridges that as soon as the money was available the court would at once build the bridges but that it was impassible to construct all that were needed at once. In determining what bridge or bridges would be first constructed they informed the petitioners in the immediate locality of the bridges that they would construct first the bridge in the locality where the greatest subscription was raised and sent the court for such purpose. This at first met with some opposition, but the people realizing the wisdom of the court's action and that those in the immediate locality of the particular bridge would be benefited more than those further removed, they responded to the court's suggestion and soon thereafter the action of bridge building across the streams of Cooper County began. Much sooner than had been hoped by the most optimistic. Every bridge in Cooper County

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was restored. This also was the beginning of an aroused interest in better roads and a few years after bridges were constructed the court adopted a policy with reference to cutting down hills and establishing better grades for roads, in other words, it offered to the people for the purpose of reducing the grade of any road as much from the county treasury as the local people would subscribe. This action on the part of the court met the hearty approval of the people and many bad grades throughout the county were greatly improved. About this time was also established and marked out the Santa Fe trail from Boonville through Cooper County to the Cooper County line on the road to Arrow Rock. This entire stretch of road was graded in the best and most approved manner. Drag districts were established. This highway was kept in the best condition for travel. Many tourists passing over it from other states pronounces it to be the best dirt road in our country. In different portions of the county the people then began to form special road districts and adopted the extensive use of drags. The automobile made its appearance among the farmers and every owner of an automobile became a "good roads" booster. It will be remembered that upon the first appearance of the automobile in our county the farmers were antagonistic to its use and so bitter and unreasonable was the opposition on the part of some that various and numerous obstructions were placed in the roads to make hazardous and impede the use of this, then, new mode of travel. However, it is now the farmer who owns the automobile. It is, to him, a necessity, as it in a measure eliminates space and time. There is at this time a strong sentiment and agitation for hard surface roads. In 1918 the Boonville special road district voted bonds to the extent of \$100,000 which together with a like amount that will be received from the government, to-wit, another \$100,000 will go far to further improve our roads.

No prophet of the present day, however great his vision, can foretell the transportation and mode of travel of the future. Even now man practically dominates the air and, in speed and distance of flight, puts to shame its feathered inhabitants. It was but the other day that Captain John Alcock and Lieutenant A. W. Brown, in a bombing aeroplane crossed the Atlantic from New Foundland to Ireland, a distance of 1,900 miles in 16 hours and 12 minutes. Our government is at the present time arranging for a flight around the world and mail routes by aeroplane are being established.

Less than half a century back Jules Verne in his story of how the

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imaginary Phileas Fogg had encircled the globe in 80 days, set the world to talking and marveling about the accelerated speed of life, yet less than 20 years after or about 30 years ago Nellie Bly, a reporter for a New York paper, in actual travel, clipped eight days off the record of the marvelous trip of Phileas Fogg. In 1911 Andre Jaeger-Schmidt made the planetary loop in a trifle less than 40 days. Thus from 1872 when Verne calculated Phileas Fogg record-setting tour until 1911 only a matter of 39 years, mankind had come a half nearer the flying heels of time. Thus the imagination and vision of Jules Verne has been discounted by actual facts. What we may yet expect we would not hazard a conjecture.

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Chapter VI

The War of 1812 and Indian Troubles

In time of profound peace, a British man-of-war of superior force, made a surprise attack upon the Chesapeake in the Waters of the United States, and in consequence thereof, President Jefferson, in July, 1807, issued a proclamation of embargo This caused much excitement among the people and formentation among the Indian of the Northwest and on the borders of the territory. It naturally filled the minds of the settler on the frontier with anxiety.

The difficulties between England and the United States remaining unadjusted, and becoming greater with the lapse of time, war was declared in 1812.

Erection of Forts - The settlers in the Boonslick country began the immediate erection of forts. The largest fort of the settlement was Cooper's Fort a stockade flanked by log houses erected in a bottom prairie near the present town of Glasgow, near the Missouri River. About 150 yards between it and the river, a common field of 250 acres was worked

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