

CHAPTER X.

THE AGRICULTURAL SOCIETY OF SHELBY COUNTY—THE SHELBY COUNTY AGRICULTURAL AND MECHANICAL ASSOCIATION—THE SHELBY FAIR ASSOCIATION—LOCAL OPTION AND TEMPERANCE—TRANSPORTATION FACILITIES—THE HANNIBAL AND ST. JOE RAILROAD—THE BUILDING OF THE SHELBY COUNTY RAILWAY—THE FIRST ELECTRIC RAILROAD—CHIEF PURSUITS AND SURPLUS PRODUCTS.

THE AGRICULTURAL SOCIETY OF SHELBY COUNTY.

Shelby county deserves the distinction of being the first county in north Missouri to organize and maintain an agricultural association or county fair. This event in the history of the county took place in 1839. In 1837 the Missouri legislature passed an act for the promotion of agriculture and the encouraging of the formation of agricultural societies. Two years later some farmers and citizens of Shelbyville held a meeting and organized the society. The records of this meeting were preserved and were kept on file in the court house. The following is a copy of the original record :

“Shelbyville, 22d February, 1839. At a meeting begun and held in the court house in the town of Shelbyville for the purpose of forming an agricultural society, Capt. S. S. Matson being called to the chair and William Moore appointed secretary pro tem. On motion, B. W. Hall stated the object of the meeting. Question being put by the president “Whether the society be formed,” decided in the affirmative by 25—no one opposing. The meeting being organized,

they proceeded to the election of officers for the present year: Samuel S. Matson, president; William Vannort, secretary, and James M. Rider, treasurer. On motion, John Dunn and William Gooch be managers from Black Creek township. On motion, B. W. Hall and Thomas B. Rookwood be managers from North River township. On motion, \$2.50 be the amount of each subscriber. On motion, it was agreed that there be an additional manager in each township. Robert Duncan be appointed manager in Jackson township, Thomas J. Bounds for Black Creek and Thomas O. Eskridge for North River township.

“It was agreed that the proceedings of this meeting be published in some public journal.

“It was agreed that the society be called ‘The Agricultural Society of Shelby County.’

“It was motioned and agreed that the annual meeting of this society be held on the first day of our March term 1840. It was agreed that William Moore assist B. W. Hall and Thomas J. Bounds to draft the constitution. It was moved and agreed that the subscription money be paid on the first of August. It was

agreed that this society meet on the first Monday of our next Circuit court for the purpose of adopting or rejecting the by-laws. On motion, this meeting adjourned until first Monday in March next, 1838.

“WM. MOORE, S. S. MATSON,
“Secretary. President Pro Tem.”

The names of the members of this association were as follows: J. M. Rider, B. W. Hall, J. Foley, William Gooch, Montillian H. Smith, S. S. Matson, John Dunn, James Graham, O. H. Perry, David O. Walker, Thomas A. McAfee, O. Dickerson, Abram Matlock, Robert Duncan, Charles Smith, Elijah I. Pollard, Thomas O. Eskridge, Thomas B. Rookwood, William A. Davidson, William Moore, John Davis, C. B. Shepard, John W. Long, Elias Kincheloe, Lawrence Turner, James C. Hawkins, Milton Hood, Thomas J. Bounds, Robert Blackford, William H. Vannort, William S. Chinn, J. B. Marmaduke, Frederick Rook, George Anderson, John Hayes, Samuel B. Hardy, Russell W. Moss.

A record of the constitution of this society was not preserved, but the following is a copy of the by-laws :

BY-LAWS OF THE SHELBY COUNTY AGRICULTURAL SOCIETY.

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

Article 2. Each member shall pay to the treasurer the sum of \$2.50 on or before the first of August.

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

Article 4. All members intending to exhibit stock shall enter the names, pedi-

grees and age, as near as possible, with the secretary before the exhibition commences, on or before 10 o'clock of that day.

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

Article 6. The following persons are appointed judges to award premiums and certificates for the year 1839: (Names omitted.)

Article 7. Premiums shall be conferred on the following:

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

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

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

Article 11. Those on domestic manufactures the whole method of preparing and manufacturing the same.

No meeting was held in March, as was intended, but in June a meeting was held and the following record preserved :

Shelbyville, June 8, 1839.

Society met according to adjournment. William Gooch, Thomas J. Bounds, Thomas O. Eskridge, B. W. Hale, Thomas B. Rookwood and R. P. Blackford, a majority of the managers present. The society proceeded to business. On motion, resolved that any person wishing to become a member shall have the opportunity of now having his name enrolled. On motion of John W. Long, resolved, that no member of this society shall be appointed as a judge.

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

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

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

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

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

On motion, resolved, that the ninth, tenth and eleventh articles be adopted.

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

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

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

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

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

On motion, resolved, that the greatest quantity of potatoes raised from one-eighth acre of ground shall be entitled to a premium, and the fifteenth article of the by-laws is hereby repealed.

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

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

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

The association held its meeting in Shelbyville on the appointed day, and it was an event of much moment and was liberally patronized.

Premiums were awarded as follows: Best stallion, Major O. Dickerson's "Sir Harrison"; second best, J. B. Lewis's "Bertrand." Best three-year-old colt, Nicholas Watkins; second best, John Dunn. Best mare, O. Dickerson; second best, Dr. J. W. Long. Best yearling colt, O. Dickerson. Best bull, Dr. J. W. Long's "Gustavus"; second best, Wil-

liam McMurray. Best boar, B. W. Hall's "Thomas H. Benton"; second best, Russell W. Moss's "Duff." Best sow, Dr. J. W. Long's "Queene." Best pigs, William Moore; second best, Hiram Rookwood. Best five acres of wheat (125 $\frac{3}{4}$ bu.), Hiram Rookwood. Best five yards jeans, Mrs. J. W. Long; second best, Mrs. Eskridge.

The association's existence was brief. Only two sessions were ever held. The awards were unsatisfactory, many came to the meetings and got drunk and fights were frequent. The best members withdrew after the 1841 exhibition.

THE SHELBY COUNTY AGRICULTURAL AND MECHANICAL ASSOCIATION.

On July 7, 1868, a second venture was made in the organization and maintenance of a fair association. On that date the Shelby County Agricultural and Mechanical Association was organized by the election of the following officers: President, G. G. Muldrow; vice-president, J. C. Duncan; secretary, P. B. Dunn; treasurer, W. B. Cotton. The directors of the association were: O. T. Terrill, Robert J. Taylor, Samuel Darrah, T. W. Sheetz, James Chenoweth, J. M. Ennis, John T. Cooper, Joseph H. Foreman and William Ridge. The grounds of the association were located one mile south of Shelbyville and were purchased of A. M. and D. A. Brant and comprised at first forty acres, for which the association paid \$600. The purchase was made July 18, 1868. On December 6, 1869, the association sold back the east half of the ground to D. A. Brant for \$250, leaving twenty acres as the property of the association. The first fair held on these grounds was in the fall of

1869. The purpose of the association, as stated by one of the officials, was "to promote agriculture and husbandry purely and simply." Premiums were offered on the agricultural products of the county, as well as on the horticultural products and domestic science, together with the products of the loom and needle. To encourage breeding and raising of better stock, liberal premiums were paid on the different classes of horses, cattle, hogs and sheep. The association prospered for many years and was the annual event of the county. The last officers of the association were: President, J. M. Collier; vice-president, Judge Joseph Hunolt; treasurer, S. Van Vaughn; secretary, L. A. Hayward; chief marshal, Milt Baker; ring marshals, John Ellis and Barney Moore; field marshal, Dan McNeil; ticket agent, Thomas Gentry; gatekeeper, James Baker. The directors were John T. Frederick, A. W. Muldrow, J. M. Freeman, J. M. Gentry, W. A. Hughes, W. D. Gardner, W. Vaughn, B. F. Fry, T. W. Sheetz. The association held its last meeting in the fall of 1883.

The association suspended operations on the above year on account of the organization of the county association at Shelbyville. The grounds at Shelbyville were much larger and contained the good race course and were located on the railroad, which made them more accessible and inviting to the general public, and as the county could not maintain two associations, the Shelbyville association was discontinued.

THE SHELBYVILLE FAIR ASSOCIATION.

In 1883, the citizens of Shelbyville purchased a tract of land consisting of — acres of Dr. J. H. Ford, for which they

paid \$3,500, and which was located one-half mile north of the city.

The association was organized on March 18, 1881, and the following officers were elected: President, J. H. Fox; vice-president, Daniel Taylor; secretary, R. C. Dickerson; treasurer, C. H. Lasley. The directors were J. M. Ennis, I. N. Bonta, C. W. Hanger, J. T. Frederick, J. H. Gooch, J. H. Ford, S. G. Parsons, J. R. Ridge and G. W. Greenwell. The association has been successful and is one of the most popular annual events in the county. Each year the exhibitions are large and interesting. The improvements on the grounds are large and equal to those of any similar association in the State. The buildings consist of two large amphitheatres, band stand and directors' office, one dining hall, several large stock pavilions and numerous barns and stalls for live stock.

The Fair Association has been a great stimulus to the live stock industry of Shelby county and today Shelby county ranks as one of the foremost counties in the State in the live stock industry. Here annually are assembled the pick of the county in all the different species of domestic animals, from the proud rooster to the hybrid animal, which is the pride of all Missouri.

Financially the fair has been a success, owing to its splendid management and the patriotism of the inhabitants of the county. The annual receipts of the association now total about \$4,500. The association annually distributes in premiums about \$4,000. The admission fee is 35 cents for a single admission or \$1 for a season ticket. The association holds a four days' meeting each year, generally the latter part of August, and Thursday

is always considered the "big day." The record on gate receipts was made Thursday, August 25, 1907, at which time \$1,750 was taken in at the gates above the season ticket admission.

The present officers of the association, elected in 1910, are: President, J. Thornton Keith; vice-president, E. W. Worland; secretary, W. H. Gillespie; treasurer, Frank Dimmitt. The association is out of debt and is planning for some permanent improvements in the way of erection and repairing of amphitheatres, stalls for stock and new pavilions for live stock exhibits.

LOCAL OPTION AND TEMPERANCE.

Shelby county was one of the first counties in the state to adopt local option. There has not been a saloon in the county since 1887. The last license granted in the county was to F. A. Dessert. The license was dated February 1, 1886. Mr. Dessert conducted a saloon in Shelbina. The county records show that C. D. Vine was granted a license on January 5, 1885. He was the next to the last man to operate a saloon according to law in Shelbina. On the same date (January 5, 1885) the records show that a license was granted to Dale & Hogan, who were the last parties to run a saloon in Clarence. Louis Dickerson was the last person to own a saloon in Shelbyville, and the last time the court granted him a license was on February 20, 1887.

The first local option election held in the county was on November 5, 1887. There were only eight townships in the county then and four of these went "wet" and four went "dry." The local option, however, had a majority of 267 in the total. The townships that went

for local option were as follows: Clay, for 247, against local option 30; Taylor, 101 for to 66 against; Black Creek, 258 for to 71 against; Salt River, 303 for to 236 against. The townships voting against the proposition were as follows: Tiger Fork, for local option 22, against local option 89; Jefferson, for 78, against 122; Bethel, for 87, against 124; Jackson, for 135 to 176 against. The total vote for local option was 1,231. The total vote against local option was 964. This was a big victory for the "drys." There was no further agitation of the question until in 1900, at which time some of those residing in the county, who favored saloons, thought the local option question could be defeated. Accordingly the proper petitions were prepared and presented to the county court. The court called an election for June 10, 1901. At this election the vote was overwhelming in favor of local option. The figures were 1,823 against the sale of intoxicating liquors to 932. This was a "dry victory of 991 majority, nearly two to one, and the question has never been raised since. The county was, however, not so strong in favor of state-wide prohibition. At the general election held on November 8, 1910, at which time the prohibition question was submitted to the voters of the state, the county of Shelby only registered up ,305 majority for state-wide prohibition.

During the period of twenty-three years in which Shelby county has been under local option there has, of course, been some violation of the law. The violators have been frequently punished, yet it is seemingly impossible to stop the sale altogether. The residents are

perfectly satisfied with the law and it is likely it will be many a day before an effort will be made to repeal the law again.

TRANSPORTATION FACILITIES — THE HANNIBAL & ST. JOSEPH RAILROAD.

It was twenty-two years after the creation of Shelby county until the first railroad was built. What was known as the Hannibal & St. Joseph, now part of the great Burlington system, was completed across the county in 1857. The initial steps to building the road were taken in 1846 at Hannibal in the office of no less a person than that of "Mark Twain's" father, John M. Clemens, Esq. The president of the enterprise was Hon. Z. G. Draper, and, R. F. Lakenan was made secretary. At first it was contemplated to run the new road through the county seats, which would have been a line connecting Palmyra, Shelbyville, Bloomington, Linneus, Chillicothe and Gallatin, then into St. Joseph. This plan was, however, defeated by the local jealousies and controversies which sprang up between 'the towns near the proposed line that were unfortunately not county seats. This feeling between the towns prevented the building of the road for some few years. The people along the proposed line, of course, favored it, as did also the newspapers located in these towns. The people and newspapers of the towns close to the contemplated line were active in their opposition to the proposed enterprise. The newspapers of St. Joseph were strongly supporting the proposition, and on November 6, 1846, the Gazette in an article favoring the building of the road said: "We suggest the propriety of a

railroad from St. Joseph to some point on the Mississippi, either St. Louis, Hannibal or Quincy." The people of Hannibal wanted the road to start from their town, the people of St. Joseph were interested in having the road reach their town from some point on the Mississippi. It was certain that St. Joseph would be the terminus, but not so certain which town on the east would be the starting point. It was therefore up to the people of Hannibal to keep their eyes open or some other town might capture the prize. The people of Hannibal were successful in forming an alliance with Hon. Robert M. Stewart, of St. Joseph, who was elected to the state senate and who promised to work for the procurement of a charter making Hannibal the initial and St. Joseph the terminal point. The charter for the new road was granted by the state legislature in 1847. The author of the charter was Hon. R. F. Lakenan, who was the strongest worker for the enterprise.

The principal supporters of the enterprise in the legislature were Hon. R. M. Stewart, James Craig and J. B. Gardenshire, of St. Joseph, and Carter Wells and John Taylor, of Marion.

As soon as the charter was granted subscriptions were started along the line. Public meetings were held and all phases of the subject were discussed. The largest meeting, perhaps, in point of attendance and in importance was the one held in Chillicothe, June 2, 1847. Hundreds of delegates were present and nearly every county along the line was represented. The meeting was presided over by Governor Austin King, of Ray county; the vice-presidents of the meeting were Dr. John Cravens, of Daviess

county, and Alex McMurtry, of Shelby. The secretaries were H. D. LaCassitt, of Marion, and C. J. Hughes, of Caldwell.

For some two or three years interest lagged and it was not until 1850 that any further move of importance was undertaken. In fact, some supporters of the proposition along the line gave up and advocated the abandoning of the enterprise. In 1850, however, the fire within the breasts of the people along the line began to burn again, new directors were selected to take the place of those who had grown lukewarm. Each county was re-canvassed and subscriptions solicited. The people became enthusiastic for the enterprise and those who announced as candidates for congress and for the legislature were made to promise support to the 'cause whenever and wherever opportunity presented itself.

At the 1851 session of the Missouri state legislature, in February, the state's credit was granted to the erection of the road to the amount of a million and half dollars. The grant was made on the condition that the company expend a like amount in installments of \$50,000. The county of Marion put up \$100,000, Hannibal \$50,000, and in July of 1851 Shelby county promised \$25,000, conditioned that the road should run through Shelbyville and locate a depot there. The people of the county had voted in favor of the proposition at a special election held on March 10 of the same year. On motion of R. M. Stewart, who was then agent of the road, and who was afterwards governor of the state, the bonds were ordered issued upon condition that the county should receive stock in the enterprise to the amount of the bonds issued. The bonds were issued for

twenty years and were to bear 10 per cent interest.

The company made the first two calls for this money in October of 1852. The calls were each for 5 per cent of the subscription, or \$2,500. The program was, however, changed before another call was made and the railroad in July, 1854, returned these bonds to the county cancelled, and no others were issued. This agreement was reached by the county giving the company a release from all liabilities arising out of the subscription and the road released the county from its liabilities. The county also granted the railroad the right of way across all county roads and streams. The agent for the county for the return of the bonds was Hon. John McAfee. On December 10, 1855, the legislature of the state extended its credit to the road to the extent of another million and half dollars. The new bonds were to run thirty years and bear not to exceed 7 per cent interest. The state was to hold a first mortgage upon the road for this extension of credit. The building of the road was now assured and work begun in earnest. It was planned by Duff & Co. to begin work at both ends, but work at the St. Joseph end did not begin until 1857.

The track from Hannibal to Palmyra was finished in June of 1856 and on the 10th of that month cars were run between Hannibal and Palmyra. Work was pushed as fast as possible and soon the road reached Monroe City, and in 1857 was completed across Shelby county. The road enters the county on the east just a quarter of a mile south of the Monroe county line. The first town it strikes in the county is Hunnewell.

The track then bears north of west and leaves the county just six miles north of the entering point. The main track of the road within the county is $24\frac{73}{100}$ miles, and over half as much side tracks. Stations were established and are still maintained at Hunnewell, Lakenan, Shelbina, Lentner and Clarence.

The ceremony of breaking sod was pulled off in Hannibal on November 3, 1851. A large and enthusiastic crowd assembled, and many distinguished persons from different parts of the state attended. Among the number were R. M. Stewart, who turned the first spadeful of dirt, and who was afterwards governor. Also Hon. J. H. Lucas and Hon. L. M. Kennett. The speech of the day was made by Hon. J. B. Crickett, of St. Louis. In 1851 the board of directors memorialized congress for a large grant of land to aid in the construction of the road. R. M. Stewart and R. F. Lakenan visited Washington in 1852 to secure favorable action of congress upon this all important proposition.

In 1852 congress passed an act giving alternate sections of land to the state of Missouri in trust for the benefit of the railroad from Hannibal to St. Joseph. The state then turned the lands over to the Hannibal & St. Joe Railroad Company. This grant carried over 600,000 acres of Missouri's best lands into the hands of the railroad company and it was then a sure thing the road would be built. In 1852 a contract was made with Duff & Leamon, of New York, to build the line. The contract was to build over the "northern route" through Shelbyville in this county. On March 10, 1853, the directors met in Glasgow and decided to follow the "southern route," or the

present route. The contract was then re-let to John Duff & Co. to build the line at \$23,000 per mile.

The chief engineer in locating the line was Maj. James M. Bucklin. The northern route came up Black Creek to Shelbyville and then crossed the creek and passed west to Bloomington, Macon county. The survey was made in 1851.

The county of Shelby, be it said to her honor, has never issued bonds to build a railroad except as previously stated. The road was secured without a burdensome bond issue and outside of a few private subscriptions and the right of way grants the road cost the county positively not a cent.

It is quite probable, as has been often asserted, that the Hannibal & St. Joseph could have been made to run on the "northern route" if the people and the authorities along the line had been a little more liberal in the matter of subscriptions. That route was more expensive than the "southern route"—much more so. The citizens and the county courts were asked to make up the difference, according to the estimates of the engineers. They uniformly refused, in some instances, for the reason, avowing that they "didn't want any railroad running through their neighborhood, scaring the stock and killing men, women and children, besides setting the woods and fields afire." In other cases, as in Linn county, prominent men objected to the building of the road because it would furnish superior facilities for the slaves to run off and escape.

"Certain citizens of this county made desperate efforts to have the road located through Shelbyville, but they could not induce enough of their friends to join

them. Too many were indifferent, many thought the road would come anyhow, and those who worked so hard gave up in despair. So Shelbyville was 'left out in the cold,' and Shelbyville was created to become the leading town of the county." (History Shelby County of 1884.)

The Hannibal & St. Joseph Railroad was completed in 1859. The first through passenger train came out of St. Joseph February 13, 1859. The engineer's name was E. Sleppy. Ben Colt was conductor. George Thompson was the first engineer to pull a train into St. Joseph. The construction work was completed by J. M. Ford and others instead of the first contractors, John Duff & co.

Over six hundred guests sat at a banquet in St. Joseph on February 22, 1859, to celebrate the completion of the great enterprise. "The mingling the waters of the Atlantic, the Lakes, the Mississippi and the Missouri" was performed by Mayor Broaddus Thompson. There was great enthusiasm and joy displayed over the completion of the first road to cross the state of Missouri.

The great Burlington system, as it is now known, has done much to develop the northern part of Missouri, and especially Shelby county. The county is now one of the largest exporting counties of live stock, poultry and grain, and depends entirely upon this system for transportation facilities. The road at first charged 5 cents per mile and sometimes more for passenger traffic, and has always enjoyed a liberal patronage and is considered one of the best and safest lines to travel over in the west, or in the United States. The passenger ac-

commodities are also of the very best. There are ten passenger trains daily, besides two local freight trains that carry passengers, and the whistle of the freight train bearing the great loads of grain and live stock from the west to the east, and the products of the shop and factory from the east to the west is almost constantly upon the breezes of the north Missouri prairies through which the road runs.

A person can now take a train at any railroad point in the county at nearly any time of day, and land in Kansas City in less than five hours, and the trip to St. Louis, about 180 miles from the farthest point in the county, is made in about the same space of time. Hannibal and Quincy are reached in about two hours from the farthest point in the county. The road now charges 2½ cents per mile for passenger travel and furnishes the best equipment and most comfortable accommodations.

THE BUILDING OF THE SHELBY COUNTY
RAILWAY.

(By V. L. Drain.)

It is with much reluctance that I have undertaken the task of writing the history of the Shelby County Railway. Having been more or less intimately associated with the enterprise from its inception to the present time, the promptings of modesty suggested that it could be more properly written by the pen of another. However, at the request of the compiler of this volume, who it seems, could not induce anyone else to contribute it, I will endeavor to furnish an impartial sketch of this important achievement.

It is not easy to determine with precision just what act or what influence was the determining factor in the building of this limited but important traffic line; neither is it a small task to ascertain just at what hour it was made sure of completion. Indeed, to those upon whose shoulders rested the burden of its building there seemed no relief from the responsibility until after months of successful operation it was sold to the present owners, who are the successors of the original shareholders of the corporation. Nevertheless, it is safe to assert that conditions and circumstances made necessary and possible the building of this railway. As necessity is the mother of invention, so is it the parent of opportunity.

The increasing freight and passenger traffic between Shelbyville and the adjacent territory and Shelbina could not be properly served by the primitive methods of transportation, and the bad conditions of the dirt roads was a serious handicap to the development of Shelby county and also a fearful inconvenience to the citizens.

It was also apparent to persons of ordinary vision that sooner or later the vast rich territory lying between the Wabash railroad on the west and the Mississippi river on the east, would be traversed by a railway line running north and south and that any portion of this line so occupied would some day constitute a part of a great traffic line. And the time is drawing near when this will be accomplished either by the extension of the Shelby County Railway or by its absorption into a larger system which will serve the splendid region which is still largely unoccupied.

Of course local conditions made such an enterprise to be exceedingly desired. Shelbyville was a county seat and the center of a fine farming region. It was a town whose citizenship represented a great deal of wealth and enterprise. To such people the isolation was growing intolerable. Situated eight miles from Shelbina, which was the nearest point on the Burlington railroad, they felt that they were engaged in an unequal struggle.

On the other hand, the general public were clamoring for better conditions. Year by year the public road between these two towns was getting in worse condition, and there was slight hope of improvement with the tremendous traffic upon it. Shelbina was favorably situated upon a great railway system, yet its people were connected in interest with the country to the north, and many of its progressive citizens desired a better method of transportation; hence the time had come when such a proposition would meet a general response in its favor.

Doubtless the time would have come much sooner had it not been for the local prejudices which from time immemorial had dominated a part of the inhabitants of each town. It is historical that many in Shelbyville had watched the growth of their sister city with a jealous fear that some day the county seat would be moved from one town to the other, and that Shelbyville with its classic past would be left throneless and desolate amid her sorrows. And there were times when such plans were seriously attempted, and on one occasion the matter was before the Missouri legislature in the shape of a bill to establish a court of

common pleas at Shelbina. There was a battle royal at Jefferson City between the representatives of the two towns, but it ended happily without scars. It is likewise true that this jealousy caused intemperate and unwise action on the part of some of the Shelbyville citizens. The feasibility of a railway between the two towns was often under consideration and was favored by many, but there was always a minority and sometimes a majority who favored building to some other point than Shelbina. How unwise and impracticable this was can be readily discerned now. The details of this family quarrel are not absolutely necessary in this narrative, but it will serve to show that there is a more excellent way for communities as well as individuals than the thorny path of jealousy and strife. It is easy to contemplate it now that it is ended. In fact, it had ended long prior to the completion of this enterprise. Each community had learned that the other was magnanimous, and that the best interests of each was involved in the common welfare of all. The forging of the bands of steel was the result of this common understanding, as it would have been impossible for either town to have completed this enterprise without the aid of the other.

Perhaps the first tangible step toward the building of this railway was taken during the month of July, 1906, when at the suggestion of Joseph F. Doyle, always the dominant figure in this project, there was prepared a form of subscription whereby the persons signing same agreed to take a certain number of shares of stock in the event that a corporation should be formed for the purpose of building this railway within a

specified time. There was also a form prepared to be signed by persons who preferred to make a contribution in cash rather than to subscribe for stock. At the time when these were prepared there were present in addition to Mr. Doyle, Mr. E. M. O'Bryen and the writer, and all three signed the agreement to take stock in the enterprise, the amounts specified by the three aggregating the sum of \$5,000.

With this as a beginning the work of securing prospective stockholders and cash contributors was pushed with much vigor. Under the direction of Mr. Doyle at Shelbyville and Mr. W. C. Clark at Shelbyville the scheme was brought into shape so that by September 1st of the same year a little more than \$100,000 was subscribed by parties interested. And while the major part of the work in the earlier stages was done by Messrs. Doyle and Clark, the progress of the matter was facilitated by the interest and response of many public-spirited citizens in both towns and also by several progressive farmers in the vicinities of Shelbyville and Bethel. One of these, M. S. Smith, was a member of the board of directors from the time of the charter until the sale of the property to Louis B. Houck, as hereafter narrated, and was unflinching in his devotion and loyalty. Another was William H. McMaster, who died soon after the completion of the road, satisfied that he had contributed something toward the betterment of the people among whom he had spent an honorable life.

When success was thus assured the matter was brought into regular and legal shape at a meeting of the agreed stockholders held in the courthouse at

Shelbyville on September 10, 1906, when the articles of incorporation were signed and a permanent organization effected. Soon thereafter the Shelby County Railway Company was chartered by the secretary of state and begun its career among the railway corporations of Missouri. W. C. Clark, W. C. Blackburn, Victor M. Reid, M. S. Smith, Joseph F. Doyle, E. M. O'Bryen, L. G. Schofield, W. W. Mitchell and the writer constituted the first board of directors and at the first meeting of this body, held on September 12, 1906, W. C. Blackburn was chosen as president. M. S. Smith was elected vice-president, L. G. Schofield secretary and treasurer, and Victor M. Reid assistant secretary.

On November 5th following the organization of the board of directors, the condemnation proceedings by which the right of way was acquired was instituted in the Circuit court, and on November 29th the petition then on file was presented to Judge Nat. M. Shelton at Macon, Mo., when Judge John Byrum, of Lentner, Ed. C. Shain, of Clarence, and R. b. Goodwin, of Emden, were appointed as commissioners to assess the damage sustained by the various parties over whose land the railway had been located, and with whom no settlement had been effected. It is just to say that several parties whose land was thus taken either donated it or agreed to receive such compensation as the company had offered to pay.

The actual construction of the road began at once and was prosecuted throughout the year 1907. In the earlier stages of this venture the skies were bright and many prophesied that it would be complete by midsummer, but

as obstacles were encountered one after another, the difficulties of railway building became apparent. With the gloomy skies of autumn many prophets of disaster came upon the scene and it was freely predicted that the scheme would fail entirely.

It was at this point, however, that the constructive ability of some of the sponsors of this project was made known. There were those among its promoters who proved themselves able to cope with difficulties and to bring success out of what seemed like certain defeat. It is not the purpose of this narrative to make comparisons or to celebrate the prowess of any of these. There are none, however, but that will accord to Joseph F. Doyle a proper share of credit for his courageous and efficient work in the completion of this undertaking. Having sold his newspaper interests at Shelbyville, he was requested by the officers and others interested to assist in the work of completion, so that the road would be in operation by December 30, 1907. It was necessary that this result be had, as several thousand dollars had been pledged in bonus subscriptions and all these were made payable in the event that the road be constructed and in operation by this date. Owing to unforeseen difficulties the work had lagged during the summer so that in the early autumn it was seen that it would require unusual effort to complete it in the time desired. But the help of Mr. Doyle was secured at the critical moment and he proved conclusively that opportunity and necessity are large factors in the development of men. His energy and executive ability produced marvellous results. He with President Blackburn were unremitting

in pushing matters and they were aided by public-spirited men who admired the pluck and constancy of those in charge, so that after many trials and privations the last spike was driven, and on December 28, 1907, the first passenger train steamed from Shelbina to Shelbyville, and the Shelby County Railway took its place among the common carriers of the state.

Since that time a majority of the original stockholders have sold their shares to Louis B. Houck, of Cape Girardeau, and it is now being successfully operated by the corporation, in which he holds a controlling interest. It is to be hoped that it will soon form a part of a north and south railway, which is needed by this section of the state.

It is worthy of note that Charles B. Ford, who was chosen as conductor and traffic manager at the beginning, is still in the same position, where he has earned a reputation for efficiency and integrity that is much to his credit. William C. Blackburn, the faithful and conscientious president of the company, perhaps contributed more than he intended in vital energy. His death has occurred since the completion of the road and the anxiety incident to such an undertaking doubtless impaired his strength and hastened the time of his departure. Some day he with the others who bore the weight and strain of this achievement will receive the candid approval of those who appreciate the efforts of men who dared to solve the problems of our complex civilization. A great thinker has said that he who causes two blades of grass to grow where only one formerly grew is a benefactor to his race. Grasping the idea behind this sentence

and applying it to the work of those who improve the conditions of humanity by the labor of hands or brain, it is just to say that their works shall follow them and that they shall receive the reward of men who tried.

VERNON L. DRAIN.

THE NORTH MISSOURI INTERURBAN.

For many months the people of north-east Missouri have been familiar with an interesting drawing which has been posted extensively in public places. This drawing, the work of J. E. Saylor, a school teacher of Macon county, gives a "birdseye" view of the district, showing all the principal towns and railroads and particularly The Hannibal & North Missouri Railroad, which is duly chartered and at this writing is in course of construction between Palmyra, in Marion county, and La Plata, in Macon county. This road will touch some of the finest farming and grazing land in Missouri, and serve a large scope of country now remote from any railroad.

There is an interesting historical feature in connection with this noteworthy enterprise. William Muldrow, one of the early citizens of north Missouri, is said to be the character from which "Mark Twain" conceived his "Colonel Sellers," who stalks so triumphantly through the pages of "The Gilded Age." Those who have read the book in the long ago will recall the always optimistic and far-reaching Colonel Sellers, although they may have forgotten all else between its covers.

Not only did "Mark Twain" find in Major Muldrow rich material for his noted book, but Charles Dickens uses him as "General Scodder," the smooth-

tongued sponsor for "Eden," in "Martin Chuzzlewit."

Muldrow was the pioneer land boomer and promoter of this section. His only misfortune was that he was about half a century ahead of his time. Now his great dreams have and are working out. He it was who saw the virgin possibilities of a great transcontinental railroad system, linking the two oceans, and it is said his Missouri survey was along the identical lines now under construction by the Interurban people. To Muldrow belongs the credit of having invented a plow that was so satisfactory as a prairie breaker that it was generally adopted by the early day farmers who had to go against the then stubborn prairie soil of northern Missouri. This plow, when drawn by several yoke of oxen, would turn up an immense amount of sod. It left a broad, clean furrow that could be distinguished for a long ways. Many of the Missouri patriarchs tell it as a solemn fact that Muldrow drove a plow of this character along the trail of his proposed railroad from Palmyra through "Philadelphia," "New York" and westward, and they insist that it was as practical a "survey" as could have been made by a corpse of skilled engineers with a wagon load of instruments.

"Marion City," Muldrow's future great town on the Mississippi, was six miles east of Palmyra. He succeeded in interesting a number of wealthy capitalists, and the place built rapidly. It was there Charles Dickens found his scene for "Eden," doubtless giving it that name because of the wonderfully fascinating advertising by Muldrow and his fellow townsite boomers. The original name of the place was "Green's Land-

ing." Muldrow evinced good judgment in the change of name, and but for the disastrous flood that swept it away Marion City might have been today the town of Marion county.

Following Marion City came "Philadelphia," in Marion county, and "New Pork," in Shelby, names chosen with an eye to the future possibilities. Marion College was established at "Philadelphia" and it became quite a thriving place.

Muldrow was called a dreamer, a visionary, a man of impractical ideas, but history has shown that his energy was in the right direction. His dreams are working out. The state is filled with fine schools and colleges; factories are springing up and railroads invading all sections. The Interurban will work out his most important dream, and prove that he was traveling on the solid ground of expediency when he as "Colonel Sellers" was illustrating to his wife Polly the way the road would run, using combs, inkstands, salt cellars and other homely articles of household necessity to fix the towns in her mind.

The North Missouri Interurban will be a monument to the enterprising farmers and business men throughout the territory it will serve. Henry Funk, who operates the Farm of the Big Meadows on Salt river, and some men of his kind, saw the urgent need of a first-class railroad for the producer between the Burlington's main line and the Quincy, Omaha & Kansas City Railroad. The original purpose was to acquire the short line between Shelbina and Shelbyville and to extend it to Leonard or Cherry Box, and further. After investigation it was found that plan was not feasible.

In the meantime a campaign of education had been going on; farmers were interestedly discussing the matter; all wanted a railroad; had to have one. The question was how? Mr. Funk, who had met a number of similar situations in states east of Missouri, took the stump and began his campaign of education. His plan now was to construct a line from the Mississippi river to some important point in the interior of the state. It was while talking with the farmers and old citizens about Palmyra and east of there he learned of Promoter Muldrow's railroad scheme. Investigation convinced him the "survey" was a good one; that it struck a country literally flowing with the good things of earth, and many places admirably adapted for the establishment of thrifty towns. So he rolled up his sleeves and went out among the people, just as he had done in other states where they needed a quick and sure means of transportation for passengers, produce and live stock. He inaugurated a campaign like Governor Bob Stewart did over fifty years ago when the question of building the Hannibal & St. Joe road was up. There was opposition to Mr. Funk's enterprise, just as there was to Bob Stewart's. But the organizer of the Interurban was persistent. He didn't know what it meant to be discouraged. Of course it was a big undertaking. A large number of people over a wide area had to be met, and talked into friendliness for his plan. While all wanted a railroad they were not all agreed as to how to get it. It was Mr. Funk's mission to unite them on a method—to enthruse them for the plan. Some thought at first he had political aspirations; that there was some-

thing behind his persistent talk of railroad, railroad, always railroad. By and by they became convinced that he wasn't going to give—that a road was going to be built. Here and there whole communities fell in line, eager to help along the work. There was a showing made that satisfied the people a road would be built, that it would tap virgin soil for operation and become a paying enterprise from the start.

When the plan began to assume shape Mr. Funk was assisted by Captain F. W. Latimer, an experienced promoter of Illinois. The two men have been constantly over the district, working unceasingly. The company received absolutely free right-of-way and yard sites in many places. Where discouraging conditions first existed, the glad hand is now extended. Some twenty organizations were formed and a generous sum of money has been subscribed. The amount was attractive enough to induce the large M. C. Connors & Co. Construction Company, of Chicago, to close a contract for grading from Palmyra to Philadelphia, fourteen miles. Other blocks of contracts have been let as far as Bethel, and at this writing over half of the yardage **work** is completed between Palmyra and the last named town. Ties have been bought and scattered along the track; steel rails have been contracted, and work is being pushed just as hard as weather conditions will permit.

The name of Hannibal appears in the charter, but it is not at all certain the road will go there. The support promised by that town did not materialize as strongly as was hoped. Requests have been made that there be no further effort

to dispose of stock there. As this is being written word comes from Quincy that the business men there are showing considerable interest in the enterprise, and that they will make a strong effort to have the line run there direct from Palmyra. The plan includes the large and thriving city of Kirksville as the western terminal. With these two prosperous and growing cities as starting points, and a rich agricultural and stock raising country to traverse, the Interurban will begin life under most auspicious circumstances.

The road will be of standard gauge and operate regular freight and passenger trains. Electricity will be the motive power. Trains will be run for the accommodation of the people. That means they will make frequent stops, and there will be several trains daily each way.

The men in charge of the road have recently submitted a report to the Commercial Association of Palmyra. This shows the amount of money paid out in gross on construction, and the sum paid by the citizens of Palmyra, Philadelphia and Bethel:

Total money actually paid by Hannibal & Northern Missouri Railroad Company up to December 28, 1910, for construction only :

For work between Palmyra Jc. and Philadelphia, Mo..	\$26,606.44
For work between Philadel- phia and Bethel, Mo.. 15,454.05
Total	\$42,050.49

Note.—This includes engineers and material, but is exclusive of all other expenses, such as railroad fare, office

expenses (rent, stenographer, stamps, supplies, etc.), livery, hotel bills and all other incidental expense.

Total money actually paid to Hannibal & Northern Missouri Railroad Company by citizens as below designed—up to and including December 28, 1910:

Citizens of Palmyra, Mo.	\$ 1,477.75
Citizens of Philadelphia.	7,570.00
Citizens of Bethel Mo.	12,700.00
	\$21,747.75
Total	\$21,747.75
Balance in favor of Railroad	

Company, construction only, \$20,302.74
CHIEF PURSUITS AND SURPLUS PRODUCTS.

Shelby county, generally speaking, is an agricultural and live stock county. The principal crops raised in the county are corn, wheat, oats, timothy and clover. Yet the county produces some alfalfa and other varieties of small grain. The county is well adapted for grazing and the soil produces blue grass that equals, if not surpasses, the famous blue grass of Kentucky. The chief live stock products are horses, mules, cattle, hogs, sheep, goats and poultry of all kinds. There are 514 square miles of land surface, which equals 328,960 acres. Of this amount of land 250,000 acres are subject to plow. The farms average 120 acres and are actually worth \$16,000,000.

Shelby county exports large quantities of grain and immense shipments of live

stock annually, besides other farm products. And in order that the reader may have some idea of the value of these products, we quote from the labor commissioner's report of the state the following figures :

In 1902 the aggregate value of all commodities, computed at prevailing prices, and which represented the county's surplus products, amounted to \$922,535. The county excelled all others in the state in the shipment of timothy seed that year.

In 1903 the value of all commodities exported amounted to the vast sum of \$1,432,654.26.

In 1904 the total value of exports amounted to \$1,796,298.11, an increase of \$363,643.85 over the value of the surplus products shipped from the county during the year 1903.

In 1905 the value of all products exported amounted to \$1,916,298.11, being an increase of \$120,347.78 over the amount received in 1904.

1906 showed an aggregate value of all commodities of \$2,709,151.

In 1907 the value of exports from the county was \$2,734,062, which was a banner year.

In 1908 there was a slight falling off, the total value amounting to \$2,564,006. But the county has steadily increased her exports since that time until today she stands in the front rank of the agricultural counties of the entire state.