# KANSAS CITY ANNALS

### HOW THE TOWN LOOKED OVER FORTY YEARS AGO.

**Interesting Facts Contained In an Old Book Recently Presented to the Early Settlers' and Historical Society.**

How Kansas City looked forty years ago with a population of 7,000, what its early trade was and the manner in which it was carried on, where its finest residences and tallest buildings were, the appearance of its bluffs and ravines, what professional men were then in the city—this, together with much other quaint and curious information concerning the babyhood of the city, is graphically set down in a little, old, weather-beaten book that a pioneer discovered in a corner of his garret the other day. The book was written in 1858 by C. C. Spalding and was entitled, "Annals of the City of Kansas and the Great Western Plains." It is a sort of prospectus of the city and contains, besides the reading matter, a half dozen rare pictures of the city's interesting points.

The frontispiece is a "View of the Levee, Kansas City," showing a row of old-fashioned stores and warehouses squatting between the bluffs and the river.

"Metropolitan block, McGee's addition to Kansas City," is the most imposing picture of the lot. It looks like a scene on the main street of a Kansas village.

EARLY HOME OF WILLIAM GILLISS.

The book was dedicated by Mr. Spalding to the following prominent citizens:

E. M. McGee, J. Lykins, J. C. McCoy, J. C. Ranson, Joseph Guinotte, R. T. Van-Horn, John Campbell, Kersey Coates, T. H. Swope, R. J. Lawrence, H. B. Bouton, J. W. Reid, J. W. Polk, H. H. King and Samuel H. Woodson.

**To Bring Passengers Ashore.**

In a brief preface the author, an early member of the Kansas City bar, outlines his object: "The idea of writing these pages," he says, "first occurred to me in the fall of 1857, when my business called me frequently to the levee, where boats were constantly landing. I almost invariably heard passengers who were emigrating to this border and the Territory to select business localities saying to one another, 'Come, let us go ashore and examine the business resources of this place; there seems to be considerable business on the levee, and it may be to our advantage to locate here.'

"It struck me forcibly that the very best business man could not possibly obtain anything more than a poor estimate of the vast commercial resources of Kansas City while a boat was discharging her cargo, and that perhaps with the aid of a book or pamphlet I might be able to furnish many an emigrant with information that would save him expense and trouble in his examinations, and at the same time be instrumental in securing for our city many useful, energetic and enterprising men and families to aid us in the building up of our city. The work that I proposed to myself for the accomplishment of my object is now complete, and I offer it to the public with the assurance that it at least merits one credit not always awarded to books of like import—it is correct."

**Early Trappers and Freighters.**

After a few introductory pages concerning the Great Plains, the author says of the early history and trade of Kansas City: "The location of Kansas City from the earliest settlement of Western Missouri, has always been a prominent point for the business of the plains and mountains. Old trappers, old mountain traders and freighters, have had many a busy transaction around their camp fires under the bluffs of the 'Kawsmouth,' long, long before we can give any dates or figures. With these old mountain men it has always been the point to start from and the point to come to, to settle up old and make new engagements for their mountain commerce.

"The principal portion of the land enclosed by the old city limits was originally entered by Gabriel Prudhomme, the father-in-law of our present mayor, Hon. M. J. Payne, about the year 1830 and all of the principal land entries, about and adjacent to the city, were made between the years 1831 and 1837. In 1838 there was a partial survey of the then town, but owing to some misunderstanding among the proprietors, nothing was done more than the erection of a few cabins. In 1846 the town was resurveyed by J. C. McCoy, Esq., and the growth of the city may be dated from that year. Within 18 months after the first sale of lots in April 1846, there was in town a population of 700. Some eighty persons were present at this sale and the property at that time was thought by some of the old pioneers to have been sold at very high prices.

**Goods Sold in Log Cabin Stores.**

"In 1839 and 1840 the Indian tribes trading at Kansas City were the Delawares, Munsas, Stockbridges, Shawnees, Kansas (or Kaws), Kickapoos, Osages, Pottawatomies, Weas and Peorias. We refer now to that trade which was the first done in town—such as was for the most part transacted within the log cabin stores and groceries, before our warehouses were built, and our wholesale trade with the interior was in an incipient state. The greater portion of this early trade of the city was a trade similar to that of all new towns and was what our Yankee brothers would consider, in their vernacular, as a 'truck and dicker trade.' Ponies, pelts, furs, trinkets and annuity moneys were received by our early traders in exchange for powder, lead, tobacco, sugar, coffee, candles, beads and whisky. In addition to these articles, the Indians bought of our traders calicoes, blankets, very many saddles, bridles and ribbons; and rings costing 10 cents in St. Louis were frequently sold to Indians for $5 or $6. Large profits were made on everything and as a rule the Indians paid cash, but when they had no money would freely pledge anything in their possession, such as ponies, silver arm bands, ear ornaments, etc.

"Our fellow citizen, Thomas A. Smart, was the first man that opened a trading house in town. This was in 1839. His stock in trade consisted of a general assortment of groceries and Indian goods.

**Foresaw the Park Knocker.**

"Mr. Spalding foretold 40 years in advance that there would be park knockers in Kansas City. He was even then making an argument against the grumbling because of the outlay required to cut down bluffs and fill ravines.

"It is very true that the topographical view of our city, at first sight, is anything but inviting to the vision; he admits.

"Bluffs, ridges and ravines, seem to be a poor and costly place to build a city—and to do business or reside upon hillside grounds, thus broken and uneven, presupposes an outlay of too much money, and also too many unpleasant and tiresome walks. This is all very correct—it will require a large outlay of money to reduce our hills and elevate our ravines to the established grade of streets. Very well, the same thing has been done in almost every city of the Union of any commercial importance. New Orleans was filled up, St. Louis and Cincinnati were dug down, Chicago, Boston, New York and Philadelphia are mostly built on made earth, and if the statistics of those cities are of any worth to Kansas City, they show us that the city built on high and uneven ground is, in the end, the most substantial and economical.

"By correct and systematic management, the most healthy and beautiful city of the Union can be made from these hills and valleys, and this too at a less expense than it has cost to build up the great grain metropolis of the Union—the city of Chicago."

**Caravans to New Mexico.**

An interesting description of overland wagon trains is given:

"In 1845 Messrs. Bent and St. Vrain landed the first cargo of goods at Kansas City that was ever shipped from this point to New Mexico in wagons that went out in a train. This train consisted of eighteen wagons, with five yoke of cattle to the wagon, and about 5,000 pounds of freight to each team. From 1832 to 1848 our neighbor city, Independence, had the whole command of this great trade. Her merchants amassed fortunes, and the business generated by this prosperous intercourse built up Independence into one of the most flourishing and beautiful towns of the West."

Importations from mountain trade Mr. Spalding shows to have amounted in 1857 to:

| | |
|---|---|
| Robes, furs, etc. | $267,253 |
| Mexican wool | 129,600 |
| Goat skins | 25,000 |
| Dressed buckskins | 62,500 |
| Dry hides | 37,500 |
| Peltries | 26,000 |

The writer says that "a mountain train en route is one of the grandest spectacles our country affords," and furnishes the following description:

"Train is only another word for caravan. These caravans consist of from forty to eighty large canvas covered wagons, with from 5,000 to 6,500 pounds of freight to each wagon, also six yoke of oxen or five span of mules for every wagon, two men as drivers for every team, besides supercargoes, wagon masters, etc., who generally ride on horseback. When under way these wagons are about 100 feet apart, and as each wagon and team occupies a space of about ninety feet, a train of eighty wagons would stretch out over a distance of a trifle over three miles. In 1857, 9,884 wagons left Kansas City for New Mexico. If these wagons were all in one train they would make a caravan 223 miles long, with 98,840 mules and oxen, and freighting an amount equal to 59,304,000 pounds."

The trade from Jackson county was then $300,000 a year and from Clay county $750,000.

"Our ferry is every day crossing and recrossing families from this county to trade with us. They also sell to our merchants largely of their home fabrics, farm products and table supplies."

**City's First Homes and Buildings.**

Each addition of the city, as it was subdivided at that time, is given a chapter to itself. Of Colonel E. M. McGee's addition the following description is given:

"It is a tract composed of 160 acres extending nine blocks south and six blocks east and west with an eighty-acre tract adjoining on the eastward, embracing in all 240 acres. McGee's addition was subdivided into lots in the summer of 1855, but this subdivision would have been much earlier made had not this tract been embraced among the acres of an undivided estate. This addition is situated on the most level and unbroken ground in or about the city.

"Sixty acres of the tract are covered with a thrifty growth of young shade trees, not growing in a forest, but standing in an open woodland, in scattered rows and groves. The residence of the proprietor, E. M. McGee, Esq.,—one small brick and two frame buildings—were all the improvements in this addition in the spring of the year 1857.

"The improvements since made make it a town of some importance. Thirty-eight brick buildings and seventy-nine frame buildings, all of good proportion, have been erected the past season, and the population of the addition now amounts to upwards of 700. A good portion of this population is composed of German merchants, industrious artisans and family grocery dealers.

FIRST BRICK HOUSE IN JACKSON COUNTY.

**Turnpike to Westport.**

"The turnpike road from the city to Westport, now being graded and macadamized, passes through Grand avenue, the principal street of this addition, and on which are already erected forty-seven buildings, twenty-three of which are large and substantial brick buildings, and eighteen of these brick buildings are in one solid block, having been erected since July, 1857, at a cost of about $60,000.

"Grand avenue is decidedly one of the handsomest streets in the state—and is evidently destined to become one of the principal business streets of the city. All mail routes, either to the Territory or to Eastern, Western or Southern Missouri, are through this addition. Again, all the great New Mexico travel, which consisted last year of over 9,000 wagons, passes through Grand avenue."

**Forty-one Years Later.**

Table showing the amount of merchandise sold for the year 1857:

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|---|---|
| Dry goods | $ 290,007 67 |
| Boots and shoes | 146,891 64 |
| Hats and caps | 21,480 90 |
| Clothing | 36,781 50 |
| Books and stationery | 6,181 90 |
| Hardware, iron, steel, nails, etc. | 147,299 17 |
| Powder, lead and shot | 25,088 65 |
| Glass and glassware | 20,231 54 |
| Woodenware, brooms, etc. | 8,980 25 |
| Stoves, tin and hollow ware | 53,281 36 |
| Plows | 2,722 00 |
| Wagons and carriages | 44,800 00 |
| Groceries | 472,005 80 |
| Flour and meal | 382,400 00 |
| Bacon and lard | 102,545 27 |
| Foreign and domestic liquors | 135,915 20 |
| Cigars and tobacco | 47,482 85 |
| Robes, furs, etc. | 267,253 92 |
| Hides | 58,580 96 |
| Salt | 20,575 00 |
| Sundries (embracing articles not enumerated) | 195,791 86 |
| Drugs, medicines and oils | 62,198 20 |
| Soap, candles, etc. | 37,705 00 |
| Confectionery | 6,690 00 |
| Crackers and pilot bread | 18,176 41 |
| Furniture | 34,602 00 |
| Saddle, leather and harness | 81,287 90 |
| Lumber, shingles, sash, etc. | 394,965 49 |
| Total | $3,183,502 34 |

In 1898:

| | |
|---|---|
| Coal | $ 2,500,000 |
| Oil | 3,500,000 |
| Produce, per month | 3,000,000 |
| Dry goods | 12,000,000 |
| Implements | 18,000,000 |
| Hardware | 6,000,000 |
| Drugs and cigars | 8,000,000 |
| Liquors | 12,000,000 |
| Furniture | 8,500,000 |
| Flour, meal, etc. | 10,000,000 |
| Millinery | 1,750,000 |

Cattle, 957,573 head; hogs, 3,444,793 head. Requiring labor of over 10,000 people, drawing wages of $5,000,000 annually.

"It is but a little over a year since the dry goods trade of this city received particular attention. Population was both spare and poor, and our grocery dealers were content to lay in a small stock of calico and the plainer articles of dress material, while their heaviest investments were in blankets, red shirts, 'soldier cloth' and the wear familiar to the prairies. This was done in order to draw the trade and the Indian custom. The idea with our trades then was, that in order to secure custom, they must have a barrel of whisky to a pair of wooden combs. The result was that the showcase and the fish barrel stood side by side. But a change has come over our trade and there is but one or two of the old descriptions left.

"In the first place Kansas City is the depot of the Santa Fe and Mexican trade and consequently the best market for oxen. It is also the nearest river point to the stock growing regions of Arkansas, Texas and the Cherokee country, and the first place they strike the Missouri river on their trip north to California, Salt Sake and United States for forts and trading posts north of the Platte. It is the nearest and most accessible river town to southwest Missouri, and over two thirds of the territory of Kansas at which emigrants and others can land and outfit. It is also the best starting point for stock direct to California, Utah and Fort Larimie, as grass is from two to three weeks earlier by the Kansas than by the Platte, water more abundant and less liability to Indian depredations. These facts all conspiring here for the past few years made this the point of sale and exchange for stock raisers and stock drovers and it is here stock buyers come to see the droves and make their purchases.

"We have known as high as 15,000 head of stock sold here in one week during the season. This, large as it may seem, is but the beginning of what is to come.

"The professions are fully represented as a matter of course, for whoever lived in a fast and growing town where there were not lawyers, doctors, ministers, etc., to minister to our spiritual, temporal and legal wants. Dr. B. Troost was the first physician in town; he practiced here alone for years, gaining for himself a high reputation as a physician and enlisting the affections and good opinion of the people in all the relation of life. But now we have young men and old; graduates of the first institutions of our own country and Europe, who are ever ready to be professionally engaged. We also have a full complement of legal gentlemen, most of whom possess the power and ability to completely upset the law and evidence in any suit they undertake.

Coates' addition is part and parcel of the old Choteau tract, purchased of Madame Choteau in June, 1855, for $60 an acre. In June, 1856, an undivided one-third was sold to Dr. Hopkins for $220 per acre. In the winter of 1856-7 an undivided interest was purchased by O. F. Short, Esq., for $2,000 per acre.

"In his purchase of June, 1855, Mr. Coates bought the whole of the Chauteau tract, the same being 120 acres and extending to the Missouri river in the bottom above the levee bluff. But thirty-two acres only are laid off in this addition, fronting one-quarter of a mile on Broadway. This addition being on an elevated, beautiful and healthy location, Mr. Coates intends to use his whole influence to make it one of the most desirable locations in the city for residences and fancy retail, furnishing and dry goods stores. On the corner of Lexington avenue and Broadway, a company is now engaged in building a hotel calculated to equal any in St. Louis. This hotel is to be 100 feet front by 142 feet deep, and five stories high, exclusive of cellar and attic, and to cost $100,000.

**A Home for Nothing.**

In order to build up the addition that was named after him, Mr. Ranson furnished homeseekers with what they sought, free of charge. That is, he let them have the ground and the material with which to build, without requiring any payment in advance. The land and building material were paid for afterwards on easy terms, illustrated by the writer of the book in this way:

"For example A buys a lot for $—. He makes no payment; all the ready money in his possession he needs to use outside of his homestead. Mr. Ranson then furnishes A with a lot and the lumber or brick to build with, and if he builds a house that shall cost $1,000 he takes his notes, drawing 10 per cent interest; if he builds one costing $3,000, he takes his notes drawing 6 per cent interest, and if he builds a house costing $5,000, he takes his notes drawing no interest. All of these notes are given for the lot and the building material—no money is required at all, unless the party purchasing prefers to make a payment. Such is the magnanimous and liberal policy of Mr. Ranson, which we feel confident will speedily build up his addition. Mr. Ranson can be seen at his warehouse on the levee."

Mr. Spalding tells of the survey of this addition, now covered with some of the most elegant residences of the city, and describes the work done by a steam saw mill just set up in the addition to make its forest of trees into lumber.

**"Clearing Off" Bouton's Addition.**

Clearing off the trees of what is now Bouton's addition, and building the first rude fences that surround its half dozen of homes, are told of in the next page or two of the old book. This addition lay between Holmes and Troost street, east and west, and Twentieth and Twenty-third, north and south. It was on the extreme confines of what was then the city. It first comprised forty acres subdivided into blocks and acre lots, no lot in the addition containing less than an acre, and there were three or four of these, only, in a block.

So new was this addition to the city that the writer speaks of it as follows:

"Not till August last was the survey of this addition made and already several houses have gone up, while others who have but recently purchased, are clearing up, fencing, etc., intending either to build this fall, or to be ready for building early in the summer. The whole tract is as yet thickly timbered, and as the judge has as yet had no clearing done, except in the streets, all purchasers will secure an abundant of fuel and can leave as many trees standing upon their lots as they please."

On this addition, which was then a wild forest of trees and tangled undergrowth, there are now hundreds of homes. No vestige of the wooded tract it once was, now remains. It is the northern edge of the finest residence region of the South side.

**Three Saw Mills in Lykins' Addition.**

Dr. Lykins, who bought seventeen acres of ground in the northwestern corner of what is now Kansas City, in 1838, foresaw that a great city would some day be "built on the great bend of the Missouri river."

"Within a half mile of this addition," remarks Mr. Spalding, "there are three saw mills constantly running."

The spot in which these saw mills were making such a clatter forty years ago is now crossed by the Fifth street electric line of the Metropolitan street railway. Lykins' original addition was bounded by Second and Fifth streets, and Broadway and Bluff streets. Later he opened a new addition, bounded by Twelfth and Thirteenth and Broad and Summit. This was adjoining the Coates addition, one of the earliest plats in the city. It was bounded by Broadway and Bluff streets and Ninth and Twelfth. The Coates hotel, the opera house and some of the costliest flats and residences of the city are now to be found in that addition.

McGee & Holmes' addition, which is now almost in the very heart of the city, checkered by cable car tracks and and business blocks, was opened at about the time Mr. Spalding took his pen in hand to boom the infant Kansas City.

"Last spring," he says, "every one of the forty acres in this addition was thickly timbered with elms, oaks, walnuts, mulberry, locust and hackberry trees."

Bellevue place was then a new thing, and was considered "too far to walk" from the levee.

Of King's addition, which occupied the space between Wyandotte and Broadway, the writer says: "Eleven thousand dollars has already been spent for the grading of streets. Nearly all the streets in that vicinity were cut down through clay banks and bluffs twenty and thirty feet high.

**Before Railroads Came.**

One of the most interesting chapters in the book, looked at from this retrospective distance, is that urging the building of railroads and predicting Kansas City's future as a railroad center.

At that time there were only 185 miles of railroad in the state of Missouri, as follows: St. Louis to Jefferson City, 125 miles; St. Louis to St. Charles, twenty miles; Hannibal & St. Joseph, open to Salt river, forty miles.

In beginning this chapter, the longest in the book, Mr. Spalding says of the project of a road to the Pacific:

"Twenty years ago the building of a railroad to the Pacific was strenuously urged—its practicability demonstrated—and later, the adaptation of the country between California and Missouri to settlement, and to the construction of a railroad, was fully exhibited to government, and the mercantile and business associations of the country, by the late Hon. Thomas H. Benton, who, after a clear demonstration that never can be refuted, that safety as well as policy and profit require the construction of this road, said 'that any other nation, upon half a pretext, would go to war for such a road, and tax unborn generations for its completion,' and yet nothing—not even the first step has been taken, either by government or individual enterprise, to build the road—certainly, then, an appeal is in no way out of place in this chapter."

Mr. Spalding was a seer, undoubtedly. He foretold for Kansas City all that would happen to it in the way of railroads, even though so much has happened to it—so much more than the average person would have dared to prophesy at that time. But Mr. Spalding saw it all, and so delighted was he with the picture that he broke into verse long enough to exclaim:

Thundering through the mountains,
Flying o'er the vale,
Bless me! this is pleasant!
Riding on a rail.

He terminates his prophecy with the paragraph:

"When the Kansas City & Keokuk road, the Pacific road, the Galveston road, with its branches into the mineral regions of Southwest Missouri; the road to Santa Fe, N. M.; the Kansas River Valley road, with its network of branches over that great producing domain; the Platte country road, and the great National railway from the mouth of the Kansas to the bay of San Francisco; when all those railroads are constructed, Kansas City will then have a system of railroads as complete and more extended than Chicago. She will then be the center of something—and the iron horse will be bringing her the fruits and products of the plains and mountains. Yes, the commerce of this Western empire. With this vast commerce, which she is to-day guilty of dallying and trifling with, she will then be holding, managing and directing with hands of iron, arms of steam, and whispers of lightning."

# SHOCKED THE DEPARTMENT.

**Naval Cadet Kerrick, of California, Came Near Being Expelled From Annapolis.**

The navy department has decided not to expel Naval Cadet Charles S. Kerrick, of California, who wrote an insulting letter about the Annapolis naval academy, its officers and his brother cadets. The letter was written to Kerrick's sweetheart, Miss Theresa Finley, of Lonesomehurst, Ireland. The part of the letter to which the department took exception was as follows:

NAVAL CADET KERRICK.

"United States Naval Academy, Annapolis, Md., December 15, 1898.

"My Dear Theresa:—I promised you that I would write to you, telling you of my experience during the first month at the United States naval academy. I am sure if you knew how busy we are kept here you would not ask me to do such a thing; and I assure you that unless I am compelled to I will never write another. Nevertheless, as I have the misfortune to be a cadet, I will endeavor to inform you of my duties here. As I have a very difficult mathematics lesson to prepare when this is finished, I know you will excuse, or at least be lenient with any mistakes you may find.

"2. My first advice to anyone entering here is to forget he was ever taught to consider himself a gentleman. This is very necessary to do, because if he does not his first day's experience with some of our officials here will rather dampen his ardor and show him what he must expect for his first four years as a servant of this great nation. My next admonition to him will be to make falsehood his god. My close observations have clearly shown me that the scientific liar and general scoundrel will always flourish here, while the upright youth will, as a rule, succumb to the annual clearance. However, this latter condition is not necessary for entering. A month's training will bring most of them to it. Let a man be treated as a reprobate, and before long he will certainly become one."

The remainder of the letter described the ordinary work of the academy.

Customer—"But all the buttons came off this coat the first time I wore it."

Old Isaac—"Vell, so many people admire dis coat, dot you shwell mit pride and burst does buttons off."

**Pot and Kettle.**

From the Indianapolis Journal.

Small New Yorker—"Don't them Western folks talk funny?"

Another One—"Don't they, though? When they mean 'goyl' they say 'gal.'"

# FREEDOM FOR A SLAVE

**KILLED AN OVERSEER WHEN HE WAS A SAVAGE.**

**In Kings County, N. Y., Penitentiary He Studied Hard and Became a Well Educated Man—His Subsequent Career.**

From the New York Journal.

This is the story of a negro slave boy who was convicted of murder eight years ago, and sentenced to be hanged because he, with other slaves, fought for his rights on the guano island of Navassa, off the coast of Hayti. This island is owned by the Navassa Phosphate Company, of Baltimore, and is under the jurisdiction of the United States, under a law that allows their citizens to plant the stars and stripes on guano islands not occupied by any other power.

The slave boy's sentence was commuted to imprisonment for life by President Harrison. He went to the Kings county penitentiary almost a savage. He could neither read nor write. Now he is educated and intelligent, having studied hard in the prison school, and is a bookkeeper in the institution.

Commissioner of Charities Lantry thinks he should be pardoned, and is preparing papers to submit to President McKinley. He and Deputy Commissioner N. O. Fanning say that Jones is not a murderer, but was merely fighting for his rights that were his, like any true American. They are backed in the pardon movement by influential citizens.

**Chapter I.**

The island of Navassa, washed by the blue waters of the Caribbean sea, belongs, geographically, to the republic of Hayti, but in 1857 a party of filibusters from Baltimore, realizing that no government can claim land which it does not occupy, took possession of it. The Haytians made feeble but vain protest.

The filibusters hoisted the American flag, and peopled the island with slaves. The crack of the slavedriver's whip was soon heard where only the scream of the seagull had broken the silence for centuries. The filibusters made money from the guano deposits, which they shipped to the United States in schooners.

No vessels except those belonging to the filibusters called at the island. Slaves died and were buried without ceremony. There were horrible tales told of the cruelty of the overseers, but they were the kings of the place, and though the red, white and blue flag of freedom floated over it, there was no freedom there, no redress for murder, outrage or starvation.

President Lincoln's proclamation of liberty to the black man penetrated to every corner of the United States, but it is said that it has never gone into effect in Navassa.

When slaves could be shipped in chains no longer, the company secured the services of ignorant colored men by painting Navassa to them as a kind of paradise, where tropical fruits abounded and where life was one continuous round of happiness.

**Chapter II.**

In a little frame house in Baltimore there lived, in 1889, Mrs. Louisa Jones, a worthy negress, whose only son, Henry, then 17, was as ignorant as a negro boy in the South could possibly be. He made his living by doing odd jobs. He was credulous and stupid.

A small coterie of boys with whom he played heard of the wonders of Navassa. They believed all they were told. Gold was to be picked up on the island, and life there was a tropical dream. One day Jones and his friends disappeared from the streets. They had enlisted for service on the magic island, and had started off to make their fortunes. A pokey little schooner took them south, and after a rough passage, during which their disillusionment began, they were landed on the West Indian guano island.

The tales of paradise they found were lies invented by the man who shipped them. They found themselves as much prisoners as the convicts in Siberia. There was no escape. They had signed in their thoughtless way all the papers that were offered them.

Jones had fancied that he was to be a waiter at $20 a month. He says he found he was to be a slave at nothing per month. He was barbarously treated by the overseers, whose by-laws and regulations had been handed down to them from the old slave-driving days. With loaded rifles, revolvers, the knout and the whipping post, they made their vassals work. The only sign of freedom there was the stars and stripes, which floated, a red, white and blue lie, over the quarters of the slaves.

The slaves had no means of escape. An American citizen who contracts to give his labor in the United States can walk from the factory a free man and break his covenant. An American slave in Navassa has no alternative. If he does not wish to work he may starve, for all the food on the island is controlled by the company. He can not leave, because there are no ships for him to go on except those belonging to the company, and these are not open to him until he has served his term of penal servitude. If he were well fed and well treated Navassa conditions would still be an infamy, because a free man is made a captive and forced to carry out a civil contract by methods that make him little better than a long-term convict. Over this penal settlement floats the glorious flag of liberty.

**Chapter III.**

The men who worked on the guano island with Jones were not Blackstones, neither were they Joseph H. Choates. If they had been, they might have made such representations to the Navassa company as would have secured their freedom. They might have served upon the agents some writ that would have frightened them into letting them go.

But being only ignorant negroes, they knew of no other way to right their wrongs than to quit work. When the overseers, who had exasperated them by their cruelty, tried to force them back into the guano beds they resisted. They were maddened by an atrocious punishment inflicted on one of their number.

In the United States a free civilian who refuses duty can not legally be made to work at the point of a silver, yet that is the law of Navassa, in the Caribbean sea, under the stars and stripes.

William A. Foster, one of the overseers, tried to make the men return to work by flourishing a loaded rifle. If he had done that in a New York factory killing him would not have been murder.

Foster rushed at Jones, the rifle leveled at his breast. The colored slave felt that his life was in danger, and, ignorant and wretched though he was, his life was dear to him, and he believed that as an American he had a right to defend it. He struck the overseer over the head and the latter fell and a short time afterward died. An autopsy showed that Foster, who was a good fighter, had many wounds, and that it was not necessarily Jones' blow that killed him.

The negroes were overpowered eventually and taken on the United States man-of-war Galena to Baltimore for trial as "mutineers." One fiction of the law was that the island of Navassa was a ship and that they were as much mutineers as a man before the mast who refused duty.

If this is the law it should be convenient for corporations to have it applied to Manhattan island as well as Navassa, so that workmen here who strike may be subject to sea statutes. The conveniences of this would be great. Large employers of labor would find it to their interest also to have Philadelphia and Chicago declared three-masted schooners and Boston a full-rigged vessel, so that their hands might be subject to belaying-pin discipline if they tried to resign.

**Chapter IV.**

The evidence that Jones "mutinied" was complete. He was tried in Baltimore with Edward Smith and George S. Keyes, two other "mutineers," for the killing of Slave-Driver Foster, and on May 29, 1891, all three were sentenced to die. Eighteen other negroes were convicted and awarded long terms of imprisonment.

President Harrison, in obedience to popular clamor, commuted the three death sentences to imprisonment for life. He refused to pardon the men outright, though the pressure for him to do so was great.

The United States steamship Marblehead, under Commander McCalla, a stern disciplinarian, was sent to investigate conditions at Navassa. He reported that the men were well treated.

That, of course, was not all the point of complaint. The great grievance of the negroes was that they were prisoners in a free country—as much so as if they had been in Sing Sing, more so, in fact, for there are no civil authorities to appeal to, no mails and no possible redress on the slave island of Navassa.

Jones and his fellow prisoners were sent to the Kings county penitentiary. Keyes was so upset by his grievances that he became insane and was taken a raving maniac to the Washington insane asylum on June 23, 1893. Smith died of a broken heart on June 19, 1894. Only Jones of all the "mutineers," it is said, remains in jail. All the rest, or nearly all, have been pardoned or their terms have expired.

**Chapter V.**

When Jones entered the penitentiary he was uncouth and savage. The only law he knew was nature's law of self-defense, and in this he had little reason to confide. His exercise of it had nearly landed him on the gallows.

But he was a bright boy, and the warden became interested in him. Navassa methods do not prevail in the penitentiary. Kindness and persuasion replace the goad and the loaded whip, and kindness made a man of Jones.

He soon learned to read and write and to figure. He surprised the missionaries with his brightness. They saw that he was not the stuff of which murderers are made.

To-day he is the head bookkeeper in a workshop in which 700 men are employed, and the most trusted prisoner in the institution.

Commissioner Lantry and his assistant, N. O. Fanning, S. R. Scottron, of No. 598 Monroe street, and Mrs. P. Van Delft, of No. 253 Hooper street, are preparing a petition to the president for his release. It will be opposed by the Navassa Phosphate Company, but it is believed that it will be granted. Two years ago the attorney general rejected a similar petition on the ground that Jones had not served quite long enough.

The Navassa "mutineer" was the happiest prisoner in this state yesterday. He had received a letter from his aged and devout mother in Baltimore, bidding him hope. She has spent most of her time since his conviction working for his release.

# IN PLACE OF THE HAT PIN.

**Handy Arrangement for Keeping Woman's Headgear in Place.**

Here's a newly patented article of interest to woman. The little appliance does away altogether with that curse of fine hats and bonnets, the hatpin. Numerous devices have been invented to supersede the hatpin, but none heretofore seemed to replace that necessary evil. The new appliance, however, seems to come up to all the requirements of a cheap yet solid and reliable hat-fastener. It consists of two small side combs attached to the nether side of the brim at either side of the head and sliding within narrow holders. When the combs are pushed upward the hat will sit as firmly as if held by two pins. The cost of these combs is trifling, and since they are almost invisible when in use they have become quite popular in a very short time.

TO SUPPLANT THE HAT PIN.

**Easily Solved Here.**

From the Chicago Tribune.

Stranger—"I hear occasionally of your 'garbage problem.' What is it?"

Thirtieth warder—"The garbage problem is how to get the most pay for removing the least garbage."

**Curious.**

From the Detroit Free Press.

Dora—"I screamed when he kissed me."

Cora—"How many times?"

## LEGAL NOTICES.

NOTICE OF SPECIAL TAX BILLS—Board of Public Works, Department of Engineering, Kansas City, Mo., Feb. 8th, 1899. Public notice is hereby given that special tax bills amounting to $437.00 were issued from this office on the 8th day of Feb., 1899, to M. Schoonmaker, contractor, for completing the following public improvements, viz.: Constructing brick sidewalks on both sides of Wyandotte street from Seventeenth (17th) street to Southwest boulevard, as provided by ordinance No. 10536.

If said tax bills are not paid on or before the 8th day of March, 1899, they will bear interest at the rate of 10 per centum per annum from date of issue. Feb. 8, '99. Bills may be found with H. C. Abel.

After payment, the bills must be presented at city treasurer's office to be satisfied of record.

HENRY A. WISE, City Engineer.

NOTICE OF SPECIAL TAX BILLS—Board of Public Works, Department of Engineering, Kansas City, Mo., Feb. 8th, 1899. Public notice is hereby given that special tax bills amounting to $626.07 were issued from this office on the 8th day of Feb., 1899, to M. Schoonmaker, contractor, for completing the following public improvements, viz.: Constructing plank sidewalks on west side of Hardesty ave. from Independence ave. to St. John avenue, as provided by ordinance No. 10734.

If said tax bills are not paid on or before the 8th day of March, 1899, they will bear interest at the rate of 10 per centum per annum from date of issue, Feb. 8, '99. Bills may be found with M. Schoonmaker.

After payment, the bills must be presented at city treasurer's office to be satisfied of record.

HENRY A. WISE, City Engineer.

NOTICE is hereby given that letters of administration on the estate of Emily Burger, deceased, were granted to the undersigned by the probate court of the county of Jackson, state of Missouri, at Kansas City, on the 4th day of February, 1899. All persons having claims against said estate are required to exhibit the same to the undersigned for allowance, within one year after the date of said letters, or they may be precluded from any benefit of said estate, and if such claims be not exhibited within two years from the date of this publication they will be forever barred.

E. H. PHELPS, Administrator.

Dated this 4th day of February, 1899.

NOTICE is hereby given that letters testamentary on the estate of William P. Allcutt, deceased, were granted to the undersigned by the probate court of the county of Jackson, state of Missouri, at Kansas City, on the 30th day of January, 1899. All persons having claims against said estate are required to exhibit the same to the undersigned for allowance, within one year after the date of said letters, or they may be precluded from any benefit of said estate, and if such claims be not exhibited within two years from the date of this publication they will be forever barred. ANN J. ALLCUTT, Executrix.

Dated this 30th day of January, 1899.

NOTICE OF FINAL SETTLEMENT—Notice is hereby given to all creditors and others interested in the estate of Andrew Jones, deceased, that we, Lawrence M. Jones and John L. Jones, executors of said estate, intend to make a final settlement thereof at the next term of the probate court of Jackson county, Missouri, to be held at Kansas City, Missouri, on the 20th day of February, 1899.

LAWRENCE M. JONES AND JOHN L. JONES, Executors.

Meservey, Pierce & German, Attorneys.

NOTICE TO DIRECTORS—Notice is hereby given that the annual meeting of the directors of the Kansas City, Clinton & Springfield Railway Company will be held at the office of the company in Kansas City, Missouri, on Tuesday, March fourteenth (14th), eighteen hundred and ninety-nine, at ten o'clock a. m., as required by law, for the transaction of such business as may properly come before them.

EDWARD S. WASHBURN, President.

J. S. FORD, Secretary.

Kansas City, Mo., Feb. 1st, 1899.

NOTICE OF FINAL SETTLEMENT—Notice is hereby given to all creditors and others interested in the estate of Rebecca Emmons, deceased, that I, James G. Smith, administrator of said estate, intend to make a final settlement thereof at the next term of the probate court of Jackson county, to be held at Kansas City, Missouri, on the 20th day of February, 1899. JAMES G. SMITH.

## LEGAL NOTICES.

IN the circuit court of Jackson county, Missouri, at Kansas City, division No. one (1). Case No. 24672. In the matter of the proceedings to ascertain and assess damages and benefits to arise from the proposed grading of Wabash avenue from south line of Castleton to the north line of Thirty-second (32nd) street, in Kansas City, Jackson county, Missouri, under ordinance of said Kansas City, No. 10859, approved on the 12th day of November, A. D. 1898, and entitled "An ordinance to grade Wabash avenue from the south line of Castleton to the north line of 32d street." Now on this, the 8th day of February, A. D. 1899, in this, the circuit court of Jackson county, Missouri, at Kansas City, division number one (1), comes Kansas City, Missouri, appearing by its assistant counselor, B. S. Winn, Esq., and shows to the court that its mayor has heretofore caused to be filed in this court a certified copy of the aforesaid ordinance, and the court, being fully advised in the premises, makes the following order herein, to-wit:

To All Persons Whom It May Concern, Greeting:

Whereas, A certified copy of an ordinance of Kansas City, Missouri, No. 10857, approved on the 12th day of November, A. D. 1898, and entitled "An ordinance to grade Wabash avenue from the south line of Castleton to the north line of 32d street," was by the mayor of Kansas City, aforesaid, caused to be filed in the circuit court of Jackson county, Missouri, at Kansas City, and the general object and nature of said ordinance and the limits within which private property is benefited by the proposed grading being stated and defined therein and which said ordinance is substantially as follows, to-wit:

Be it ordained by the common council of Kansas City:

Section 1. That Wabash avenue from the south line of Castleton to the north line of Thirty-second street shall be graded the full width thereof and to the established grade of the same.

Section 2. Embankments or fills shall be made of earth or rock, or both combined. The work herein authorized may be protected from surface water by temporary drains or culverts, put in under the direction of the board of public works, as the said board may deem necessary, and the same may be closed, removed or altered at will, in accordance with the provisions of section 13, of article IX., charter of Kansas City.

Section 3. That whenever, when embankments are made, it shall be necessary in the opinion of the city engineer, by reason of injunction proceedings or proper objections on the part of abutting property owners, or for any other similar good and sufficient reason, to construct a wall or walls for the support and sustaining of any part of the street graded (which wall or walls shall not have been included in the approximate estimate for the making of the improvement), in the place of the usual slope given to such embankment, the city engineer may design a plan for a wall or walls suitable for the purpose, and require the contractor to construct the same in accordance therewith under his supervision and subject to his approval and acceptance, and the construction of said wall or walls shall be deemed a necessary part of the work and improvement authorized to be made, and the cost thereof shall be estimated in and deemed a part of the cost of grading said street to its legally established grade, and be paid for in special tax bills accordingly. Provided, however, that the price to be paid the contractor for each and all of the materials furnished, and for all labor done in constructing such wall or walls shall be fixed and determined by the city engineer, and shall under no circumstances be in excess of the actual cost of such work, plus a reasonable s