

THE JACKSON COUNTY HISTORICAL SOCIETY

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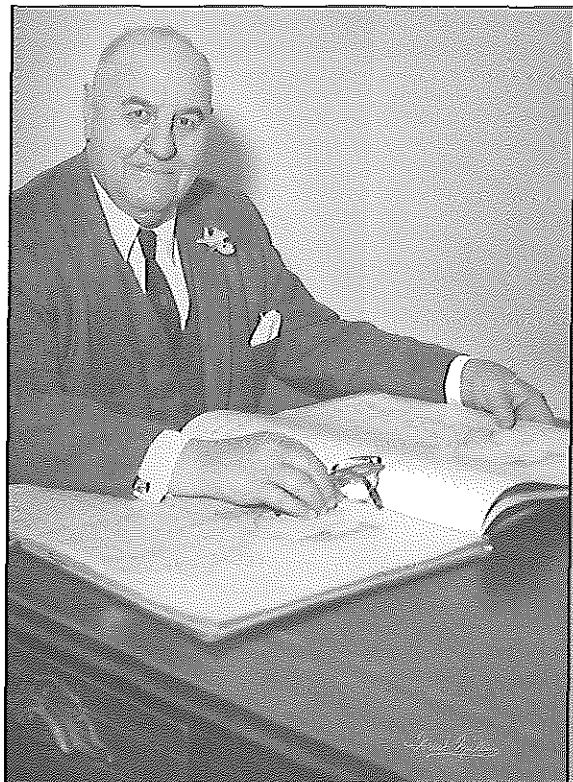
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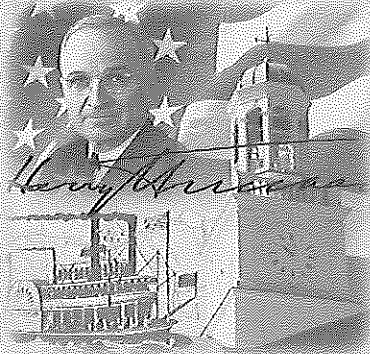
An Illustrated Historical Atlas Map of Jackson County, Mo.: Carefully Compiled from Personal Examinations and Surveys, consists of maps and illustrations representing the earliest and most detailed artistic plat maps for Jackson County, Missouri. They provide an 1877 snapshot of residents, landowners, businesses, and ownership boundaries throughout Jackson County, Missouri. In commemoration of the 1976 American Revolution Bicentennial, the Jackson County (Mo.) Historical Society first made this important local history document available to the public.

Its popularity and proved use as a research tool has prompted the need for another re-printing. In 2007, the Jackson County (Mo.) Historical Society, after more than two years of preparation, will reprint its original set of plat maps in a *130th Anniversary Commemorative Edition*. This edition will include all the plates contained in the original, plus, a newly developed every-name index, invaluable for locating thousands of people and place names.

This publication is made available with grateful acknowledgment to the Courtney S. Turner Charitable Trust, Daniel C. Weary and Bank of America, Trustees. We thank them for their generosity.



The late Judge Henry A. Bundschu, pictured here in May 1964, as he examines the Society's original copy of the *Illustrated Historical Atlas of Jackson County, Missouri*, first published in 1877 (JCHS014009X).



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AN EDITOR'S EPISTLE

BY DAVID W. JACKSON

Our crew has prepared yet another issue of the Jackson County (Mo.) Historical Society JOURNAL that is sure to take you on pleasant journey back in time. Get comfortable in your favorite chair and prepare yourself for take off. "The Captain has turned on the 'Fasten Your Seatbelt' sign." We thank you for choosing the Jackson County (Mo.) Historical Society as your local history resource, and we wish you a safe and pleasant reading experience.

The first leg of our itinerary will be spent with former TWA in-flight hostess/flight attendant Ona Gieschen as we jet past, "*TWA's Mid-Town Building... With a Rocket on Top: When the Space Age Launched in Kansas City.*"

From there, we'll be landing for a somber recall of an overland trail that traversed through Jackson County. For many years, Shirley Willard has helped to research, educate and commemorate a rather shameful chapter in American history that has a connection to Kansas City-area history. Cross the threshold with Willard as we look straight into the eyes of, "*Death at Jackson County's Doorstep: Potawatomi Trail of Death Crossed Jackson County.*"

Ann Vernon enlivens the pace with her rosy valentine: "*A Long Distance Love Affair: P. A. Valentine's 'Armourous' Relationship with Kansas City.*" And, Ernest N. "Ernie" Griffin conducts us to the end of the line where we stop, "*On the Right Side of the Tracks: The Wyandotte, Kansas City & Northwestern Railroad Then and Now.*"

We're already revving up the jet engines and throwing some coal into the steam engine for our next issue. At the Jackson County (Mo.) Historical Society, we're quite busy with a multitude of tasks and projects. This year we'll be producing a membership-driving booklet that lets prospective members know all about the products, services and programs we offer.

We're also planning to re-print the 1877 *Illustrated Historical Atlas of Jackson County, Missouri*, with an all-new, full-name index. And, our third annual Priests of Pallas masqued ball is sure to be another exciting phantasmagoria designed to raise needed funding for on-going operations. Thank you in advance for your support.

You may keep abreast on all of these activities...and more...by visiting our website (www.jchs.org). You may also subscribe to our free, monthly, HistorE-Newsletter, where we also collaborate to promote the many events and activities that are taking place throughout the local history and heritage community.

Until then, remember: "Your cushion may be used as a floatation device."

WWW.JCHS.ORG

MISSION STATEMENT: *The Jackson County Historical Society is dedicated to the preservation and understanding of its county's heritage and will promote the study, appreciation and interpretation of local and regional history.*

TWA'S MID-TOWN BUILDING...WITH A ROCKET ON TOP: WHEN THE SPACE AGE LAUNCHED IN KANSAS CITY

BY ONA GIESCHEN

Trans World Airlines (TWA) brought wings to Kansas City in 1929, and in time firmly established itself as Kansas City's hometown airline.

Colonel Charles A. Lindbergh touted Kansas City as an ideal central headquarters for a coast-to-coast airline during a 1927 speech (NOTE: the broadcast was recorded by Unity School of Christianity on WOQ, a radio station they owned and operated at that time).

Lou Holland, President of the Kansas City Chamber of Commerce and foremost Kansas City aviation enthusiast, purchased 205 newspaper ads promoting Kansas City. Holland went to New York and reminded Lindbergh of his admonition, and even convinced TWA directors to make Kansas City its headquarters.

Beginning in 1930, Holland worked for a full year with a selection committee and the Kansas City Council to appropriate funds to

build facilities to attract the TWA headquarters. In 1931, the City Council announced that it had earmarked \$280,000 of airport bond money to build facilities for the company, and, in turn, TWA agreed to move its operating and maintenance headquarters to Kansas City.

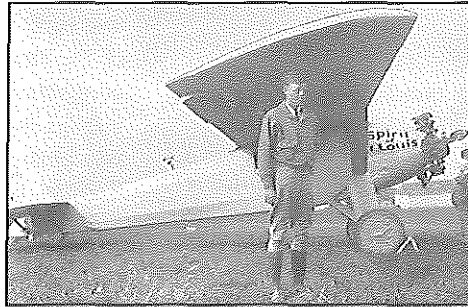
The 1930s and early 1940s saw the fledgling airline grow with generous contributions by the Kansas City community. Even during the depression years, TWA spent over \$40,000,000 in the city on salaries and materials. By 1946, TWA was an international airline, and lent prestige to Kansas City as an aviation center, further consolidating the city's position as a hub of commerce.

The post war years brought tremendous growth to TWA, and to Kansas City as well. By the late 1940s to early 1950s, TWA occupied space in 18 building throughout the city, including the Pickwick Building (located at 10th and McGee), Dwight Building (1004 Baltimore Avenue), Graphic Arts Building

(934 Wyandotte), and the Fairfax Building (101 West 11th Street), which became the TWA executive offices.

The entire New England Building (112 West 9th Street) was the TWA Training Center.

Old-time pilots affectionately called it, "Cooper's College of Aeronautical Knowledge," since Bert Cooper was the head of pilot training. Also here, the first hostess/purser international classes met and trained in the fine art of what would years later become known as "flight attending." In the early days, hostesses/pursers were taught how to play the card game "bridge," and other games and subjects. "ZZ," an invented name for



Colonel Charles A. Lindbergh. Photo excerpted from Jackson County (Mo.) Historical Society Archives Document ID: BOXC30F62.

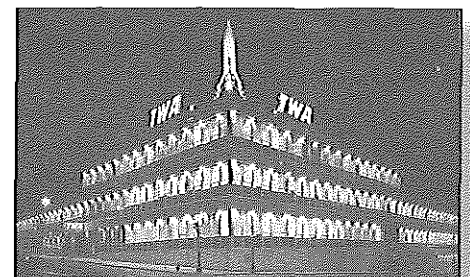
TWA's central airline reservation system occupied, the entire first floor of the building, including the old vault where shift change briefings were held. (This vault also safeguarded the remains of outlaw Frank James until his wife's death, when they were interred in her grave at Hill Park Cemetery in Independence, Missouri.)

Most of the New York Life Building (20 West 9th Street) was leased to TWA, the Life Insurance Company having moved its offices elsewhere.

A NEW, MODERN, MID-TOWN BUILDING

In 1954, a developer announced plans for a 20-story building named the "TWA Building" to be constructed at 11th and Wyandotte. But, the developer failed to start on schedule and the lease was broken by mutual consent. The building was never built.

That December, *The Kansas City*



Bright spot on the Kansas City map is TWA's new midtown building which is shown here at night. Huge electric signs surround the recently installed TWA rocket. Pinpoints of light which are visible at the top of each window post are floodlights which make the bright TWA red and white colors and the entire building visible for many blocks. Photo by Randazzo & Morrison, as printed in the 13 Sept. 1956 issue of *Skyliner*, TWA's weekly employee publication. Photo courtesy the author.



Mayor of Kansas City, H. Roe Bartle, pensively listens to hostess Beverly Cundiff as she tells him what she thinks travel will be like in 1985. Also carefully listening is hostess Elizabeth O'Brien. Bartle was still wearing the space-type helmet he wore during TWA's Midtown building dedication ceremonies at which time he sealed the Cosmic Contest entries into the TWA rocket atop the building. Photo courtesy the author.

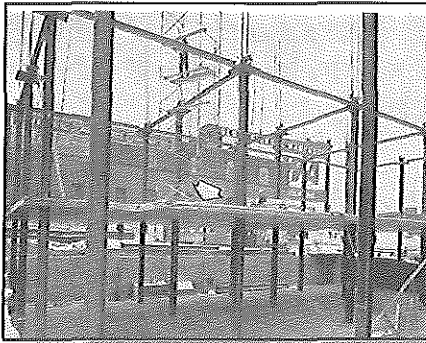
Star pictured a sketch of a building to be constructed on the old Muehlebach Brewery site spanning from Main to Baltimore Streets, and 17 to 18th Streets.

Architect Raymond E. Bales announced the building would be a large project with offices, stores, restaurant, and rooftop parking. Seven firms in the business machine and equipment fields signed leases.

On May 5, 1955, *The Kansas City Star* featured George Clay, Vice President and Secretary of TWA, along with H.L. Oppenheimer, president of the Baltimore Realty Company; Henry Edminston, vice president of the Kansas City Life Insurance Co.; and, Ronald Jarvis of Oppenheimer Industries. The men were photographed signing contracts for a building to be constructed by the Long Construction Co. for Baltimore Realty. The building would be sold to Kansas City Life Insurance Co., and then leased to TWA for 15 years, with two, five-year optional leases.

Justin Bowersock, aviation editor of *The Kansas City Star* wrote that the ultramodern air-conditioned, \$1.5 million building would be the largest building constructed in the area in many years. Referred to as the "Mid-Town Building," the 3-story building would accommodate helicopter landings on the roof, if such operations proved feasible (there is no record that this ever happened).

On November 6, 1955, *The Kansas City Star* photographed a "steel forest" rising at the Mid-Town Building site at 1740 Main Street. "Like symmetrical tree trunks, nearly ninety steel beams, anchored in concrete are clustered at the building site." These beams represented a relatively new construction technique called the "Youtz-Slick" air-lifted slab method. According an abstract to the U.S. Patent 5970680 this is, "a method and apparatus for raising concrete floor slabs to form a multi-floor structure. Slabs are cast near ground level with apertures cast for well-placed columns.



TWA office building at 18th between Main and Baltimore Ave. in the "growing" process as the first of 20 concrete slabs which will form the roof and floors of the building takes its place at the tip of the supporting steel H-beams. The slabs are raised hydraulically in six sections of the building. The first 270-ton slab covering 49x103-foot section, is shown on its way up in these photos. When completed, there will be apx. 5,167.5 tons of reinforced concrete raised into position by the slab-lift method. Hydraulic jacks controlled by an operator at a console, which is sitting on the slab, were raised one at a time, at from 3-10 feet/hour. Photo by Sol Studna, Kansas City (Mo.) Star, as printed in the 26 Jan. 1956 issue of TWA Skyliner.

The slabs are lifted sequentially, uppermost first, by an air cushion backed up by follower means to hold the slabs safely at any elevation reached. The air cushion is created between the current uppermost slab, the slab below, and the walls of a steel enclosure erected around the stacked slabs and extending upward allowing slabs to travel upward.

Twenty concrete slabs would form the roof and floors of the building. They were poured on the ground and separated by a silica compound to prevent the slabs from sticking together. Then, hydraulic jacks were attached to the tops of the steel columns. A hose to a control panel or console connected each jack. On signal, the operator at the console started the pumps operating the jacks and the whole slab would rise at a rate of from three to ten feet per hour. The 8.5" thick slabs were positioned 3' 8" apart, and were linked together by the regular method of concrete pouring.

When completed, about 5,617 ½ tons of reinforced concrete had been raised by this method. An advantage to this method allowed for the construction of curtain walls of lighter materials such as glass, aluminum and corrugated metal. It also shortened the construction time. And, naturally, it was less costly.

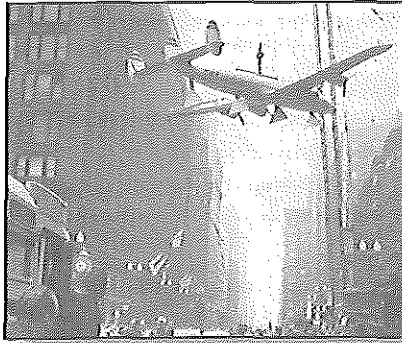
The general public was fascinated with the construction of this new ultra modern TWA building. And, for the next five weeks or so, they were treated to the spectacle of the 'steel forest' forming itself into a framework of a building.

Finally, on July 27, 1956, with two months of 100-degree type temperatures still ahead, approximately 650 downtown TWAers began the big move to the modern, new, AIR-CONDITIONED building. The accounting, finance, advertising, distribution, archives, and mailroom were the first departments to move in. On August 10, the



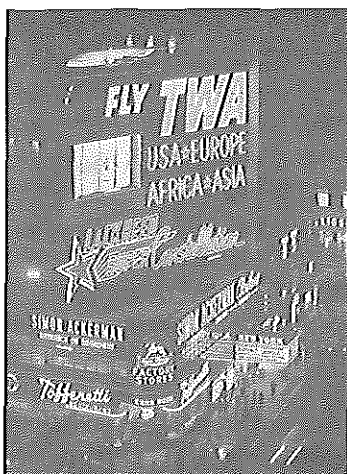
The Baltimore view of the building under construction in April 1956. Floor slabs in final positions and part of the exterior finish underway. The sides were made of aluminum window-walls and porcelain panels (in TWA red). When finished, the building will house all TWAers then in the New York Life building, and other offices dispersed over four downtown locations. Photo by L. D. Jones for the Long Construction Co., as printed in the 26 April 1956 issue of TWA Skyliner.

secretarial department, economic proceedings, district sales, credit union, audit, employee insurance, public relations, civic affairs, and the legal department followed. The move affected



Workmen hoisted a 2,600 lb. Model of a TWA Super Constellation 175 feet atop a new sign at State and Randolph Streets in Chicago, Illinois. Like the Times Square sign, the propellers and navigational lights on the 35-foot-wingspan model will be electrically operated. As printed in the 15 Nov. 1956 *TWA Skyliner*.

contrary to rumor, the air-conditioning was "in working order and anyone in the market for an electric fan could probably pick one up cheap." I've talked with a number of folks who made the move, and while they were thrilled with the new building, they remember the hot summer with the windows open and pigeons flying through the New York Life's offices.



A complete scale model of TWA's Super Constellation installed in Times Square. Jane Mansfield threw a switch to light up the 20,000 bulb, 75-foot high and 100-foot long sign...nearly four times as high as the two-story building on which it stands at 43rd and Broadway. Photo courtesy the author.

all downtown offices except the food unit, the reservation service office, and the city ticket office, located in the Muehlebach Hotel.

The move to the TWA Mid-Town Building marked the end of an 11-year tenancy in the beautiful, venerable New York Life Building . . . and even longer tenancy in the Fairfax Building, first occupied by TWA in 1942.

An article in one contemporary *TWA Skyliner*, the employee newsletter, stated that

They were so appreciative of the cool, comfort of the air-conditioning.

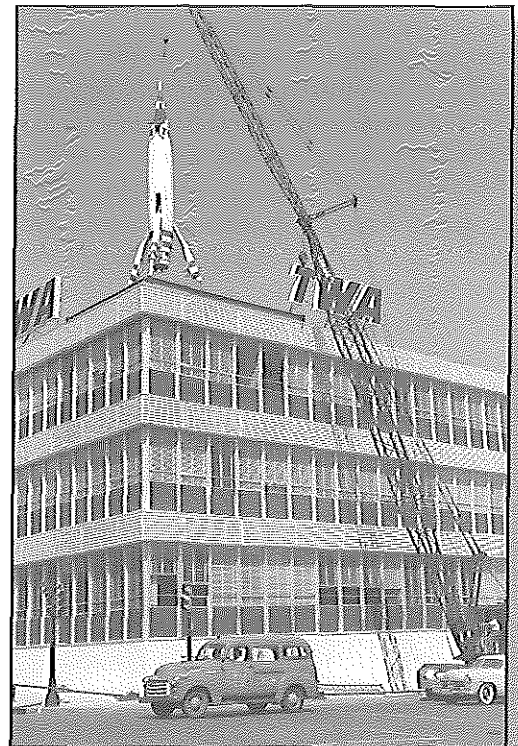
The building had 124,000 square feet of floor space with 100-foot frontage on the west side of Main street, 250 feet on the north side of 18th and 250 feet on the east side of Baltimore. The main entrance was on the Baltimore side. Offices near the entrance housed the public relations office, the district sales office and others requiring contact with the public. Later it also housed a ticket office. The accounting offices were located on the second floor and the treasury and miscellaneous offices on the third.

A BIT OF TOMORROWLAND IN KANSAS CITY

In 1955 Gordon Gilmore, TWA's esteemed Vice President of Public Relations, along with the creative art director Rex Werner and advertising guru Robbie Robinson chose to go all-out in a year-long celebration of the 30th year of air service. Western Air Express, a TWA predecessor began operations in 1925 with planes carrying two passengers on folding seats in the mail compartment. To mark TWA's first 30 years the threesome designed two "Cosmic" contests the first to be awarded in 1955 to the winner who wrote the best statements on TWA current service. That winner received \$30,000.

To ensure that the 60th anniversary would not go unnoticed, the second contest would involve the public asking them to write what they thought aviation would be like in the next thirty years reflecting the vast changes in commercial aviation. The "Cosmic Contest" with the public invited to envision the future with predictions of what commercial aviation would be like in 1985 was to be the core of this advertising promo.

To launch the contest in 1955, TWA arranged a symposium on the future of commercial aviation by leading aeronautical and astronautical scientist at the American Museum of Natural History/Hayden Planetarium in New York. Dr. Wernher von Braun, Dr. Fred Whipple, and Hall Hibbard were among



Prepare to land! Moonliner rocket adds futuristic touch to K.C. Skyline. The first rocket ship ever to land on a building in Kansas City (or anywhere else?) comes to rest atop the new TWA Midtown office building. Half the size of TWA's rocket ship at Disneyland, the futuristic model was built by Artkraft-Strauss in New York and was trucked to Kansas City. Photo by Rex Werner courtesy Wilborn & Associates, Photographers, Kansas City, Missouri (WA124-569). As printed in the 30 Aug. 1956, *TWA Skyliner*, which included a full-page photo essay of the rocket's construction.

the participants. The experts' predictions ranged from planes powered by nuclear energy to helicopter house-trailers.

Now with the advertising theme firmly in mind the threesome Gilmore, Werner and Robinson proceeded to find "the hook" that would visually create the enthusiasm for the contest and spread the TWA image. Their once-in-a-lifetime launch blasted-off with a TWA-sponsored "Trip to the Moon" ride in Tomorrowland at the grand opening on July 15, 1955, of Walt Disney's *Disneyland* in California. Tomorrowland's showpiece was the TWA Moonliner, derived from the "Man in Space" set of three television shows in the 1950s. It was the tallest structure in the park at the time.

The installation of a TWA Moonliner, in coordination with the Cosmic Contest, would certainly attract a multitude of visitors to the new theme park. So, why not also put a smaller version of the rocket on TWA's new hometown building in Kansas City? After all, large advertising ventures were the sign of the times. A large model of a Connie with spinning propellers graced Times Square in New York. Another large Connie model was high above State Street in Chicago. And now, Kansas City would have its Moonliner. This also solved the storage problem of the contests entries... seal them in the rocket, and open the cache in 1985.

Kansas City's Moonliner, or "TWA rocket on the top" was a half-scale model of the Disneyland original. It was built by the Artkraft-Strauss Company in New York and trucked to Kansas City. After arrival, the needle-nose and tripod gear sections were put in place and finally the cabin section completed the job. [Artkraft-Strauss had also built the huge steer that stood on top of the pylon at the Hereford Association headquarters in Quality Hill in Kansas City.]

With the employees comfortably moved into their space by early August 1956, it was time for the builder to add the crowning touch to this anomalous structure. Again the sidewalk public was treated to a once in a lifetime sight. A 34-foot, three thousand pound moon rocket was hoisted up and came to rest on the top of the new TWA building carrying the company red and white colors. The rocket is set to launch from the southwest corner of the building, flanked on the east and north by large illuminated TWA letters.

On October 31, 1956, the new red and white 2 million-dollar TWA building with a rocket on the top was dedicated. Eighteenth Street was blocked off and a speaker's stand was installed with a backdrop of foreign flags and girls dressed in native costumes of the countries served by TWA. Over a thousand persons braved the chilly morning air and heard predictions of commercial aviation in 1985. George Clay, TWA Vice President and Secretary was master of ceremonies. Gordon Gilmore and Kansas City Mayor H. Roe Bartle were the

speakers. John Collings, Executive Vice President and Chief Executive Officer of the airline (president Damon had died January 1956) was forced to remain at the corporate office in New York to keep an eye on events in the Middle East where some TWA planes were poised for evacuation from the threatened war zones.

Mayor Bartle pointed out the more than 6000 employees of the airline in Kansas City and cited the part they play in the civic activities and the economy of the city. He said "Kansas City is blessed with the headquarters of the greatest airline in the world today." He predicted it would continue to lead the field in service to humankind. Following the speeches and the introduction of those on the speakers stand the University of Kansas City choir performed. Finally, Mayor H. Roe Bartle wearing his space type helmet sealed the 100,000 Cosmic Contest entries into the TWA rocket atop the building.

A SHORT LIVED "ORBIT"

TWA began electronic data processing in August 1957 in the Mid-Town building with an IBM 650 data processing system, upgraded several times, and in 1963 installed the IBM "Seven-Oh-Seventy," which was capable of reading through the 962-page telephone directory in three minutes. There were 19 component units in the 7070 system, which occupied a glassed-in, street-level room that was 3,000 square feet in diameter. Key punch and card processing occupied an additional 5,200 square feet. Now you had the sidewalk 'computer superintendent' peering through the glass watching this marvel.

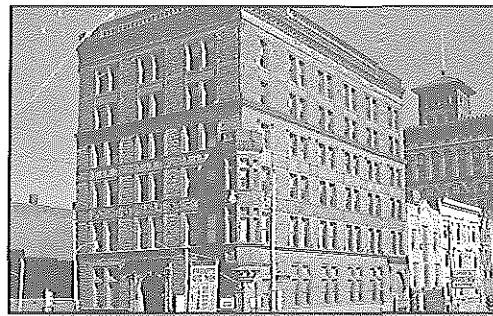
By the early 1960s, the Mid-Town Building was having structural problems and offices and departments were moved around to other parts of the building, or even to alternate sites while workmen tried to correct the problems.

In 1961, the building underwent major alterations including reinforcing of the floors. The entrance was modified in 1966 and a ticket office added. In May 1971, just short of its fifteen-year lease the entire TWA personnel moved to its new Kansas City accounting offices KCAC near the new airport.

The TWA Moonliner was removed and sold in 1962 to a

company called Spacecraft, after the microfilm was taken from the cache and stored in a bank vault until 1985. In 1986, the "Cosmic Contest" was over, and the winner chosen. The contest judges Bob Serling, aviation historian; Pete Conrad, former astronaut; and, TWA president Dick Pearson awarded Mrs. Helen Thomas a \$50,000 check in the "Wings" Club in New York.

The TWA Moonliner sat alongside I-70 near Concordia,



At one time, the entire New England Building (foreground) was the TWA Training Center. And, most of the New York Building (background) was leased to TWA. Photo courtesy Steve Noll.

Missouri, for years. In terrible condition, it was finally purchased and restored by Dan Viets (see Viets' article, "Hollywood Animation's Beginnings in Kansas City," in the Spring 2001 issue of the *Jackson County Historical Society JOURNAL*), an attorney in Columbia, Missouri, who also happens to be a Walt Disney fan and collector. Viets' TWA Moonliner has recently been displayed at the Airline Museum at the downtown Kansas City airport, and is planned to be installed in the front of Union Station in November 2007 to coincide with its November 2 exhibit opening of the, "Behind the Magic: 50 Years of Disneyland."

**BEHIND THE MAGIC:
50 YEARS OF DISNEYLAND
OPENING DATE COMING SOON**

There was a great vision of seeing the TWA Moonliner in the lobby of Union Station as a preview to this exhibit. Every possibility was tried for measurements, and no doors or windows were large enough to give access to the Moonliner. Apparently the people who designed Union Station in 1914 just didn't plan ahead for rocket ships. Still, the rocket is intended to be on display in front of Union Station for the opening weekend and during the Disney Gala.

This unprecedented exhibition gives a behind-the-scenes glimpse of the "Happiest Place on Earth." Explore artifacts like drawings, photos, film footage and more from the vaults of Walt Disney's Imagineers - the innovative people who helped dream up the international phenomenon of Disneyland. Take a seat and take a picture on a vehicle right out of a Disneyland ride, and learn more about some of your favorite spots, like Space Mountain, Mr. Toad's Wild Ride and The Haunted Mansion.

www.unionstation.org

Hours:

9:30 a.m. to 5:30 p.m. Tuesday - Saturday

Noon to 5:30 Sunday

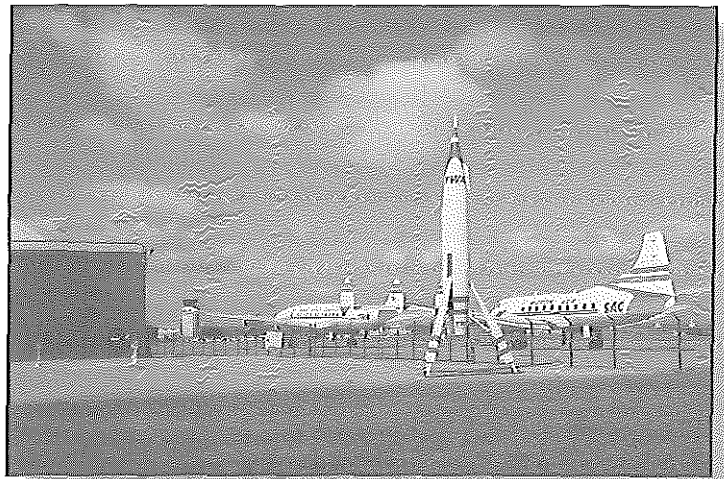
All Union Station attractions are closed Monday

Admission:

\$8.95 per person, or just \$5.95 with the purchase of a Round Trip or Express Ticket to Union Station.

Member admission is \$5.95.

On November 20, 2002, the TWA Mid-Town building was officially listed in The National Register of Historic Places by the National Park Service, Department of the Interior, in recognition of the outstanding significance of this property, and to encourage preservation. It had been vacant for several years, and plans as late as 2003 called for the building to be converted to residential condominiums under the names of TWA Lofts, LLC. Instead, the building was purchased by the Kansas City-based advertising agency Barkley Evergreen & Partners (now simply "Barkley").



The moonliner rocket today at the Wheeler Airport. In the background is the Save-A-Connie, and a Martin 404. Photo courtesy the author.

Developer Brad Nicholson, and architect David Dowell of El Dorado, Inc., gave the building a \$25 million make-over, including a new, 3-story-tall replica rocket on the top.

I was privileged on October 6, 2006, to see the unveiling of a replacement TWA Moonliner rocket, after a 44-year absence. Made of aluminum by the Bratton Iron Works, it was positioned in the same spot as its predecessor. Dozens of Barkley employees—all wearing gray t-shirts with a rocket on the front—cheered... but hardly as loud as once we did as the black veil uncovered the TWA Moonliner Rocket.



Barkley moved into the facility on November 14, 2006. Barkley's new headquarters will include a theater, grass-lined rooftop observation deck, open floor plan, and gallery space that will feature art from local and national artists.

ADDITIONAL RELATED INFORMATION IS POSTED ON OUR ONLINE JOURNAL AT JCHS.ORG.

Ona Gieschen retired from TWA after enjoying a 42.5-year career as an air hostess/flight attendant. Her interest in history reflect her long time work trying to restore Watts Mill. Gieschen helped to establish and organize the Airline History Museum (doing business today as Save-a-Connie Airline History Museum), and worked during it's first ten years to manage its archival and museum collections.

DEATH AT JACKSON COUNTY'S DOORSTEP: POTAWATOMI TRAIL OF DEATH CROSSED JACKSON COUNTY

BY SHIRLEY WILLARD

A *Trail of Death* crossed Jackson County, Missouri, in the fall of 1838.

Nearly 1,000 Potawatomi Indians walked through this area on a forced removal (which the government called an "emigration" as part of a "consolidation"), from their homes in northern Indiana to reservations in eastern Kansas. [Note: Potawatomi is the preferred spelling by the Potawatomi nations; it is spelled differently depending on the source.]

There were 859 on the muster rolls when they started at Twin Lakes, near Plymouth, Indiana. But, 42 died along the way, mostly children, and were buried in unmarked graves beside the road.

The 1830s continued a long line of unfortunate circumstances for Native Americans. Many tribes east of the Mississippi River were forced to move west, because of the 1830 Indian Removal Act signed by President Andrew Jackson.

The most notorious of these forced removals was the *Trail of Tears*, which took the Cherokees in 1838 from the Smoky Mountains of Tennessee, Georgia, North Carolina, and other states to what is today the state of Oklahoma (then known as Indian Territory). Of the 15,000 who started out, it is estimated that nearly 4,000 died, and were buried in unmarked graves.

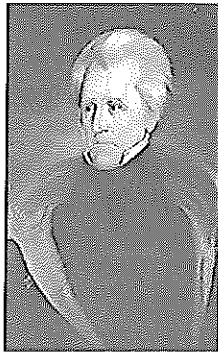
A similar evacuation happened to the Potawatomi, but with notable differences. The migration was smaller and there were fewer deaths. And, the Potawatomi were met with curiosity and kindness from European American settlers.

POTAWATOMI TRIBE

According to Harry Svanda, who prepared in April 1965, a *Preliminary Inventory of the Records of the Potawatomi Indian Agency, Bureau of Indian Affairs, Record Group 75*, for the General Services Administration, National Archives and Records Administration:

"The Potawatomi tribe...a member of the Algonquian family of North American Indians, was closely allied with the Chippewa and Ottawa Indians in early times having formed a confederacy known as "The Three Fires." This group was originally located on the eastern shores of Lake Superior where they had been driven by their enemies.

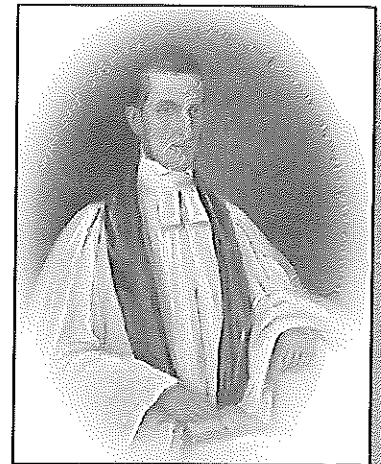
"The Potawatomi tribe was first encountered by white men in 1670 on the Fox River near Green Bay, Wisconsin. At this time they were on their southward movement and by the close of the 17th Century were located in the Chicago Region on land previously held by the Miami tribe. By the beginning



Andrew Jackson as pictured at <http://www.millercenter.virginia.edu/academic/americanpresident/jackson>.

of the 19th Century they were in possession of all the land around the head of Lake Michigan. Within this territory they had about 50 villages and were divided into various divisions...."

There were Potawatomi warriors in many battles, both won and lost by the Indians. Some Potawatomi from the territory that became Indiana fought in the Battle of Fallen Timbers fought on August 20, 1794, and was the final battle of the Northwest Indian War, a struggle between American Indians and the United States for control of the Northwest Territory. The battle, which was a decisive victory for the United States, ended major hostilities in the region until "Tecumseh's War" and the Battle of Tippecanoe in 1811. There were many Potawatomi in the Battle of Tippecanoe when General William Henry Harrison defeated Tecumseh's brother, Tenskwatawa The Prophet, in November 1811. Potawatomi fought on the side of Tecumseh and the British in the War of 1812. Potawatomi were in on the fighting at the siege of Fort Dearborn (Chicago) and Fort Wayne in 1812.



Father Benjamin Petit, Catholic missionary to the Potawatomi.

But 24 years later they were living peacefully in northern Indiana and southern Michigan, trying to be farmers and adjust to living among white men. Baptist and Catholic missionaries had baptized many of them. Some of the old warriors were still alive and were forced to move west in the 1830s.

Svanda continued, "As settlements pressed upon them the Potawatomes gave up their lands east of the Mississippi River ... and moved beyond the Mississippi..."

They were then known as the "Potawatomi of the Woods," or *Mission Band*, *St. Joseph Band* in Indiana. But today most of the *Trail of Death* descendants are members of the Citizen Potawatomi Nation with headquarters in Shawnee, Oklahoma. They signed a new treaty in 1861 that made them U.S. citizens, hence the name Citizen Band Potawatomi. (In 1996 they changed their name to Citizen Potawatomi Nation.) Some chose to stay in Kansas and

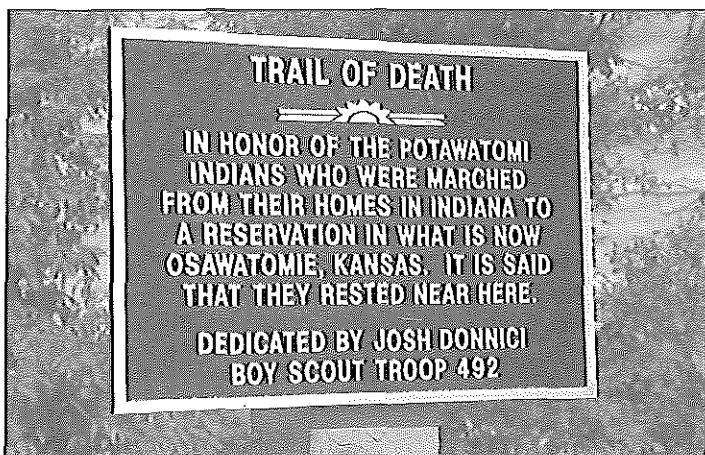
became members of the Prairie Band Potawatomi. Some fled north from the round up in 1838 and joined the group that is now the Pokagon Potawatomi Band in Michigan. Some went further north to join the Forest Band Potawatomi in Wisconsin and/or the Potawatomi Band of Canada.

THE TEARS BEGIN UNAWARES

Forty-two treaties were signed by Potawatomi...more treaties than any other U.S. Indian tribe.

In 1836, President Jackson signed one of the first treaties with two Potawatomi brothers (Memat-way and Cha-quaw-ka-ko Toisa). This treaty signed away all of the Potawatomi land in Indiana and Illinois for \$8000, minus the repayment of some of the Indian's debts. The U.S. government also agreed to provide transportation, food, and shelter for the Potawatomi during their trip to their new lands in the "Western Territory," or "Indian Territory" in the "Great American Desert" that would later become the State of Kansas. No one is sure if these brothers were the actual leaders of the Potawatomi, but their signatures were accepted as such.

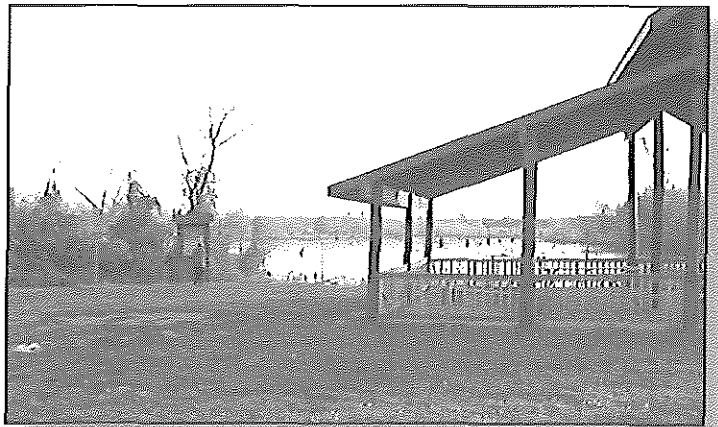
The treaties of 1836 made at the Tippecanoe River north of Rochester were not treaties to end war but to force the Indians to give up their land and leave Indiana. The Potawatomi signers of the treaties sold their lands for 50 cents to \$1 an acre and agreed to move west in two years. Chief Menominee and several other chiefs tried but were unable to get the treaties rescinded, even though it was true that the treaties were fraudulent. They were told by lawyers that if they could get it into court, the treaties would be invalidated.



Not many Missouri residents have heard the story of Chief Menominee, the man who refused to sign the Treaty in 1836 to sell his land and move west. His speech, recorded and published in many Indiana history books, reveals how he felt that the United States President did not realize that his young chiefs lied, and would not allow him to be tied like a dog and forced to go. Through my work with the Potawatomi, I have learned a lot more about him, and that he has descendants living today. Some say Menominee had a vision and saw that

he would be captured and placed in chains. Unfortunately, that is exactly what happened, as you'll see from these descriptions.

The treaties of 1836 became known as the *Whiskey Treaties* because whiskey was given liberally to get the Indians to sign. Many Indians who signed did not live there but came to collect the gold. Some Indians buried their gold so that the white traders could not cheat them out of it if they got drunk from "fire water." Many years later an Indian came back from Kansas and spent all summer digging along the Tippecanoe River north of Rochester. But the map his grandfather had drawn to show where he buried his gold did no good because



Buckner, Fire Prairie Creek Wetland Park, off MO-24, Old Lexington Road and O'Donell Road. Erected by Boy Scout Josh Donnici for Eagle award. Photo by Larry Prichard, Lynn, Indiana, on Trail of Death Commemorative Caravan, 2003.

trees on the map had been cut and rocks had been moved.

General John Tipton, Logansport, was sent by Indiana Governor David Wallace to round up the Potawatomi Indians and remove them from Indiana. On September 5, 1838, the Potawatomi were taken unawares and marched at gunpoint through Rochester single-file. Menominee and two other chiefs were transported in a jail wagon across Indiana. Tipton conducted them to Danville, Illinois. Father Benjamin Petit, Catholic missionary among the Indians of northern Indiana and southern Michigan, after learning of the forced departure of this group of his followers, hurried after the band and continued as their pastor them until they reached their destination.

From Danville, William Polke of Rochester was the federal "conductor" from the Indiana state line on to Kansas. (Polke's house is preserved by the Fulton County Historical Society beside its Round Barn Museum.) Although he had been kidnapped as a child by Indians and was wounded in the Battle of Tippecanoe, Polke worked for two years as a Baptist missionary to the Indians and was known to be their friend.

Polke and Father Petit did all they could to help, but many Indians died of fever, probably typhoid, on the 660-mile trek to Kansas. Father Petit died on the way back at St. Louis,

Missouri. A historical marker and map to honor him were erected beside the Fulton County Museum. Identical markers were placed at the Jesuit Archives in St. Louis, and at the end of the Trail at the St. Philippine Duchesne Memorial Park near Centerville, Kansas.

A SESQUICENTENNIAL OBSERVATION, AND BEYOND

The official 1838 diary written daily by Jesse C. Douglas, a government scribe (secretary) and enrolling agent, tells of each campsite, how many miles they traveled each day, what they had to eat, how many died, and a few incidents along the way. This diary was published in the *Indiana Magazine of History* in 1925. This transcript served as a guide to a group of historians and several Potawatomi who had ancestors on the *Trail of Death* when they organized and traveled as a commemorative caravan in 1988 for the 150th Anniversary of the tragic event.

In 1988, I saw a letter by George Godfrey in the *HowNiKan*, newspaper of the Citizen Band Potawatomi, saying he thought something should be done to commemorate the *Trail of Death* for the 150th Anniversary. I replied to his letter saying I thought something should be done, too. I live at the beginning of the *Trail of Death* near Rochester, Indiana.

So, we began to plan appropriate commemorations of this sad, historic event, with help from descendants of the *Trail of Death*, and interested persons and historians. Chief White Eagle, Rochester, planted the Great Peace Tree at the Trail of Courage Living History Festival at Rochester. (A Great Peace Tree is a pine tree planted on top of crossed tomahawks as a symbol to "bury the hatchet" and not go to war anymore.) William O. Wamego, from Tulsa, Oklahoma, and his son and nephew rode through Rochester in a horse-drawn jail wagon to re-enact the 1838 trek. Their ancestor was Chief Wamego, who had a village near the Fulton and Cass County, Indiana, line, and who was on the *Trail of Death*. Wooden plaques with a condensed version of the *Trail of Death* diary were made. These plaques are displayed each year near the Great Peace Tree during what has become known as the Trail of Courage. Tom Hamilton, Citizen Potawatomi Nation member, designed a computerized map of the trail.

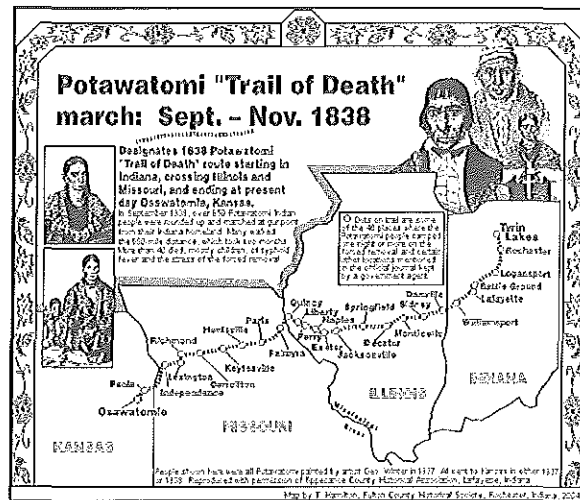
We organized and traveled as a caravan every five years: 1988, 1993, 1998 and 2003. We contacted all the counties on the route and sought volunteers to erect historical markers. Our goal was to erect an historical marker at each campsite,

which is about every 15 to 20 miles. We completed marking the *Trail of Death* in 2003.

DEATH AT JACKSON COUNTY'S DOORSTEP

In the summer of 2000, I contacted Boy Scout leaders in Jackson and Lafayette counties and asked them to find Scouts who would like to earn their Eagle awards by erecting markers at the campsites at Buckner, Lake City and Grandview, Missouri. Boy Scouts at Napoleon, Wellington, Lexington, and Richmond, Missouri, also erected markers. They did research to find where the *Trail of Death* camps most likely had been, and then set out to erect markers on public land where people could visit the markers. Scout troops had planned to make it a historic hiking trail across Jackson County, but this has not been done yet. Perhaps it may be incorporated into the MetroGreen project that is underway.

We dedicated these markers August 8 and 9, 2000. Potawatomi came to bless the markers with tobacco, both sprinkled and burned as a smudge. Attending were Citizen Band Potawatomi members Sister Virginia Pearl, Pawnee Rock, Kansas; George Godfrey, Lawrence, Kansas; Tom Hamilton, Warsaw, Indiana; and, George Wesselhoff, Lowell, Indiana. Also, Prairie Band Potawatomi members Jim McKinney, Horton, Kansas; Theresa McNary, Meriden, Kansas; and, Galen Kabance, Pittsfield, Kansas. My husband Bill and I attended, as we arranged all the dedication ceremonies in



each of the four states.

Potawatomi *Trail of Death* markers north and east of Jackson County, Missouri, include:

1. Ray County: Richmond High School (Erected by Boy Scout Joe Davis)
2. Lafayette County: Lexington, beside the *Madonna of the Trail* statue on Highway 13 (Troop 318 and Galen Kabance, Potawatomi, whose ancestor was on the *Trail of Death*)
3. Lafayette County: Wellington, town square on Main Street (Boy Scout Jarod Jenkins)
4. Lafayette County: Napoleon, town park on Second Street (Boy Scout Jason Shirk)

FIRST JACKSON COUNTY CAMPSITE: BUCKNER

As the *Trail of Death* progressed westward, the band of Potawatomi walked through Jackson County in the late autumn of 1838. Italicized quotations below are extracts from Douglas' 1838 diary. Driving directions lead you from one marker location to another; these locations are in close proximity to the actual Trail of Death; modern roadways and property ownership preclude the demarcation of the exact trail.

Entering Jackson County from the east on U.S. 24 Highway, go about 5 miles and turn north on Holly Road and then within a half mile turn west (left) on Old Lexington Road. Cross railroad tracks. Turn north (right) on O'Donnell Road, entering Fire Prairie Creek Wetland Park.

The metal gate is locked at night. The sign states summer hours May - September 8 a.m. to 8 p.m. Winter hours October - April 8 a.m. to 4 p.m.

Follow the gravel drive back to the pond. It is too narrow for big rigs but a car can go through. There is a pavilion and wooden pier out into the pond so that visitors can look at the birds and plants. The Trail of Death marker, erected by Boy Scout Josh Donnicci for Eagle Award, is near the pavilion.

MONDAY, 29TH OCTR. [1838]

At 8 o'clock we resumed our journey—the morning being delightful and fine for traveling. At 12 we reached Prairie creek ten miles from Schuy creek. Subsistence flour, corn-meal, beef and pork and game of every kind. Forage, corn, hay and fodder. About 5 o'clock Capt. Hull arrived in camp with the Indians left at Logansport and Tippecanoe, numbering in all some twenty-three. They are tolerably good health and spirits and will perhaps accomplish the remainder of the journey in the company of our party.

SECOND CAMPSITE: LAKE CITY

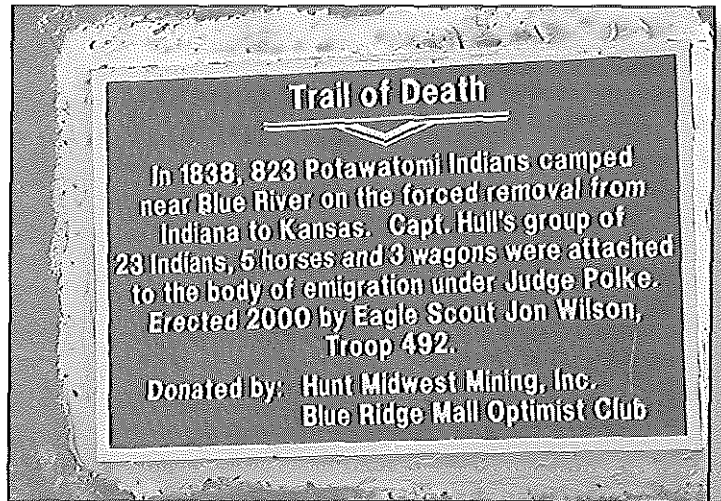
Go back to Old Lexington Road and turn west (right). As this road enters Buckner, it becomes Monroe Street, which becomes U.S. 24 Highway again as it leaves town. After leaving Buckner, Missouri, on U.S. 24, go west about 6 miles and turn south (left) on Twyman Road (also called 7). Follow 7 south 2 miles and turn west (right) on highway M 78. Go about 6 miles and turn into the Little Blue River Nature Reserve, also known as Lake City Bicycle Park, part of Burr Oak Woods State Forest. The entry is on the north side of the highway. Park in the parking lot and walk on the hiking-biking trail over the wooden bridge and along the path west. The *Trail of Death* marker, erected in 2000 by Boy Scout Jon Paul Wilson for Eagle Award, is on the east (left) side of the path.

TUESDAY, 30TH OCTR.

We marched from Prairie creek this morning at a little before 8, and at 1 p. m. reached our present encampment at Blue River, fourteen miles from this morning's camp. The journey was unusually pleasant—the day warm, and the emigrants in the company of their friends, who came up yesterday evening, very gay and cheerful. Some time after our encampment Capt. Hull reported himself to the conductor and the number and condition of the emigrants under his charge. They number in all twenty-three, having five horses and three transporting wagons in company. They will be attached to the emigration under the charge of Judge Polke to-morrow.

THIRD CAMPSITE: INDEPENDENCE

Return to M-78 and head west toward Independence. Go about 10 miles and turn west (left) on E. Truman Road. Follow Truman Road about 15 miles into Independence. Just before Noland Road, turn left (south) into the parking lot of the Pioneer Spring Cabin (and Sermon Community Center).



Lake City, Little Blue River Nature Reserve, Lake City Bicycle Park, N-3906156 W-9417912. Photo by Larry Prichard, Lynn, Indiana, on Trail of Death Commemorative Caravan, 2003.

There is a log cabin museum and you can look through the windows to see the exhibits, and rest on nice benches.

Jackson County first *Trail of Death* marker, erected by Boy Scout Matt Moreno in 1993 for Eagle Award, is across the sidewalk from the front door of the cabin. It was erected, with assistance of Maryann Frank, Regional Representative of Citizen Band Potawatomi. It is the only marker that has wording on both sides. There is a ring made of bricks for programs and dances a few feet from the cabin.

WEDNESDAY, 31ST OCTR.

Left Encampment this morning at half after 7 o'clock—the company under Capt. Hull being attached to the emigrants—and at 12 o'clock passed through Independence. At 1 we reached our present encampment two miles south of Independence, and ten miles from the camp of yesterday. After reaching camp in the evening a small quantity of shoes were distributed among the emigrants. Many Indians came into camp during the afternoon much intoxicated.

FOURTH CAMPSITE: GRANDVIEW

Leave Independence by going south on Noland Road about 2 miles. Turn west (right) 35th Street and go about 3 miles. Turn south (left) on Blue Ridge Cut-Off and pass under I-70. Continue south on Blue Ridge Cut-Off for 8 miles - it becomes Blue Ridge Boulevard somewhere along the way. Pass under I-470 and continue on for about one more mile and turn west (right) Red Bridge Road. Go 3

miles on Red Bridge Road and at the edge of Grandview, turn south (left) into Minor Park. The *Trail of Death* marker, dedicated and erected in Minor Park on Red Bridge Road in 2000, by Scout leader Charles Hasenyager and Boy Scout Troop 280.

THURSDAY, 1ST NOV. R.

Left camp Independence at a little after 9—one hour or so having been allowed the Indians for their religion exercises. At 3 o'clk. we reached our present encampment on Blue River, sixteen miles. The journey was exceedingly pleasant—the weather being warm and the road very good. Subsistence and forage of a good and healthy character, and to be had in abundance. Tomorrow we shall cross the state line, and thereafter experience some difficulty in provisioning—the country being almost an entire wilderness.

WESTWARD ON THE SANTA FE TRAIL

And, the Trail of Death caravan followed the well established Santa Fe Trail route through what is today Red Bridge Road, Minor Park, and Santa Fe Trail Drive.

FRIDAY, 2ND NOV. R.

This morning broke upon us rainy and disagreeable. The conductor being anxious, however, to complete the journey now so near at an end, gave the word for a move, and at 8 o'clock we were on the road—the rain increasing as we advanced. At 9 we crossed the boundary line, and found ourselves in the heart of a prairie, with scarcely any trace to mark our route. The journey was continued and at 12 a large portion of the emigrants on horseback came detached from the wagon, and wandered over the prairie four hours in search of the trace of the wagons. It was found at length, and we reached the camp ground set-out for a 3 o'clock, having traveled a distance (it was computed) of twenty-five miles from the encampment of yesterday. Our encampment is known as the North fork of Blue river. Subsistence beef and corn. Forage corn.

Our committee interprets the diary to indicate that they went south on the east side of the State Line, so the next *Trail of Death* marker is at Stillwell on the corner of State Line Road and West 215th Street. This is a rural crossroads and the marker, erected by the Navarre family, members of

the Prairie Band, was stolen after it was dedicated in 1998. It was replaced in 2003 by the Navarres, helped by a donation from the Citizen Potawatomi Nation, Shawnee, Oklahoma.

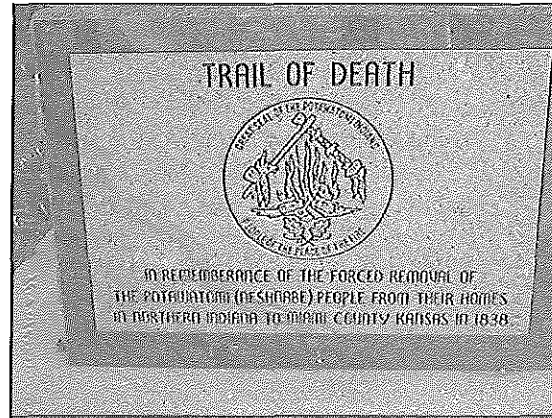
LIVING HISTORY FESTIVAL

I got personally involved in the *Trail of Death* in 1976 when my son as a Boy Scout erected a historical marker for the first baby to die on this forced removal. I have worked closely with the Potawatomi ever since. I was president of the Fulton County Historical Society, and founded the *Trail of Death Rendezvous* in 1976 as a Bicentennial project. The name was changed to *Trail of Courage* in 1977 in order to focus on the early 1830s when northern Indiana was still Potawatomi territory, and to show a happier time more appropriate for a festival. The *Trail of Courage Living History Festival* is held the third weekend of September on the Fulton County (In.) Historical Society grounds four miles north of Rochester, Indiana, on US 31 and the Tippecanoe River.

The Trail of Courage includes historic encampments of tents, teepees and wigwams. There is also a recreation of Chippeway, the first village in Fulton County, founded by William Polke in 1832. Food purveyors and traditional craftsmen set up in wooden booths to cook over wood fires, demonstrate and sell their wares. Traders also sell pre-1840 trade goods from blankets spread on the ground and in large historic merchant tents, offering a variety of items from clothing and hand-crafted jewelry to knives and candles, everything needed to live in frontier days. Canoe rides, muzzleloading shooting and tomahawk throwing contests, and a frontier blab school add to the pioneer activities. Two stages with frontier music and dance present programs from 10 a.m. to 5 p.m. Indian dances are held in an arena encircled by teepees.

At the *Trail of Courage* each year, special ceremonies honor the descendants of the *Trail of Death*. A different Potawatomi family is selected each year to be honored. They are presented with a "Key to the County" by a Fulton County official or a "Key to the City" by the Rochester Mayor. Their family history is published in the *Rochester Sentinel*.

Honored families include Wamego, Burnett, Metea, Aubbeenaubbee, Citizen Band Potawatomi, Slavin and Pearl, Wabaunsee, Vieux, Bourassa, Navarre, Kabansch and Optageshic, Menominee, Carpenter, and Prairie Band Potawatomi. In 2003, the honored family were descendants of Mas-saw, whose grandson was Jim Thorpe, World's Greatest Athlete. In 2004, George Godfrey and his mother's family, the Bergerons, were honored. In 2005, Chief Shipshewano's family was honored, with descendant Rudy Vallejo doing the Eagle Dance.



Independence, Pioneer Spring Park GPS N-3905590 W- 9424673. Located in Pioneer Spring Park on Truman and Noland roads at the east side of Independence. Erected by Boy Scout Matt Moreno for Eagle award, with assistance by Maryann Frank, Regional Representative of Citizen Band Potawatomi, in 1993. Photo by Larry Prichard, Lynn, Indiana, on Trail of Death Commemorative Caravan, 2003.

A memorial to Father Petit and the *Trail of Death* is in front of the Fulton County Museum. It consists of five big boulders with the names of the four states and one from St. Louis, where Father Petit died on his way back to Indiana. The boulders were hauled from the places named, donated by interested persons along the Trail. Plaques show the map and tell the story of Father Petit and the *Trail of Death*. An identical memorial to Father Petit was erected at the end of the trail in Kansas.

COMMEMORATIVE CARAVANS

We organized the first *Trail of Death* Commemorative Caravan in 1988 to travel the original route in cars and campers. All 25 counties from Indiana to Kansas were contacted and many county historical societies chose to lead the caravan across their county, host ceremonies and meals, and erect new markers or plant evergreen trees. The caravan members experienced spiritual blessings and decided to travel again every five years.

We learned that when some Potawatomi were removed from Fulton and Cass County, Indiana, area in 1837, they had called for a priest when they arrived in Kansas. Father Christian Hoecken answered the call and founded St. Mary's Mission at Sugar Creek, south of Osawatomie, Kansas. So, when the large group of 760 Potawatomi arrived in 1838, they soon moved down to Sugar Creek and lived there the next 10 years. Chief Menominee died there in 1841 at age 50.

Rose Philippine Duchesne came to be a missionary to the Potawatomi at Sugar Creek in 1841. She was elderly and very frail, but she taught them to sew and to pray. She prayed so much she became known as, "She Who Prays Always." Having noticed her kneeling at night and still there praying the following morning in the same position, the Potawatomi put little pebbles on her robe to see if she really was praying all night. Sure enough, the next morning the pebbles were undisturbed. Down through the years many miracles and cures were attributed to Philippine Duchesne. In 1988, she was canonized as the first female saint west of the Mississippi River. The diocese of eastern Kansas purchased 400 acres where the original Sugar Creek Mission had stood and made it into St. Philippine Duchesne Memorial Park or Shrine in 1988. Our caravan took part in the dedication ceremonies and a special Mass was held there in the rural setting, a very spiritual place. To this day many of the Potawatomi are Catholics.

In 1848, the mission moved further west to St. Mary's, Kansas, so they burned all buildings at Sugar Creek to save them from desecration. At St. Mary's they signed a new treaty in 1861, accepting U. S. citizenship and land in Oklahoma, thus becoming the Citizen Band of Potawatomi.

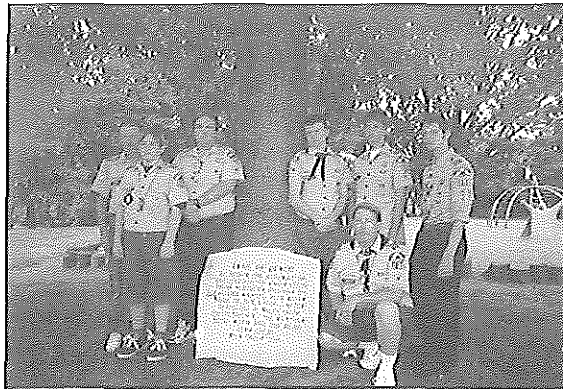
In 1993 the caravan was organized again to travel the *Trail of Death*. That was the year of the terrible floods, the worst in over 100 years. The caravan had to detour to cross the Mississippi River at Hannibal instead of Quincy, where the bridge was inaccessible. We had to detour again to cross the Missouri River on I-70 instead of at Lexington, Missouri.

A miracle occurred at the end of the trail as the caravan wound its way on its last rainy night on country roads to the St. Philippine Duchesne Memorial Park. Finding ourselves on a flooded gravel road, we rescued a 77-year-old Potawatomi man, Paxico Wabaunsee, from the flooded Sugar Creek. Wabaunsee was on top of his pick-up truck in the middle of the flooded creek and road, praying to be rescued. The miracle was two-fold. I received word that my mother had died that day, and some spiritual Potawatomi said it was her first miracle when she got to heaven. The local Kansas newspapers carried a story about it the next day, emphasizing the fact that Wabaunsee's cousin, Bill Wamego, was in the caravan and they had not seen each other since 1929 when they were children.

In 1998 the *Trail of Death Commemorative Caravan* organized and traveled again. We gave programs at 12 schools, dedicated eight new Trail of Death historical markers, planted a tree at the end of the trail at Osawatomie, Kansas, visited the St. Philippine Duchesne Memorial Park, and traveled on to Haskell Indian Nations University at Lawrence, Kansas, where Godfrey was a teacher. We concluded our trip

at St. Mary's, Kansas, where a special celebration marked the 150th anniversary of the arrival of the Jesuits and the 160th anniversary of the *Trail of Death*.

In 2003, the next *Trail of Death Commemorative Caravan* began September 22, as always the day after the *Trail of Courage Living History Festival*. We stopped at all the *Trail of Death* historical markers and were met by local people, who hosted lunches and suppers. Knowing this might be the last caravan made it very poignant. I had organized the four caravans, and my husband and I led them in our truck and camper, with help of Godfrey in Illinois, Eric and Susan



Grandview, Missouri, N-3855447 W-9434176. Pictured are Boy Scout Troop 280 and Scout leaders at the dedication August 26, 2000. Charles Hasenyager, on left side of the tree, paid for the marker. The marker had not been set in the ground yet so is just leaning against the tree in Minor Park, Grandview, Missouri. Pictured above from left: Joe York - Scout committee member, Nathan York, Charles Hasenyager - Scout committee chair, Sean Ryan, Doug Barquist, Mitch Robinson, and kneeling in front Steve Barquist - Scoutmaster. Photo courtesy the author.

Campbell in Missouri in 1998, and Sister Virginia Pearl in Kansas.

In Jackson County, Missouri, we were met and led by two Scoutmasters, Gene Pittman, who showed us Fort Osage, and Charles Hasenyager, who led us from Independence to Grandview and into Kansas the last day. We gave a program at the National Frontier Trails Museum in Independence. About 100 people attended to hear about another frontier trail, the Potawatomi *Trail of Death*.

At the end of the trail, the Potawatomi families surprised my husband and me by adopting us as honorary Potawatomi. They had all signed a certificate made by Tom Hamilton. The next year at the *Trail of Courage* in 2004 we were given Potawatomi names by Don Perrot, a descendant of Chief Menominee. Don lives at Dowagiac, Michigan, and is a member of the Prairie Band Potawatomi. We feel very blessed to have these wonderful people as brothers and sisters.

We want to turn this project over to the younger generation, and are hoping someone will step forward to organize a caravan in 2008.

REGIONAL HISTORIC TRAIL

Members of the caravan decided to get the *Trail of Death* declared a National Historic Trail, but when I applied to the National Park Service, I was told that the Potawatomi removal was more of regional interest and that it would cost \$200,000 for research. We thought that would be a waste of tax dollars, since we had already done the research. So, we decided to make it a Regional Historic Trail. The Indian Awareness Center, a branch of the Fulton County Historical Society, took this as a project. We enlisted the help of the state historical societies of Indiana, Illinois, Missouri and Kansas, and all the county historical societies on the *Trail of Death* route, and asked them to introduce it to the state legislatures.

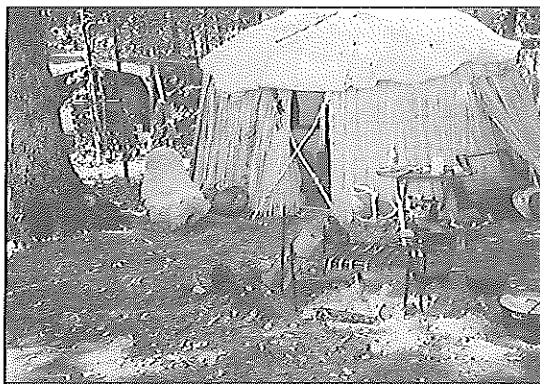
The first one to pass it was Missouri; but, because they had only one *Trail of Death* historical marker in Missouri in 1993, they wrote a resolution encouraging groups to participate in marking the route. We learned from that how to word a resolution and that we should write it ourselves. So, for the other states we did.

The Indiana, Illinois and Kansas legislatures passed the *Trail of Death* resolution in 1994.

The Missouri legislature passed the resolution in 1996, Missouri having four historical markers by that time, thanks to Peggy Kinder, a descendant of Daniel Bourassa, whose

name was the first one on the roll of the Trail of Death in 1838. Peggy asked Scott Lakin, State Representative, to sponsor the bill. So now, the *Trail of Death* is a Regional Historic Trail, as declared by the four state legislatures.

Our goal was to get a historical marker at each campsite every 15 to 20 miles. There are now 78 markers on the 660 mile *Trail of Death*. Most consist of a boulder, which was obtained free, and a metal plaque that cost about \$400. All the markers were paid for by interested persons, groups, boy and girl scout troops . . . at no expense to taxpayers. Nearly 30



Woodland Indian wigwam village erected every year by members of the Miami Indians of Indians at the Trail of Courage Living History Festival. Miami who come to erect the wigwam village are led by Harry and Carolyn (Mongosa) Knauff, Denver, Indiana. Photo by Norma Dean, Lake Worth, Florida, member of the Bourassa family in Citizen Potawatomi Nation, in 1996.

Boy Scouts have earned Eagle awards by erecting *Trail of Death* markers, and several Girl Scouts for their Gold Award.

Several Potawatomi families have paid for markers as memorials to their ancestors. Markers have been sponsored by the Pokagon Band of Potawatomi, the Citizen Potawatomi Nation, and members of the Prairie Band Potawatomi. Not all the markers are at campsites. Some are located along the route where the emigrating Potawatomi passed on the *Trail of Death*, for example Napoleon, Missouri. Most are located at parks and publicly owned sites where the public will see the markers, close to the actual *Trail of Death* route.

At Quincy, Illinois, a special memorial was erected to all the American Indians who were removed

from the east to the west side of the Mississippi River. It is beside the river in Quinsippi Park. Another special memorial is for Father Petit at the end of the *Trail of Death* at the St. Philippine Duchesne Memorial Park south of Osawatomie, Kansas (as described earlier). These markers were dedicated by the Trail of Death Commemorative Caravan members in 2003.

POTAWATOMI TRAIL OF DEATH ASSOCIATION

We established the Potawatomi *Trail of Death* Association in 2005 as a branch of the Fulton County Historical Society. The Fulton County Museum serves as the repository for all materials relating to the *Trail of Death* Regional Historic Trail.

Now that all the historical markers are in place, we are working on a web page showing the location and brief story of each marker.

In 2003, we published a book, "*Potawatomi Trail of Death, 1838: Removal from Indiana to Kansas*," that reprints the Father Petit *Trail of Death* Letters and *Trail of Death* Diary, published over 60 years ago by the Indiana Historical Society. We added to our book many relevant articles such as

some John Tipton letters, 10 pictures by George Winter that show Potawatomi who went west on the *Trail of Death*, plus biographies of several of the families who had ancestors on the *Trail of Death*. This book gathered all in one place all the major primary sources for this 1838 removal. Susan Campbell, a member of the Citizen Potawatomi Nation, indexed the book and shared editorial responsibilities with me. This book has 448 pages and is available for \$40 plus \$6 shipping from the Fulton County Historical Society, 37 E 375 N, Rochester IN 46975; 574-223-4436; fchs@rtcol.com.

Contributors of Potawatomi family histories include Susan Campbell, Kalaheo, Hawaii; Dr. George Godfrey, Springfield, Illinois; Tom Hamilton, Checotah, Oklahoma; Sister Virginia Pearl, Pawnee Rock, Kansas; Jim and Eileen Pearl, St. Mary's, Kansas - all members of the Citizen Potawatomi Nation and members of the Trail of Death Commemorative Committee. Also Jim Thunder, Forest Band Potawatomi, Cottage Grove, Wisconsin; Don Perrot, Prairie Band Potawatomi, Escanaba, Michigan; and Dagmar Thorpe, Sac and Fox, Prague, Oklahoma, who has ancestors in the Citizen Potawatomi Nation.

Our website (<http://www.potawatomi-tda.org/>) offers a wealth of information, including all of the 76 historical markers currently demarcating the Trail of Death. And, we are working to get highway signs, similar to the Lewis and Clark Trail signs, so that motorists, bikers and hikers can travel the route.

On September 15, 2007, the dedication of the first Potawatomi Trail of Death highway signs will take place. These first signs are sponsored by our local Daughters of American Revolution (DAR). The Indiana State DAR regent hopes to have the county DAR chapters sponsor more of the markers across Indiana. Hopefully this can happen across Illinois, Missouri and Kansas too. The logo was created by David Anderson, member of the Citizen Potawatomi Nation, who lives in Seattle, Washington. This design will be used on the highway signs clear across the Trail of Death.

In Indiana, we are getting help from the Daughters of the American Revolution. We hope the DAR in other states will also sponsor signs, as the Boy Scouts did the *Trail of Death* markers. The metal signs cost about \$50 each. A Potawatomi artist, David Anderson, Seattle, Washington, designed a logo.

Membership in the Potawatomi *Trail of Death* Association is open to anyone who is interested. We welcome members from Jackson County, Missouri. Send \$20 dues to PTDA, Fulton Co. Historical Society, 37 E 375 N, Rochester IN 46975. Your dues will help with financing the web page, getting highway signs, and publishing more history of our Native American Indian brothers and sisters. While focusing on the Potawatomi, we will continue to help research and preserve the history of all tribes.

The 1838 *Trail of Death* was a terrible experience and it remains a bitter memory for many of the Potawatomi, as do the other removals of the Native Americans from Indiana and other states. My committee has given so much of their

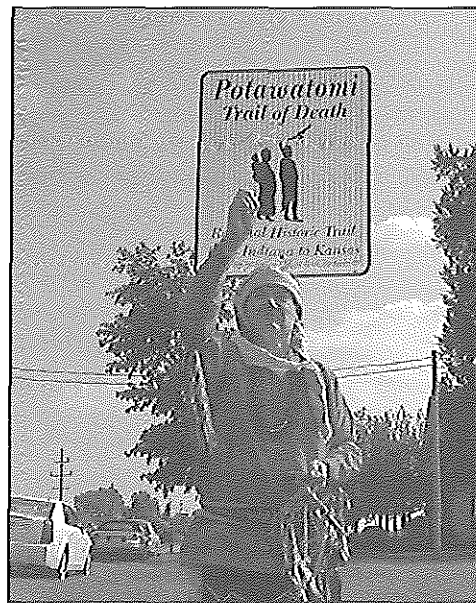
time and energy and prayers to these commemorations to attempt, in some small way, to atone for the injustice and sadness of the past and to make known that we wish the *Trail of Death* had never happened. The *Trail of Death* caravans and dedications of historical markers have been a time of healing and an opportunity to appreciate the Indian heritage of America.

"Let us tell the stories of the past and vow never more."

ADDITIONAL RELATED INFORMATION IS POSTED ON OUR ONLINE JOURNAL AT JCHS.ORG.

Shirley Willard, Rochester, Indiana, was president of the Fulton County (In.) Historical Society for 30 years 1971-2001, retiring at age 65. One of her main interests was working with the Potawatomi who had ancestors on the 1838 *Trail of Death* from Indiana to Kansas. She served as coordinator for the placing of the *Trail of Death* historical markers on the 600-mile route from Indiana to Kansas. And, she helped organize the Trail of Death Commemorative Caravans in 1988, 1993, 1998, and 2003. Shirley is president emeritus, and still volunteers to help preserve history. Visit

<http://www.trailofdeath.org> and <http://www.potawatomi-tda.org>. Keith Drury, religion professor at Indiana Wesleyan University walked the entire 660-mile route and kept a journal as he walked. His book, *Walking the Trail of Death*, is also available.



George Godfrey, member of Citizen Potawatomi Nation, blesses the new historic trail highway sign north of Rochester, Indiana, Sept. 15, 2006. Godfrey, Athens, Illinois, had an ancestor on the Trail of Death. He is president of the Potawatomi Trail of Death Assn. There are now 5 Potawatomi Trail of Death highway signs across Fulton County, Indiana... the first in the nation. The one pictured is at the Marshall-Fulton County, Indiana, line, on Old 31 about 7 miles north of Rochester. It is at the corner of Indiana 110 and Old 31 by the County Line Landfill. The other signs are at north edge of Rochester by the railroad tracks, south edge of Rochester by CVS Pharmacy where Indiana 25 heads south, the north edge of Fulton, and in front of Caston School at the Cass-Fulton County line. Photo: Lyn Ward, Plymouth, Indiana.

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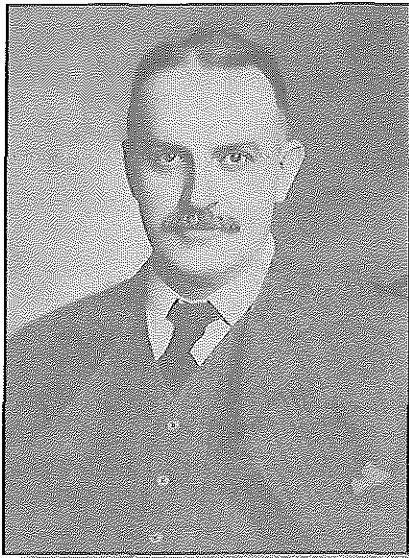
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A LONG DISTANCE LOVE AFFAIR: P. A. VALENTINE'S "ARMOROUS" RELATIONSHIP WITH KANSAS CITY

BY ANN VERNON



P.A. Valentine, courtesy Chicago History Museum, ICHI-24652

He had a Kansas City, Missouri, street named after him, as well as a neighborhood and shopping center. But not many know the history of this intriguing gentleman.

The first thing you noticed about Patrick Anderson Valentine were his dark, intense eyes, sparkling with intelligence. There was straightforwardness about him. He appeared to be always watching, listening, and constantly alert. He was powerfully built,

barrel-chested, broad-shouldered...the very picture of success. [Photographs of the Valentines are available through the Chicago History Museum, Chicago Illinois.]

Valentine was a Scotsman, the youngest of John and Johanna Valentine's four offspring.¹ He was born December 13, 1861, in the Highlands community of Forres.² The ancient village of castles and battlefields had a rich history and beautiful vistas of the sea.³

Valentine's father, however, had his eye on America. There was opportunity for growth, where a smart man could make a fortune. In 1865, when Valentine was still a child, the family left Forres and headed for America.⁴ They settled in Chicago.⁵

Chicago was recovering quickly from any setbacks fraught by the Civil War. By 1865, the city of Chicago had more national banks than any other place in the country. Manufacturing, railroad expansion, livestock trade, meatpacking, and retail markets were growing daily. Immigration from Europe was rapidly increasing the population and new communities sprouted up overnight. It was the perfect time for the Valentines to be in Chicago.⁶ John Valentine was a broker, a real estate dealer. Apparently, he was successful. The 1870 census shows he owned property worth \$50,000.⁷ [NOTE: That computes to \$1,120,100.08 in 2007 dollars.]

Young Valentine, like his father, took an interest in finance and investments. He was a bright boy who was motivated to work hard and make a name for himself.

By the time he was an adult, Valentine, who went by his initials "P. A.," began speculating at the Chicago Board of

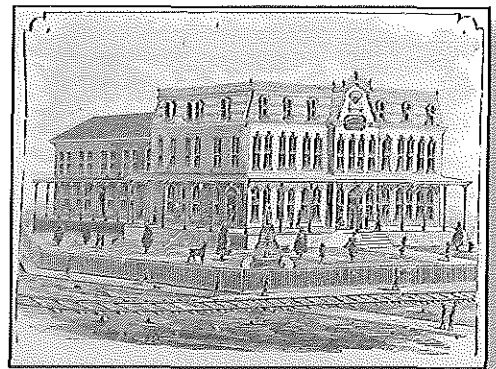
Trade. There he gained the attention of local businessman Philip D. Armour.⁸ Armour took an interest in the young man and became his mentor, taking him on as an employee and guiding him in investments. They became partners.

Armour, thirty years older than Valentine, was a savvy businessman who lead a colorful lifestyle. A native New Yorker, he was a merchant, a principal in the family pork packing and grain business, and an adventurer who had mined for gold in California. He was always looking for new opportunities. He found some in Kansas City.⁹

To many, Kansas City was just a "cow town" "out west." But, Armour saw great potential. In just a few years following the Civil War, the population had multiplied eight times to over 32,000 people. The completed Hannibal Bridge across the Missouri River made Kansas City a transportation crossroads. The new Livestock Exchange proved Kansas City had a commitment to future growth in the cattle and hog business. So, in 1871, Armour expanded the family business and built a meatpacking plant in the bottomlands west of Kansas City.¹⁰

In the years that followed, Kansas City lived up to Armour's expectations. The elaborate Union Depot, built in 1878, was one of the busiest train stations in the nation.

Opera houses, newspapers, and amusement parks brought enlightenment and entertainment to the town. In the next decade or so, electric lights, waterworks, telephones, and cable cars became available to the households in the growing metropolis.



Kansas City Lives Stock Exchange Building. Jackson County (Mo.) Historical Society Archives Photographic Collections: JCHS000521L.

Valentine, like Armour, liked what he saw in Kansas City.

On a visit to Missouri, Valentine was introduced to Armour's brother, Simeon. Simeon Armour was part of the meatpacking corporation, and an investor himself. One of Simeon's projects, along with local businessmen such as Coates, Bullene, Meyer and A.B.H. McGee, was the Kansas City Interstate Fair. The fairgrounds, racetrack and picnic area, built in 1882, were west of Broadway and north of 38th street.

By 1887, business had declined and the Interstate

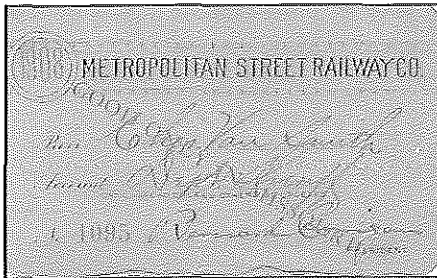
Fair was sold to the Roanoke Investment Company for \$606,337.¹¹ Valentine was an investor in Roanoke, and he and fellow stockholders turned the land into a residential neighborhood.¹²

In 1899, Armour encouraged Valentine to put money into the Fidelity National Bank and Trust Company in Kansas City. [EDITOR'S NOTE: At that time, it was located then in the Union National Bank Building at 900-902 Walnut. The Tower at 909 Walnut, converted recently into residential apartments and condominiums, is the last remaining evidence of this Kansas City institution. Elaborate lobby pedestal writing desks from the building have been moved and are in use at the Central Post Office on Pershing Road, recently located into Union Station.] They were among the top five financiers to charter the new bank. The bank soon outgrew its original office space and moved to larger quarters, growing steadily for more than 30 years.¹³

Valentine diversified into other Kansas City investments: he bought shares in the South Highlands Land and Improvement Company, and the Metropolitan Street Railway.¹⁴

By 1900, Valentine, yet a bachelor was living in the Hyde Park district of Chicago.¹⁵ His portfolio included leather and tanning companies, real estate, banking, and railroads. However, he was still involved in his Kansas City stockholdings.

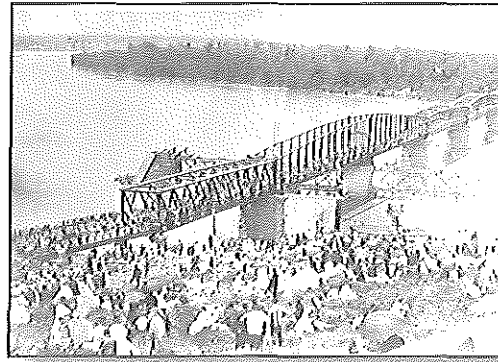
Simeon Armour and the Kansas City Board of Park Commissioners had growing concerns about property values in the new Roanoke community. Perhaps a park would prevent what they called "undesirable growth." They encouraged Valentine and the South Highland Land and Improvement Company to donate two tracts of land to the city that would work as just such a



Metropolitan Street Railway Company ticket, 1912. Jackson County (Mo.) Historical Society Archives Document ID: BOX124F7.

buffer. In 1901, Roanoke Park was established, and the street that meandered around the park and through the residential district was named in Valentine's honor.

Meanwhile, Valentine became financial adviser to Philip Armour's daughter-in-law, the recently widowed May Lester Armour, of Chicago. Her husband, P. D. Armour, Jr., had died in 1900 at the age of 31, leaving her with two young sons. The businesses relationship between Valentine and Mrs. Armour turned amorous, and they became engaged. In 1902, Valentine and the young widow were married. A year later, they welcomed Patrick Anderson Valentine, Jr., into the world.



Hannibal Bridge opening ceremonies. Jackson County (Mo.) Historical Society Archives Photographic Collections: JCHS000068L.

During this time, the Valentines moved to New York and established in Manhattan. By 1910, the family had amassed enough wealth to have five live-in servants in their home.¹⁶

Patrick Anderson Valentine died in August 1916 at the age of 55, while vacationing at their summer home in Oconomoc, Wisconsin. *The Kansas City Star* ran his obituary on the front page, with a brief summary of his life.¹⁷

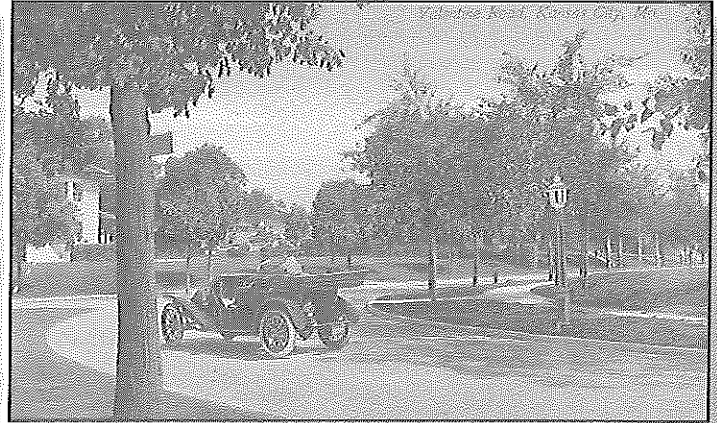
At the time of his death, in addition to his New York and Chicago investments, Valentine's estate included 100 shares of stock in the Fidelity National Bank in Kansas City, and 78 shares in the South Highlands Land Improvement Company.

Unfortunately, Valentine's Missouri estate went into Probate and was not settled until 1923 because of a question regarding Missouri collateral inheritance taxes. Finally, in 1925, the stock certificates for his Kansas City investments were deeded to his wife, May Lester Armour Valentine of New York City.¹⁸



In 1899, Armour encouraged Valentine to put money into the Fidelity National Bank and Trust Company in Kansas City. Photo courtesy Steve Noll.

Although he never lived in Kansas City, Patrick Anderson Valentine left an enduring legacy. Through his investments in banking and transportation, he helped make Kansas City the metropolis it is today. And, because of his vision in real estate development, his name is widely recognized in Kansas City households today.



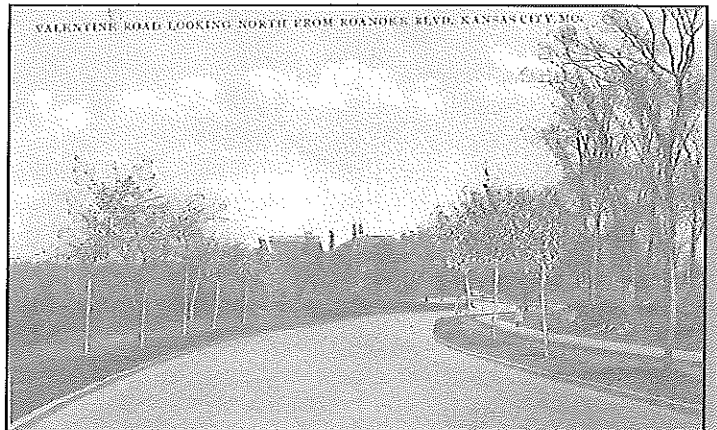
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- ¹⁶ U.S. Federal Decennial Census, 1910.
- ¹⁷ *Kansas City Star*, 22 Aug. 1916.
- ¹⁸ Jackson County Probate File, K23365; 29 pages; Missouri State Archives microfilm reel C49374.

ADDITIONAL RELATED INFORMATION IS POSTED ON OUR ONLINE JOURNAL AT JCHS.ORG.

Ann Vernon lives in Kansas City along another famous road named after another prominent Kansas City icon, William Rockhill Nelson. She is a freelance writer with a special interest in local history. She has written articles relating to history for *Missouri Life*, *the Wednesday Magazine* and *Kansas City Jewish Life*. Vernon also helped create historical markers for such sites as the old Municipal Stadium, Minor Park, New Santa Fe and Watts Mill.

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- ⁴ U.S. Federal Decennial Census, 1900.

ON THE RIGHT SIDE OF THE TRACKS: *THE WYANDOTTE, KANSAS CITY & NORTHWESTERN RAILROAD* THEN AND NOW

BY ERNEST N. GRIFFIN

If you have ever driven down Noland Road at Walnut Street in Independence, Missouri, you probably have crossed a set of railroad tracks that angle to the northeast across Noland Road. On a rare occasion, you might have even seen a train pulling a cut of cars to the Pixley Yard at Truman Road and 291 Highway. This usually only happens twice a week between 9 and 11 a.m. on Tuesdays and Thursdays, but that schedule will often vary. This branch line begins at the Independence Depot on Pacific and Grand.

Over the last 130 years, the name of the railroad has changed several times, but it is now part of the mighty Union Pacific, the largest railroad in the world. This railroad has an unusual beginning and at one point ran all the way to Sedalia.

This story begins in 1871, when several businessmen from the Kansas City area formed two interrelated projects for narrow gauge railroads. The width of the track for narrow gauge railroads is 3 feet, and was usually used on mountain or lumber railroads. The standard gauge railroad is 4 feet 8.5 inches and was the most common used back then...and is the gauge used on all North American railroads today.

At that time, cities in Missouri could issue municipal bonds to subsidize the building of railroads with dependence from local communities for financial support of their construction. Two projects were brought before voters:

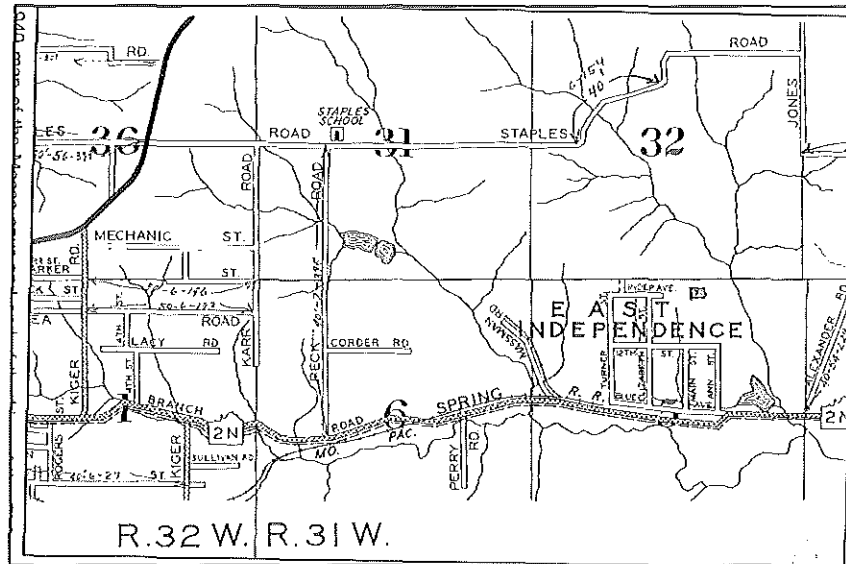
The first project was for the construction of the *Wyandotte, Kansas City & Northwestern Railroad*, which was to run from Kansas City, Wyandotte (Kansas City, Kansas) to northern Kansas and southern Nebraska.

The second project was the *Kansas City, Independence & Lexington Railroad*, which was to run east along the Missouri River to Lexington, Missouri, to have access to the coalfields in Lafayette, County [just east of Jackson County, Missouri]. In April, 1872, the bond issue put up for a vote defeated.

While the latter project was defeated, the former project, with a similar bond issue, was approved. Unfortunately, the *Wyandotte, Kansas City & Northwestern* could not arrange

enough local support from the State of Kansas to get the project started. With approval of the voters in 1873 an agreement was made to allow the *Wyandotte, Kansas City & Northwestern* to retain the subsidy and build the line east along the route formerly proposed as the *Kansas City, Independence & Lexington Railroad* route.

This route provoked some, who supported a more southern route through Kansas City, and legal action ensued. The Jackson County Court (precursor to the Jackson County Legislature) ultimately approved the arrangement to build the line along the *Kansas City, Independence & Lexington Railroad* route, though the court mandated that the name of the railroad remain *Wyandotte, Kansas City &*



1940 map of the Masso spur and the end of the line of the Pixley Branch. Jackson County (Mo.) Historical Society Archives Cartographic Collections.

Northwestern...even thought the line never went into Wyandotte...or to the northwest!

The seven promoters, who were headed by Francis C. Eamis, were to receive \$150,000 in municipal bonds, half on arrival of the line to Independence, and half upon completion to the coalfields in Lafayette County. The railroad opened from Kansas City to Independence in August 1874. The line paralleled the existing *Missouri Pacific Railroad (MOP)* line, which was constructed in 1865.

Also in 1874, businessman Preston Roberts, Sr., who was past-President and founder of the First National Bank of Independence, became a backer of the project. In 1876, he became president of the railroad. Mr. Roberts had previously been involved in the stage coach and mail business, and had worked on a steamboat from New Orleans, Louisiana, to Mobile, Alabama.

By the fall of 1875 the management had secured the right-of-way to Lexington. Financing assistance had also come from sources in Britain. The track reached Wellington, Missouri, and the coalfields in May, 1876. In August, 1876, passenger trains began running the 44 mile trip from Kansas

City to Lexington. The completion of the *Narrow Gauge*—which it was referred to more-so than its real name—was celebrated on August 11, 1876. A *Kansas City (Mo) Times* reporter described the inaugural run as follows: “The run was so quiet that people of Kansas City and Lexington were with profound ignorance of the fact.” He further reported, “Road master Charles Knickerbocker, one of two officials showed off points of interest along the route. The train pulled out of the Grand Avenue depot at 8:40 a.m. The locomotive, *F.C. Eames*, was as bright and handsome as labor could make it. With engineer Charles Leaman at the throttle, handled his little iron pony with skillful pride that obeyed his every wish like a well-trained thing of life. Ben Roberts, the well-known conductor enjoyed the honor of taking this train through to the terminus. Mr. William Peck, the Master Mechanic of the road, accompanied the pioneer party to see that everything in his department was all right. The train made the 42 mile trip without incident worthy of mention, arriving in Lexington at 11:30 a.m. (2 hours and 50 minutes).”

The railroads rolling stock consisted of five locomotives, two baggage cars, 114 freight cars, and five passenger cars with the shops in Lexington.

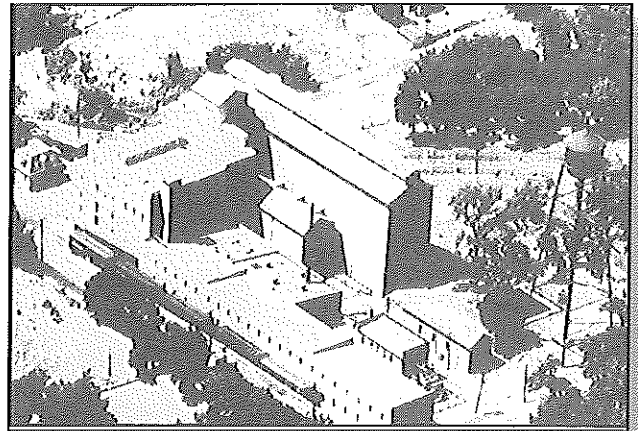
In 1877 the *Wyandotte, Kansas City & Northwestern* railroad failed, and on January 22, 1878, the railroad was sold to S. S. Jackson and Associates of New York. After the sale of the railroad, the name was changed to the *Kansas City & Eastern (KC&E)*. In late 1879, Jackson sold the railroad to Jay Gould, who then leased it to the Missouri Pacific for five years. The *KC&E* merged into the *MOP* on September 22, 1880.



Load of Gleaner combines being switched in the winter of 1956. Jackson County (Mo.) Historical Society Archives Photographic Collections: JCHS008696L.

Gould wanted to integrate the line with other branches of the *MOP* in the area, and had no interest in the lines entry into Kansas City. The line from Independence to Kansas

City was removed in November 1881. Jackson County filed suit, and in 1883 the Missouri Supreme Court ruled in favor of Jackson County and the rail was replaced in 1884. In 1882, before the court ruling, the entire line was converted



Waggoner-Gates Milling Company complex serviced by the Pixley/Lexington Branch. Photo courtesy the author.

to standard gauge. With the conversion to standard gauge, the line was able to connect with an existing *MOP* line in Lexington. This line went all the way to Sedalia, Missouri.

It was obvious from the beginning that the sharp curves and steep grades in Independence would be a major problem. The *MOP* worked out a trackage rights agreement with the *Santa Fe Railroad* in 1902, from Rock Creek Junction to Eton Junction (west of Atherton, Missouri). The route would then go south from Eton Junction to Lake City, by-passing the grades and curves in Independence, and so became called the Lake City by-pass. This agreement with the *Santa Fe* is still in existence to this day. The line was also built from Lexington to River Junction (Jefferson City); this line would be called the “River Route.” The old route through Independence to Sedalia was called the “Lexington Branch.”

In 1905 the *MOP* attempted to cut off passenger service along the Lexington Branch. Blue Township and the City of Independence had invested \$200,000 in the railroad construction thirty years before, with some \$87,000 still owed. The arrangement at the time of the investment was to operate a schedule of trains along the route. Jackson County again petitioned the Missouri Supreme Court to prevent the discontinuing of service. Again, the court ruled in favor of the County.

There were several towns and stations established along the route. There was a station in downtown Independence. This was called the “Liberty Street Station.” It was actually setting in the middle of Short Street on the City right-of-way at Liberty Street. In 1876,

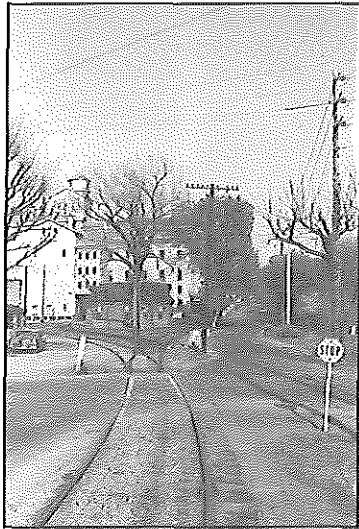
the City agreed to let the railroad use that location for about six months, until a permanent and suitable location for a depot could be found. However, the station remained at that location for 59 years until the line was severed in 1935. There were several attempts by the City to move the depot, but apparently because pressure from the local merchants, the station remained at Liberty and Short. Rather than walking a mile from the main station on Pacific Street, passengers could catch the train from towns and stations along the route from Lexington to Independence, get off at the Liberty Street Station, walk three blocks to Independence Square to conduct their business, and catch the next train back.

The closest depot came to be being removed in October 1903. That night a burglar broke into the R. May Coal and Feed Company across the street from the depot. The thief attempted to blow the safe and misjudged the amount of explosives needed to open it. When it went off, it took out most of the building as well as the safe. This caused a major fire that put the depot and several residences in jeopardy. The fire department was able to save the depot and surrounding homes, but the May Company sustained a great deal of damage.

Another depot and small community at that time was Pixley, just east of Independence. This is where the line presently ends. Pixley was a flag stop and the town consisted of several homes and a small store and two limestone quarries.

The most unusual depot was the Adams Station located on Holke Road, south of Spring Branch Road (today Truman Road). There was no community at that location. The station was named after the owner of a plantation, Peter Adams, where the station was located. This station remained active until that part of the line was severed in 1935.

The next station east was Lake City. Lake City derived its name from a 50-acre lake that was a duck and hunting club, along with a half mile horse track. Another booming enterprise in Lake City was the whiskey trade. Without a doubt the railroad made the town, which was established in 1876 . . . the same year the railroad was opened. During the booming years of Lake City there was a grain elevator, loading pens for livestock, a grist mill, blacksmith shop, Post Office, school, church, and general store/saloon. It was rumored that Jesse James would often buy his ammunition



Railroad tracks leading east to the Waggoner-Gates Milling Company, 1963. Jackson County (Mo.) Historical Society Archives Photographic Collections: JCHS006037S.

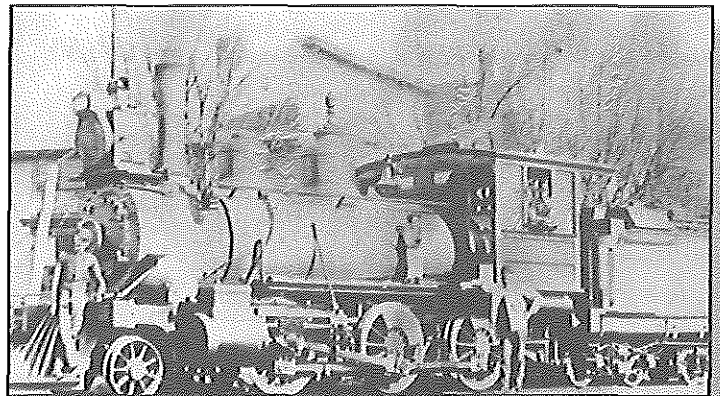
from the Lake City general store. The store building is still there, but it has been modified and is used as a private residence.

During World War II, the U.S. Government wanted to build a small arms ammunition plant in the center of the country, and the Lake City site was selected. The Lake City Ammunitions Plant was opened and is still operating to this day, although when the plant was opened, 35 families were displaced, thus devastating the town. There was no gate or access to the facility from the town of Lake City. Even though the town was established in 1876, it was never incorporated. In 1973, the City of Independence annexed the town site into its city limits. Lake City is still utilized by *MOP*, the present owner of the railroad. There is a 9,300 foot siding that is often used to store trains and for meets. The *Union Pacific* River Subdivision runs through Lake City and the rumble of a coal train, stack train, or a manifest, is commonplace in this small dot on the map.

The next town east was Buckner Hill, later shortened to Buckner, its growth often attributed to the railroad.

The relations between the *MOP* and the City of Independence were often strained. During a flood of the Missouri River in July 1904, the *MOP* moved several freight cars from the yards in Kansas City and parked them on the Lexington Branch between Independence and Lake City to prevent them from being damaged. This action shut down the line which infuriated the merchants in Independence. They complained that they were suffering from a lack of business. The line was eventually cleared and the line re-opened.

On January 18, 1926, the *MOP*, without announcement, began running a gas-electric motor car from Sedalia, Missouri, to Kansas City and back. It came up the Lexington



Local switch engine switching on the Lexington Branch in the early 1900s. Photo courtesy the author.

Branch from Sedalia and was to only be an experiment. The car had a three-man crew consisting of a motorman, conductor and baggage man, and would haul 60 passengers. It is unknown when the motorcar was cut off.

On February 13, 1929, the *MOP* ran a special Apple Train on the Lexington Branch through Jackson County. The special train bearing the *MOP* apple exhibits made a three-

hour stop at the Pacific Street Depot. The purpose of the train was to encourage the cultivation of apple orchards as a major business for farmers. The train traveled east to Buckner where it made another stop for two hours. The train made its final stop in Levasy, where again a display was presented.

On March 20, 1935, the line was abandoned and the rails removed 5.4 miles from Masso Spur (Turner Road) in east Independence to Lake City Junction. The Jackson County Public Works Department wanted to utilize part of the right-of-way and the iron bridge over the Little Blue River for a road.

Even though the live was severed, there were no telegraph lines from Rock Creek Junction to Lake City. The old right of way was used for telegraph lines up until the 1960s. Some of the right-of-way is still owned by the railroad. Some of the right-of-way from Ranson Road to the entrance of the Little Blue Trace Park is part of M-78 Highway. From the Little Blue River Trace Park there is a tree line, which used to be the old right-of-way and comes out on Missouri Highway 7 north of the Lake City Traffic Circle.

The line was still active up to the Masso Spur, which traveled 3/8 of a mile into one of two quarries still serviced in Pixley by the *MOP*. The spur paralleled Masman Road, which ran up into the quarry from Spring Branch Road (now Truman Road). The second quarry was the Spencer Quarry, which later became Stewart Sand and Gravel. It should be noted that these two quarries lie east of the steep grades and curves, which was the downfall of the Lexington Branch. The branch's name was changed to the Pixley Branch, which it is still known by to this day.

Along with the two quarries there were several other businesses that were serviced along the Pixley Branch. There was Gleaner Combines (later Allis Chalmers), Waggoner Gates Milling Company, R. May Coal, Grain and Feed Company, Freiderichson Floor and Wall Tile Company, and the Independence Power and Light Company. This was a six day-a-week switching job into the 1970s.

I remember in the 1950s local Number 93 would park his train on the Independence Hill on the Sedalia Subdivision, cut off and pick up gondola cars loaded with rock and box cars with Waggoner Gates flour, and Gleaner combines loaded on flat cars.

In the 1960s, 4/10 of a mile was torn up to Masso Spur. Over the years all of the business either folded or moved. The last to close was the combine company in 2000, but had quit shipping by rail in the 1980s.

Off and on over the years other businesses had used the Pixley Branch for rail services, which includes unloading of beer, lumber, plastics and even sail boats.

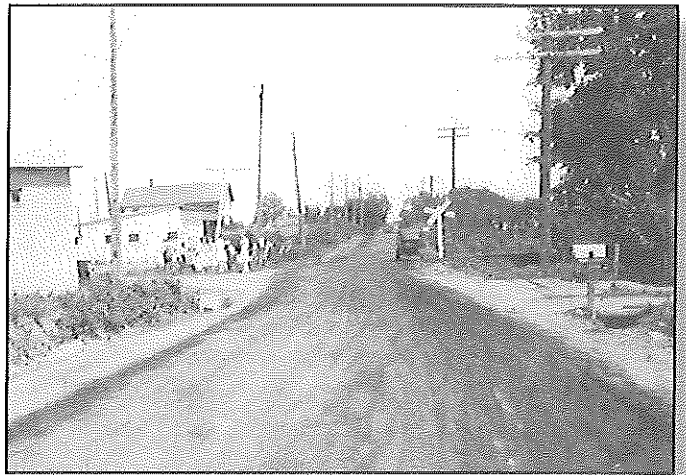
The only businesses being serviced now is an industrial spur that goes into one of the old limestone caves, which is used for storage. These caves are a major warehouse facility, which is called the Geospace Center east of M-291 Highway just north of Truman Road.

About forty car loads of newspaper, sugar, and frozen

meat in reefers are delivered twice a week into the Pixley yard. Webco, an industrial switching company, picks up the cars in the yard and spots them in the cave.

In 1982 the *MOP* was merged into the *Union Pacific*, changing the name of this railroad for the fourth time.

The original Wyandotte, Kansas City & Northwestern



Lexington Branch tracks at Walnut Street and Crane Street, 1930. Photo courtesy the author.

has become an active mainline, a branch line, industrial spur, and a ghost railroad.

Still, its fun to watch a little train wind around through downtown Independence to Truman and 291 where it switches out its cut of cars.

It is also interesting to know that 75 years ago it was a very active passenger railroad bringing riders in from the surrounding communities to downtown Independence to shop and conduct business.

ADDITIONAL RELATED INFORMATION IS POSTED ON OUR ONLINE JOURNAL AT JCHS.ORG.

Ernest N. "Ernie" Griffin was born and raised in Independence, Missouri. He has lived along the Missouri Pacific Railroad, now Union Pacific, tracks his entire life, and has had a strong interest in trains since he was 11. Griffin is a member of the Kansas City Chapter of the National Railway Historical Society, where he has served as vice-president; a member of the Board of Directors of the Midland Railway Historical Society; and the general manager of the Midland Railway, a tourist railroad that operates between Baldwin City and Ottawa, Kansas. He is a licensed locomotive engineer, and trains and certifies other engineers. Griffin has been in law enforcement nearly 40 years, and is author of *The Wyandotte, Kansas City & Northwestern Railway, Then and Now* (currently available in the Jackson County Historical Society's Bookshop).

BOOK NOTES

We offer a healthy selection of local history-related titles in the Jackson County (Mo.) Historical Society's Bookshop.

Felicia Hardison Londre's, "*The Enchanted Years of the Stage: Kansas City at the Crossroads of American Theater, 1870-1930*," is the newest act we're pleased to *draw back the curtain* for...and turn up the lights. Londre's retrospective is a product of research that was partially conducted at the Jackson County Historical Society's Archives and Research Library.

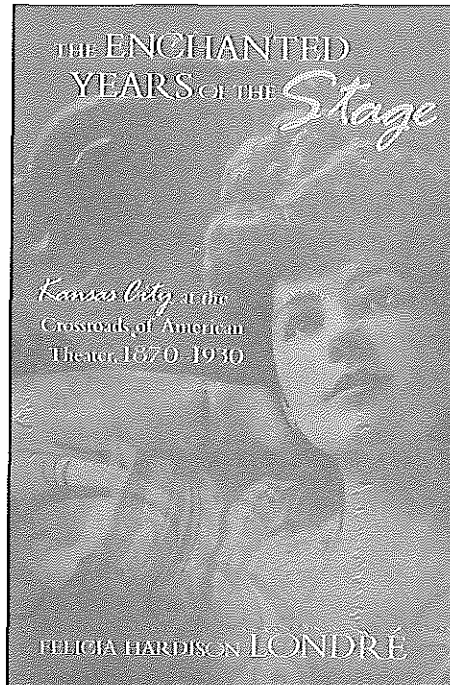
But, don't let the title fool you. Not only has Londre prepared a *curtain call* on Kansas City's multi-faceted theater life...and its colorful characters. *Between the lines of the script* is a fascinating play on the City's social and political scenes where you get an overwhelming sense of the irrepressible optimism, pluck and perseverance we know very well as the "Kansas City spirit."

Crossroads and ride *down the aisle* through history when small companies performed amusements when Kansas City was literally a frontier, cow town. Return from *intermission* for the next act's timely introduction of culture to Kansas City by Colonel

Kersey and Mrs. Sarah (Chandler) Coates. Excite your senses and venture outdoors (figuratively, of course) to explore the evolution of shining stars that glittered in festivities and expositions like Kansas City's own Priests of Pallas. Keep reading. The climax tipping *the big hat* is Londre's expose of big-time vaudeville and burlesque. She doesn't leave us *in our seats* all alone with our hands over our eyes though.

The last gasp of Kansas City's stage—as it pertains to this "first golden age" of theater in our town—rubs some rouge on the glamorous stages of the City's preeminent landmarks (from the Coates Opera House; Convention Hall 1900-1936; Willis Wood Theater; Shubert Theater; and even the Municipal Auditorium). Intermingled throughout are excerpted recollections of renowned theater critic David Austin Latchaw. An impressive notes, bibliography and index round off this magnanimous achievement.

"*The Enchanted Years of the Stage: Kansas City at the Crossroads of American Theater, 1870-1930*," retails for \$35 and is available at www.jchs.org.



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