ATCHISON,

CITY DIRECTORY,

AND

BUSINESS MIRROR

FOR 1865.

CONTAINING THE NAME AND RESIDENCE OF EVERY MALE CITIZEN, A BUSINESS MIRROR, AND SKETCH OF THE CITY, WITH INFORMATION IN REGARD TO ITS VARIOUS SOCIETIES AND INSTITUTIONS, CITY, COUNTY AND OTHER OFFICERS.

MATTHEW QUIGG,

PUBLISHER AND COMPILER.

Price, $1,50.

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ATCHISON, KANSAS.

HER PAST, PRESENT AND FUTURE.

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This city, of perhaps more commercial importance than any in the State, cannot be better described than by the following extract from the Kansas Annual Register of 1864:

The City of Atchison, the capital of the county of the same name, is situated at the apex of the "Great Western Bend" of the Missouri River, in Latitude 39° 34′. It has an elevation of one thousand feet above the level of the sea, and a mean annual temperature of 52°. The location is singularly picturesque, and possesses remarkable natural advantages which are being rapidly improved by art. It is extremely healthy, well watered, in the immediate vicinity of bountless forests of superior timber and inexhaustable deposits of excellent coal. Its present population is about 4,000.

Previous to the organization of the Territory of Kansas, the site of the present city had attracted the attention of Indian traders, mountaineers and steamboatmen, by its peculiar geographical position, as a natural commercial center for all the country included between the Platte and Kansas rivers; and the vast western regions to which these magnificent valleys and those of their confluent streams, afford an outlet and highway. Midway the extremities of the river frontier of Kansas, equidistant from St. Joseph on the northeast and Ft. Leavenworth on the southeast, and nearly on the line of the "Great Military Road" from these points to the Pacific, as soon as Kansas was opened for settlement the site was immediately appropriated, and a ferry put in operation; although at that time the country from St. Joseph to Weston on the Missouri was a primeval and unbroken wilderness.

Early in the summer of 1854, George M. Million and Samuel Dickson removed from Missouri, and selected claims for "pre-emption." In July, of the same year, a number of gentlemen from Platte county, Mo., attracted by the advantages of the location, formed an association for the purpose of building a town on the land of Million and Dickson, and an adjacent claim. Their organization was perfected on the 27th of the same month by the election of a Board of Directors, with Peter T. Abell as President, and Ira Norris, Secretary. A site of 480 acres was at once surveyed, and divided into 100 shares, of which each of the original parties had five—the balance of thirty being retained for common benefit. The first sale of lots was on the 21st of September, 1854.

The Territorial Legislature at its session of 1855, passed an act incorporating the stockholders under the name of the "Atchison Town Company," with the usual franchises. Mr. Abell was retained as President, and obtained from the Missouri Legislature during the same year, the passage of an act incorporating the "Atchison and St. Joseph Railroad., which was completed in the summer of 1860, and resulted in placing Atchison in direct railroad communication with the rest of the Union, three years before any other point west of the Missouri river. The importance of this early connection in securing the advantages of the Pacific Railroad, cannot be overestimated. It was invaluable not only to Atchison, but to Kansas at large, and all the vast pastoral and mineral regions of the plains, the Rocky Mountains and the Pacific slope.

With equal forsight, charters were obtained for the "Atchison & Pike's Peak Railroad," the "Atchison & Fort Riley Railroad," and the "Atchison, Topeka & Santa Fe Railroad," all of which were duly organized, and for two of which valuable Congressional grants of land have been secured. The "Atchison & Pike's Peak Railroad" has been surveyed from Atchison to the Republican River during the past season, under the direction of Major O. B. Gunn, whose profile exhibits a route of easy grade, through a region of unsurpassed beauty and fertility.

In 1855, Atchison, as the national highway to Utah and California, was selected by the Mormons as their Eastern terminus. They laid out a farm of a mile square, four miles out of town, on the "Parallel Road," on the beautiful eminence since known as the "Mormon Grove." By the subsequent disturbances of 1856–7, they were led to select a more quiet point in Nebraska. All private ventures to Salt Lake continued to be forwarded from Atchison.

Four permanent and liberally endowed institutions of learning, five religious organizations, and numerous literary

and scientific associations, are at once the evidence and the fruit of the genius and culture of its inhabitants.

Political preferences and accidental causes have heretofore aided the growth of rival towns, and retarded the development of Atchison. To a great extent, these have at last been overcome, and her claims to superiority acknowledged. Government has shipped its Indian annuity goods for 1863 from Atchison, under contract with George W. Howe, Esq., whose energy and public spirit have so largely contributed to his own success and the welfare of the community. Large amounts of corn, wheat, pork, lard, hides, tallow, and other agricultural products, are shipped from Atchison, and a heavy business done in the manufacture of wagons, plows and farming utensils. The travel to and from the mining regions of Colorado, Idaho and California is immense, and constantly increasing. Probably more gold dust and bullion passes through Atchison to the mints, than through all other points of shipment on the river.

Atchison is the Eastern terminus of the Great Overland Stage Line—the longest single route in the world—the distance from Atchison to Folsom, the Western terminus, being 1,918 miles. Daily trips are made in fine four horse coaches, carrying the through mails; the schedule time averaging seventeen days. This Company has its main office in New York under the following management:

W. B. Dinsmore, President; A. J. Center, Treasurer; Capital Stock, $1,000,000.

The route between Atchison and Salt Lake City, a distance of 1,120 miles is operated by Ben. Holladay, Esq., of New York City; George K. Otis, Esq., being general agent and manager.

Atchison has contributed liberally in men and money to carry on the "War for Freedom." Over five hundred volunteers have enlisted from the city alone, and the exploits of the gallant Eighth, led by Colonel John A Martin, on the bloody steeps of Chattanooga, are too familiar to the public to need recounting here.

Hon. John A. Martin is Mayor of the city for the current year.

Amongst the first enterprizes which gave Atchison the importance she has since retained, was the erection of the Atchison and St. Joseph Railroad, connecting at the latter city with the railroads leading to all parts of the Eastern States. The completion of this road gave to this city at once a complete railroad communication with the East, and secured to her the termination of the only line of railroad which has, up to this time, reached any point in the State from the East. For the origination and completion of this road, which has

been and is of such vital importance to the people of the State and of the West, they are principally indebted to the enterprise and liberality of this city. This road was formerly known as the Platte County Railroad, but is now owned and run by the Atchison and St. Joseph Railroad Companies. It is the route from Kansas and the Western border to the East, and over it passes the overland mail and the freight and passengers, not only for the State of Kansas, but for Colorado, Utah, Idaho, Montana and New Mexico. Its chief officers are, Gen. B. F. Stringfellow, President, Atchison, Kansas; David Carpenter, Superintendent, St. Joseph, Missouri; John S. Kellogg, General Freight and Ticket Agent, St. Joseph Missouri.

Thus to-day we find the City of Atchison the only point in the State which has a complete Eastern connection by rail road. This fact has produced its effect, and our rapid commercial growth is the result. This cannot, perhaps, be better described than by quoting from the circular letter of the Atchison Board of Trade, of November 1st, 1864.

This city is thirteen miles west of St. Joseph, Missouri, and full twenty miles farther on the travelled route to Colorado, Utah, and the West generally, than any other point on the Missouri river which has direct railroad connection with the Eastern cities, the travel time by rail hence to New York being only sixty-three hours.

In the past season the most extensive Mining Companies, Merchants, and Traders of Colorado, Utah and Montana, have transported their goods and machinery hence to their respective destinations, thus giving evidence of the strongest character in behalf of our natural advantages and general facilities as a shipping point.

Induced by this radical change of shipping business on the Missouri river, no less than sixteen hundred wagons have been concentrated here, and are engaged in the great business of transportation for the world-renowned Gold Mines of the Mountain Region west of us — a transportation exceeding all the land carrying by wagon on any other route in the world.

Last year, from the 1st of March to the 1st of November, the whole amount of freight received here by railroad for shipment west, was 5,438,456 pounds. For the corresponding period of this year the amount of freight received for the same destination, by railroad alone, was 16,639,390 pounds, showing the increase in one year alone (leaving out of computation all brought by boats), to be more than 11,000,000 of pounds! These facts speak louder of the growing commercial interest at this point, and of our unrivaled position, than all we might add to them—facts beyond controversy, and a source of just pride to our people.

We can safely assert that the number of wagons to be employed at this point next season, will not be less than double the number now engaged, and competent to move at each trip 15,000,000 of pounds!

We have advices that there are not less than sixty new mining companies recently organized, who will have their machinery ready for transportation next spring from this point to the West, while the increased trade of the mercantile classes in that region will require a corresponding amount of transportation in their respective branches.

Looking forward to this increase of freight, one of our enterprising citizens has contracted for the supply of two thousand wagons from the best factories, to meet the demand that must ensue.

Many heavy freighting firms, heretofore engaged at other points above and below Atchison, on the Missouri river, abandoned those points last spring, and located here. They announce themselves wholly satisfied with the result of their past season's labor, and well pleased with their change of location. Indeed, it could not be otherwise, as goods intended for their transportation are subjected to no intervening voyage by water, as goods sent from other points are, where so often arise harassing delays of whole trains in consequence of the non-shipment by boat of a trifling package of merchandize or piece of machinery necessary to complete their lading, or the equally annoying and damaging detention caused by ice and a low stage of water.

This city was chosen three years ago as the point of departure for the Overland Mail to California, Colorado, Utah and Nevada, and the stage engaged in that service depart hence daily, connecting at Salt Lake city with a tri-weekly line of stages running thence to Virginia City in Montana, Boise Mines in Idaho, and Fort Walla Walla in Oregon.

The Atchison and Pike's Peak Railroad Company, now controling (by assignment of the Hannibal and St. Joseph Railroad Company) and building one branch of the great Pacific Railroad from this city westward, are pushing forward the construction of their road with untiring energy and commendable zeal, having abundant means for that purpose.—They have under contract the first twenty miles of the same, which is to be and will be finished by the first day of July next, iron for that distance, and two locomotives being already purchased to operate the same. Unfettered by legal complications, free from all entangling arrangements of any kind, with ample means, and a region to pass over that offers no obstacle of consequence to their progress, one indeed that by its easy grades invites to the great enterprise, this road may

well challenge all competing routes in the great race to the Pacific ocean.

Merchants and freighters of New Mexico will bear in mind that this City is the only one on the Kansas Border, west of the Missouri river, which has direct communication by rail with St. Louis and the Eastern cities, and that their merchandize can be received here by rail, without any intervening delay of transportation by water. The distance hence to Council Grove by Topeka is only ninety-six miles, and the road unsurpassed. We invite them to examine the claims of our City to their patronage before choosing a point for the next season's busiuess.

The Mechanics, Freighters, Merchants and Traders of this City are adding to their means for the accommodation of those who may select this point for their shipping, outfitting, or purchasing of supplies next season, and we respectfully solicit all who have heretofore chosen other points, to examine our claims to their patronage, and thus test the truth of the assertion we make, that Atchison is without a rival in its advantages as a shipping and starting point for the States and Territories above named, while we promise that all the demands of trade shall be promptly met by our commercial community.

SAMUEL C. POMEROY, President.

THEO. G. HARRIS, Secretrry.

Amongst the results growing out of her favorable situation as a shipping and starting point for the Great West, none are more deserving of attention than the Mammoth transporting Company, which has been recently organized and is permanently located at this place, known as Butterfield's Overland Despatch. This Company was originated and established by D. A. Butterfield, Esq., in July, 1864, and Atchison selected as the starting point of the overland transportation. It contracted freights in all the eastern cities through to all points in the Territories of Colorado, Utah, Idaho, Montana, New Mexico, and Arizonia, and the State of Nevada, giving through bills of lading which included in its rates all railroad transfer and overland charges. These freights were sub-contracted on the Missouri river, and delivered by such sub-contractors to consignees. In this way the Company handled, from July to October, fourteen million pounds of freight—a larger amount than went to all parties in any of the towns upon the Missouri river during the entire year.

On the 20th of March, 1865, the Despatch Company was organized into a Joint Stock Company—composed of the wealthiest men in New Nork, Boston, Chicago, and St. Louis—with a large capital, and the system of sub-contracting nearly

abandoned. This Company, up to June 1st, have loaded and sent out to the Territories cattle trains "A," "B," "C" and "D," and mule trains "A," "B" and "C"—all owned by the Company—carrying over 2,000,000 pounds of freight. Purchasing and outfitting are continually going on; and it is the intention of the Company to put on 300 mule and 1,200 cattle wagons for the transaction of their business. This requires 1,200 mules and 9,600 head of cattle, and gives employment to 55 wagon-masters and 1,500 drivers, besides a large number of employees in their ware-rooms in Atchison, and herders, stock-feeders, blacksmiths, wagon-makers, etc. The Despatch is confined in its operations to heavy freights, and will move this year—from January, 1865, to January, 1866, at the present rate of shipment—over thirty-five million pounds of freight.

Butterfield's Overland Despatch Express Department is now being established by this Company, by putting on a daily line of express coaches between Atchison in Kansas and Denver City in Colorado, and Santa Fe in New Mexico; and triweekly between Denver and Salt Lake City. The time will be from seven to eight days to Denver; each coach having a capacity for carrying 2,000 pounds of merchandise, and to bring back ten passengers to the Missouri river. It will employ 350 head of mules, 40 coaches, and 40 drivers, besides a large number of messengers and others. The main Shipping Office of the Despatch and Express, and their repair shops, are all located at Atchison. The Officers of Butterfield's Overland Despatch are: E. P. BRAY, Esq. 68 Broadway, N. Y., President; W. KITCHEN. President of Park Bank, N. Y, Treasurer; D. A. BUTTERFIELD, Atchison, Kansas, General Superintendent.

Amongst those largely engaged in the business of transporting freight, from this point, might be mentioned the enterprising firm of A. & P. Byrum, who, after years of experience in freighting from all points on the Missouri river, have permanently established themselves at this point, and from here send out their trains to all parts of the West; as also G. W. Howe, B. P. Frink & Co., Stebbins & Porter, A. S. Parker & Co., Lightfoot & Brack, McCauslan & Brown, and a host of others.

This enormous transportation of freight from this point certainly establishes one fact: that Atchison is possessed of more advantages as a shipping point, to either east or west, than any town or city in the State.

Whilst the enterprise of our citizens has been directed into every channel which was calculated to advance our commercial greatness, by concentrating at this point a large share

of the commercial interchange of the country east and west of us, the same spirit of energy has been evinced in the improvement and building up of our city, Already may she point with pride to the many fine churches, institutions of learning, and business houses, which grace her thoroughfares. The difficulty of being able to supply suitable business and dwelling houses to persons desiring to engage in business or locate at this point, has, for the past year, been a source of regret to to those interested in the prosperity of the place. A destructive fire, which occurred last winter — burning out the greater portion of one of the business blocks on Commercial street — has also been a serious drawback to the spring and summer trade. This inconvenience is, however, being rapidly overcome; and the many fine blocks now going up, not only on the burned district, but on most of the business streets of the city, will soon furnish ample room for those desiring to avail themselves of the advantages of trade possessed by this city.

Another feature worthy of special notice, is the energy displayed by the different religious denominations, in erecting suitable places of worship. The Congregational church, a fine structure of stone and brick, is situated on the west side of Fourth street, near Kansas avenue. The building is complete in exterior and interior arrangements, and has one of the finest church organs in the West. Rev. S. D. Storrs is the Pastor of this church.

The Baptist church is also a very handsome structure of brick, and is situated on the west side of Ninth street, near Commercial; its location is very fine, and its arrangement complete and appropriate. Rev. J. W. Warder is Pastor.

The Methodist Episcopal church has a most beautiful location, on the north side of Parallel street, between Fifth and Sixth streets. It is a frame structure, but is substantially built and appropriately finished; its interior arrangements are complete and tasteful. Rev. R. L. Harford is Pastor.

The Catholic church is also a very handsome and commodious frame structure; it is situated on the corner of Second and Division streets; it is tastefully and appropriately finished; it is soon to give place to a more substantial one of brick. Rev. Augustine Wirth, O. S. B., is the Pastor.

The Presbyterian congregation are now engaged in the erection of a church on the east side of Fourth street, between Main and Commercial, which, when finished, promises to be an imposing edifice. The congregation, at present, hold service in the Episcopal Hall. Rev. Edward P. Lewis is Pastor of this congregation.

The Episcopal congregation have fitted up a nice hall in Price's Block, which, for the present, they use as a place of

worship. They have commenced the erection of a handsome church, which it is hoped will soon be completed.

Several other religious denominations are preparing to erect houses of worship, which we hope soon to see successfully accomplished.

The colored people, with commendable zeal, have succeeded in obtaining a house of worship, situated on Third street, near Main. The building is used for the double purpose of church and school. Rev.——— ——— is Pastor.

Amongst the institutions of learning which are so far progressed as to be in successful operation at this time, and to deserve notice, is Benedict's College, corner of Second and Division streets. This is the largest building used for educational purposes in the State; it has a beautiful and healthy location, is three stories high, built in the most substantial manner of brick and stone. It was established in 1859, under the management of the Fathers of the Order of St. Benedict. On the opposite side of Second street from St. Benedict's College, stands St. Scholasticas Academy, for the education of young ladies; it is also a handsome and substantial structure of brick, two stories high, and capable of containing a large number of pupils. It was established in 1863, under the care of the Sisters of St. Benedict. For the erection and location of both these institutions, our city is indebted to the energy and perseverance of Rev. Father Augustin, who was the founder of both.

The Public Schools, which are under the control of the Board of Directors, are progressing favorably; the principal one of which is situated in the basement of the Congregational Church, and is under the immediate supervision of Mr. David Bradford, who is at present assisted by three competent teachers. The number of pupils in attendance at this school is about 325.

There are at present four select schools in the city, with an attendance of from 50 to 75 each, all of which are progressing in the most satisfactory manner.

It addition to this, each of the religious denominations have organized, and are carrying on, a complete system of Sunday schools, which are well conducted and attended—which must necessarily have a salutary effect on the morals of the coming generation.

Here, too, we find the press well established and sustained. We have at this time two daily papers issued in the city, each of which will bear favorable comparison with any of the daily papers published in the West, either as to size, contents or circulation. From each of these offices are also issued a weekly paper, which have a large circulation throughout the West.

Atchison may feel a just pride in her newspapers, and point to them as monuments of her enterprise.

Of the amount of merchandise annually sold in this city, it is difficult to form anything like a correct estimate. For the past year every building in the city, capable of protecting goods from exposure, has been occupied as a sale or store room, and the many fine business houses now going up, attest with what success several of the leading houses of the city have suspended the retail trade, and are exclusively engaged in jobbing. The extensive patronage these houses are receiving is a sufficient guarrantee of the liberal manner in which their trade is conducted, as the district of country, embraced in Northern Kansas and the country lying West, are principally supplied with merchandise from this place. This fact must, as their population swells, increase the mercantile prosperity of this city to an extent of which, at this time, it would be idle to speculate. The manufacturing interests of this city has not fell behind the spirit of surrounding progress. There are at this time no less than twelve shops, almost exclusively engaged in the manufacture of wagons, to carry on the commerce of our Western plains. Furniture is also being extensively manufactured. Machine shops, carding mills, tanneries, and all that appertains to manufacture, is fast taking its place amongst the things that are. A serious drawback to this interest has been experienced in the difficulty to obtain coal in ample quantities, and at sufficiently low prices to make this interest profitable. To obviate this difficulty, a company of wealthy men have effected the organization of a Coal and Gas Company, for the purpose of developing the immense coal fields which underlie our location. They have so far made favorable progress, and will soon commence the sinking of a shaft. With the advantages this city now posseses, and the increase which *must result* from her *natural advantages*, Atchison certainly has but little to fear in the race for commercial greatness, which is now going on between the various towns and cities on the Missouri river.

STREET DIRECTORY.

Ash runs north from Division, between Tenth and Eleventh, North Atchison.

Atchison, third street north of Commercial, running east and west.

Commercial is the chief business street in the city, and runs from the river west.

Division, ninth street north of Commercial, running east and west.

Elm runs north from Division, continuation of Tenth, north Atchison.

Hickory runs north from Division, between Eleventh and Twelfth, north Atchison.

H, sixth street south of Commercial, running east and west.

I, seventh street south of Commercial, running east and west.

Kansas Avenue, first street north of Commercial, running east and west.

Kearney, sixth street north of Commercial, running east and west

Laramie, fifth street north of Commercial, running east and west.

L, tenth street north of Commercial, running east and west.

Main, first street south of Commercial, running east and west.

Maple, runs north from Division, continuation of Twelfth, Atchison.

Mound, eighth street north of Commercial, running east and west.

M, eleventh street north of Commercial, running east and west.

N, twelfth street north of Commercial, running east and west.

Oak, runs north from Division, between Ninth and Tenth, north Atchison.

O, thirteenth street north of Commercial, running east and west.

Parallel, fourth street north of Commercial running east and west.

S. P. WALTERS,

Wholesale and Retail Dealer in

STAPLE AND FANCY

DRY GOODS,

COMMERCIAL STREET, ABOVE THIRD,

ATCHISON, - KANSAS.

Chapman James, foreman R. R., res n e cor Commercial and Eighth.
Chapman J., proprietor of Shooting Gallery, s side of Commercial, near Second.
Chandler Thos. J., bricklayer, res. e side of Second, between Kearney and Riley.
CHASE JOHN A., Photograph Gallery, n w cor Commercial and Third, res s side Santa Fe, bet Seventh and Eighth.
Chase Dana C., soldier Thirteenth Kansas Volunteers, boards s side Santa Fe, bet Seventh and Eighth.
Chesebrough Mrs. E., res n side Utah, bet Fifth and Sixth.
Chestnut Rich., policeman, bds Pacific House.
Chick Peter, carpenter, res n side Kansas Avenue, bet Fourth and Fifth.
CHRISTIE A. M., paint shop, w side Third, bet Main and Commercial, res L, near Sixth.
Christian M. A., freighter, bds s side Main, bet Eighth and Ninth.
Christopher Wm., livery stable, res e side Eighth, near T.
Clark Wm., tinner, res s side Kearney, bet Seventh and Eighth.
Clark John W., carpenter, works for Myers, res s side Santa near Thirteenth.
Clay Henry, (colored) laborer, res s side Main, bet Seventh and Eighth.
Clay Henry, (colored) barber, bds w side Second, bet Main and Commercial.
Climmer J. J. freighter, bds Massasoit House.
Cline W. H., assistant in Transfer Co., res e side Seventh, bet Park and S.
Clits Jas., res w side S, near Second.
COCHRANE, DR. W. W., office at Larzalere's Drug-Store, res e side Third, bet Main and Commercial.
Cochrane Mrs. L., bds s side Riley, bet Fourth and Fifth.
Cogswell Mrs. S., laundress, res s side Fourth. bet Utah and S.
Collins Mich., proprietor Soldier's Home, res U, bet Seventh and Eighth.
Collins Timothy, lab'r, res s side U, bet Seventh and Eighth.
Collins D., laborer, res e side Seventh bet S and T.
Collins W., freighter, res n side R, bet Seventh and Eighth.
COLLINS DR. M. B., office s e cor Commercial and Fourth, bds n side Kansas Avenue, near Ninth.
Collins J. W., freighter, res w side Atchison, near Twelfth.
Collier C. L., saddler, works for Rohr, bds n side Kansas, bet Sixth and Seventh.
Colven, Mrs. E., res e side Second, bet Mound and Riley.
Colvin John, blacksmith Overland Stage Line, bds w side Third, bet Main and Commercial.