Bypaths of Kansas History

Reason Enough

Mrs. Lynn R. Brodrick and her sister, Iowa Jones, of Marysville, recently presented to the State Historical Society what seems to be the subscription list of the old Palmetto Kansan, a newspaper published in the latter 1850's in a town next door to Marysville.

The town didn't last and the newspaper didn't publish long, but the reason offered for the demise of the latter was intriguing. Scrawled across one of the pages was the following candid statement: "Palmetto Kansan Suspended for want of Brain to Edit it."

If newspapers must suspend it probably can't be denied that this reason is as good as any.

Juvenile Delinquents, 1860 Models

From The Daily Times, Leavenworth, December 29, 1860.

There were an innumerable number of snow-storms on the streets yesterday and the day before,—not exactly after the manner in which they usually come, but improvised and gotten up for the occasion by an army of about forty boys. They arranged themselves, in military style, on one side of the street, and dispatched a shower of snow-balls after every team and pedestrian that passed along. Wo to the unlucky wight who stopped and resented the sudden and unexpected pelting which he was sure to encounter, if he came within snow-shot of the boys. A perfect tornado of white bullets would greet him, in response to his exostulations. We even saw some cutters containing ladies that were assaulted by the youngsters. This was an exhibition of a want of gallantry which a few days training in the callaboose would probably remedy. It may be fine sport for the boys to throw snow-balls, but they should learn to be a little more discriminating in their attacks.

"Lightning Speed" on the Santa Fe

From the Dodge City Times, January 19, 1878.

A special train consisting of an engine and Pullman car, left the Santa Fe depot, Topeka, Thursday, with the right of the road to Pueblo. It carried a gentleman who had received a dispatch that his wife was very sick and likely to die in Colorado Springs. $350 it is said was paid for this ride.

From the Times, January 26, 1878.

Last week we referred to the charter of a special train by a gentleman who wished to make all possible haste to the bedside of his dying wife. The Commonwealth gives the following particulars:

Mr. Dunn, of the firm of H. B. Clafflin & Co., the heavy New York dry

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goods merchants, whose wife was lying at the point of death from quick con-
sumption, at Manitou, Colorado, telegraphed Colonel Morse on Thursday, 
chartering a special train from Topeka to Pueblo ahead of the regular train. 
As it was a matter of life and death it was desirable to reach his destination 
as soon as possible, which occasioned a very rapid run, as the figures below 
indicate. The train consisted of a sleeping car drawn by engine 23, built by 
the Taunton locomotive works, with 62 inch drivers and cylinders 14 x 24. 
J. W. Griffith run the engine the entire distance, 568 miles, with John Flem-
mimg to assist him as fireman.

<table>
<thead>
<tr>
<th>Time</th>
<th>Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>The train left Topeka at</td>
<td>3:05 p.m.</td>
</tr>
<tr>
<td>Left Emporia Junction</td>
<td>4:51</td>
</tr>
<tr>
<td>Arrived at Newton</td>
<td>7:20</td>
</tr>
<tr>
<td>(Coaled and supper)</td>
<td></td>
</tr>
<tr>
<td>Left Newton</td>
<td>7:38</td>
</tr>
<tr>
<td>Left Great Bend</td>
<td>9:54</td>
</tr>
<tr>
<td>Arrived at Dodge (Coaled)</td>
<td>12:15 a.m.</td>
</tr>
<tr>
<td>Left Dodge</td>
<td>12:30</td>
</tr>
<tr>
<td>Left Lakin</td>
<td>2:26</td>
</tr>
<tr>
<td>Left Granada</td>
<td>4:00</td>
</tr>
<tr>
<td>Left West Las Animas (Coaled)</td>
<td>5:35</td>
</tr>
<tr>
<td>Arrived at Pueblo</td>
<td>7:30</td>
</tr>
</tbody>
</table>

This run was made in sixteen hours and twenty-five minutes, including all 
stops. Actual running time, about fifteen hours and forty minutes. Average 
speed, including all stops, thirty-four and a half miles per hour. Maximum 
between stations, forty-three miles per hour; minimum, twenty-seven.

For a new western road, this is rather an extraordinary run and would indi-
cate excellent condition of the track and rolling stock.

At Pueblo, the Denver & Rio Grande railroad had a special train in waiting 
which conveyed Mr. Dunn to Colorado Springs, where he took a team to 
Manitou, five miles distant, reaching the bedside of his wife only twenty 
minutes before her death. The thoughts of the husband can be better imag-
ined than described as he dashed up the valley the long night through, at a 
maximum speed of 43 miles per hour to reach the side of his dying 
wife. . . .

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**Fast Draw—No Contest**

From the Dodge City Times, July 13, 1878.

The other day a wild Texan boarded the train at Ellis for Kansas City. 
It was his first ride on the cars, and as the conductor reached in his pocket 
for his punch, the sharp eye of the Texan caught a glimpse of its polished 
handle and quick as thought he leveled a big six shooter on the conductor, 
saying: "Put 'er up, or I'll blow daylight through you. No man can get 
the drop on me."—Hays Sentinel.
A STATE-OF-THE-TOWNSHIP REPORT FROM BURR OAK, JEWELL COUNTY, IN THE 1885 KANSAS CENSUS

Under "General Remarks by Assessors" in the 1885 state census of Kansas (v. 119), one assessor took the suggestion to mean what it said, and thereupon reported the situation in Burr Oak township, Jewell county, as of March 1, 1885:

- Wheat not in good condition. Acreage small. It is not a success in this locality. Oats can be raised in abundance. Average crop about 50 bu per Acre.
- Corn in good condition. Acreage large. Average crop 50 to 60 per Acre.
- The Chintz Bug is here this season, damaging Wheat all ready.
- Peach Trees nearly all Winter Killed. Apples do well. All Small fruits do well.
- All kinds of forest trees do well except cottonwood. Don't pay to Set them out. Box elder and in fact all other Kinds do well.
- Their is a Small Bug eating the leaves of the young Cotonwood this Season. Looks something like Colorado Beetle.
- Their has bin little Rheumatism or Something like it among the Horses this Winter. They get down cant get up. Some dies. Others get well.

EVERYTHING UP-TO-DATE IN KANSAS CITY

From the Kansas City Gazette, July 29, 1895.

Saturday afternoon two young ladies from Kansas City, Mo. came across the line on bicycles. They attracted especial attention on account of their costume. One was dressed in bloomers and the other in tights. Their appearance was so strikingly unusual to the staid population of this city that the town suspended business for a while to take a look at them. The young ladies had gone but a little way along Minnesota Avenue when a troop of dudes on wheels took their trail. Finally one of the girls punctured a pneumatic tire on the fragment of a whisky bottle and when she alighted to examine the damage she was heard to remark: "I thought this was a prohibition town." As the transportation of bicycles on the cable cars is forbidden she was obliged to walk home, pushing her wheel, with a crowd at her heels like that which usually follows a Bohemian and his trained bear. Kansas City, Kansas, never had so much fun since the day of the Lewelling administration. But it must not be understood that Kansas City, Kansas, was shocked. She never gets shocked.

ONE WAY TO BOOST TRADE

From The Brown County World, Hiawatha, June 30, 1899.

It is a good thing for the merchants of Hiawatha to have Indian prisoners in the jail. They draw Indian trade. There have been more Indians in Hiawatha since the Indians have been in the jail than there ever were before.