

HISTORY OF EARLY LYON COUNTY, KANSAS.  
(Breckinridge and Madison)

Breckinridge County was named in honor of John C. Breckinridge, U.S. Senator of Kentucky. It was bounded with 33 others, by an Act of what is known as the "Bogus Legislature" at its session in 1855. The territory was originally 24 miles square, its south boundary line being one-half mile south of the original south line of Emporia. At a session of the legislature in 1859 a bill was passed, attaching a strip of three miles from the north of Madison County to Breckinridge. In 1861 another 12 miles of Madison County was attached, which resulted in the abolishing of Madison, the southern part being at the same time, given to Greenwood County. In 1863, two miles to the west of Breckinridge as far north as sections 1 and 2 of Township 18 Range 10 was transferred to Chase County, and the following year the north end of this two mile strip was attached to Morris County, thus straightening the west boundary line and making the territory twenty-two miles wide and thirty-nine miles long, as it stands to the present date.

In 1857 the County was divided into municipal townships, five in number, named -- Agnes City, Americus, Cottonwood, and Kansas Center. In 1859, Kansas Center was changed to Waterloo, and Cahola, Fremont, and Forest Hiss Townships were created. In 1860, Cottonwood was changed to Pike and Forest Hill to Jackson. Cahola was later abolished and after annexing of the fifteen miles of Madison County, Elmandaro and Centre Townships were formed.

Owing to the length of the name Breckinridge and the fact that Vice President Breckinridge's political record was not in accord with the public sentiment of the county settlers, they asked to have the name changed to Lyon in honor of General Nathaniel Lyon. This was accomplished at a session of the Legislature in 1862.

The history of Lyon County really began when Napoleon said, "Not only New Orleans will I cede to the United States, it is the whole Colony without reservation." This treaty was concluded April 30, 1803.

The first trail that history records passing over this immediate territory was made by Zebulon M. Pike, when, on July 16, 1806, he, with an expedition of twenty men, left Bellfontaine with the instructions "to take back to their tribe on the upper waters of the Osage River, some Osages who had been redeemed from captivity among the Pottawatomies, then to push on to the Pawnee Republic on the Upper Republican River on a mission of determining more accurately the boundaries between the United States and the Spanish Territory to the South." They followed the Missouri River in keel boats and turned into the Osage (a continuation of the Kansas Marais des Cygnes) continuing along this stream until they came to the Osage Villages near the present line of the Kansas and Missouri. Here Lieut. Pike purchased provisions and horses, mounting his party, he set out to execute the remainder of his mission. We see them entering Lyon County Territory at a point where Four Mile Creek flows into Eagle Creek (Sec. 34 T. 20 R. 13) keeping to the north of Eagle Creek the Y-pass over the present site of Olpe to the head of this stream, then, angle a bit to the southwest, touching the head waters of the Verdigris (then called the Vermillion) River: there, history tells us, they turned to the north skirting the hills and on to the "Republic of the Pawnees". Fifteen years later, Wm. Brecknell, Father of the Santa Fe Trail, left Franklin, Missouri, trekked across the country (now the north portion of our county) in prairie schooner drawn by oxen over an un-chartered, un-piloted trail establishing the link between Missouri and Mexico, thereby opening trade to the southwest which continued for nearly half a century, making an early settlement of this part of Kansas, certain.

The Santa Fe Trail, as it was later called, played a prominent part in the military operations of the southwest in the war with Mexico. Overland mail was started in 1849. This same route saw the dawn of a passenger service. Outfitting stations were developed along the route, Council Grove being the first, west of Independence, Missouri. Early mail coaches carried as many as eleven passengers and a guard. The fare from Independence to Santa Fe, Mexico, was \$250.00, which included meals of hard tack, bacon and coffee with an occasional antelope steak. Two weeks was required to make the trip. Trade continued to increase to such an extent that statisticians estimated it to be valued at five million dollars during the year of 1855, the first year of Lyon County's settlement. In 1860 goods shipped weighed 16,439,000 lbs. and 9,044 men, 6,147 mules, 27,929 oxen, and 3,033 wagons were employed. Similar trade continued until the opening of the railroads through the country in '70. The starting point of these long freight trains was Independence, Missouri, then later, Westport. Often twenty wagons went in one train, four abreast for protection. The wagons had huge gondola-like beds, eight or nine feet in height at the center, covered with bows and canvas, each carrying from one and a half to three tons of freight and hauled by from four to eight teams of mules or oxen guided by dextrous hands of teamsters. Whips were often twenty feet in length. These caravans were carefully organized with wagon masters, lieutenants, marshals, clerks, commanders of guards and even chaplains. The average mileage per day was about sixteen miles, traveling according to the water; if the distance from watering places was twenty miles, they continued that far, but if twelve or fifteen, the mileage was lessened. The trail, as it crossed Lyon County was from 100 to 150 feet wide, packed hard from constant useage. Mr. Will Wayman told me that this bare strip was valuable as a fire guard from the early sweeping prairie fires; he stated also that when he was a young man he could ride out to a high point almost any day, any hour of the day, and see a wagon of some description trekking westward, so constant was the migration.

We find the trail entered Lyon County in Sec.21 T.15 R.13, going west and a bit south, crossing Elm Creek at what was called "Hard Bottom Ford". Here a mail station was later located and we now find a marker placed there by the State Society of the Daughters of the American Revolution. The marker carries the dates, 1822-1872. The trail angles westward at the head of several smaller streams reaching "142 Creek" and crossing at the south line of Sec.36 T.15 R.11. Just to the west of "142 Creek", another D. A. R. marker is placed and on Sec.2 T.16 R.10 we find a third marker. From this spot the road goes to the south a little, leaving the country on its way to the then all important trading post, Council Grove. To this Highway 50 N, the National Society of the Daughters of the American Revolution have fixed the name, "National Old Trails Road". They urge every man, woman and child living along this road, to know the history connected with it.

Chas. H. Withington was undoubtedly the first settler on Lyon county soil. He located on the trail at its point of crossing "142 Creek" in June 1854. When one realizes that the Kansas-Nebraska Act was signed on the 30th day of May, 1854, (just a matter of days before Mr. Withington's locating) one will see that our territory took on its identity at a really early period in Kansas History. Mr. Withington opened a store on the location mentioned above, the first of its kind in the state away from Indian posts. His place was the headquarters for all the settlers that began coming to the Neosho Valley the following year, says Mr. Jacob Stotler in an article in the history of Lyon County written for an Atlas published in 1878 by Edwards Brothers.

We find the record of thirty-eight settlers coming in 1855 of whom all but a few are located on the map; they are: Christopher Ward, A. L. Watkins, Thomas Shockley, R. H. Abraham, W. H. Eikenberry, Joel Haworth, Joseph Hadley (these last two named, possibly came in 1854, at least to look the territory over), Charles Johnson, Joseph Moon, John Fowler, John Connell, Joe Pigman, Jeff Pigman, John Cottingham, Lewis Cottingham, Morgan DeLacey, Mr. Wilcox, James Hendricks, H. B. Elliot, Mr. Lowry (who died here that same year), T. H. Paine, Reverend T. J. Addis, Tom Addes, John Addes, David Vangundy, Christian Carver, John Evans, R. Kelley, C. Morris, John Rosenquist, G. D. Humphrey, Jas. Pheanis, Ira Hadley, Abner Hadley, Lorenzo Dow, Arthur I. Baker (Mr. Baker had a store on the trail near Agnes City), Lemuel H. Johnson, Josiah Gregg, Mr. Cobine, Mr. Hays, and Dr. Stiggers. (Josiah Gregg and Mr. Cobine had stores near Neosho Rapids, and Mr. Hays; then later, Dr. Stiggers kept a store at Columbia in 1855).

In 1856 came Williams Grimsley, David Roth, C. N. Link, W. Lockerman, W. H. Carney, James Nowlin, Curtiss Hiatt, Milton Chamness, Edward Evans, Solomon G. Brown, Andrew Hinshaw, Dr. Thomas Armour, Frederick Brendel, John Gunkel, Henry Gunkel, Sam Lewis, Nathan McCormick, Wm. Paine, Mr. McVey, Bert, Bill, and Bob Cowden, Gus Stead, Mr. Simmons Moses Pickett, Silas Howell, Isaac Cox, Eli Davis, P. W. Manning, Mr. Taylor, Solomon Pheanis, Mr. Heasley, D. Swim, Richard Miller, Mr. Tyler, Geo. Lewis, David T. Morris, David & Hugh Williams and their mother, Simon Bucher, Mrs. Morgan Yager, Henry Stratton, L. C. Priest, L. J. Williams, John Mahaffeya, Mr. Graham, Mr. Quimby, Mr. Harper, Mr. Shockley, and the Jones Family. These last eleven settled on Eagle Creek, near Elmandaro, in Madison County.

In 1857, the year Emporia was founded, history states that 2,000 settlers came into the county. Mr. Wm. Hammond says that many did not stay, however.

The only mail received by these people came from the office at Withington's. Joseph Hadley went from his cabin on the Cottonwood west of Emporia to Withingtons on horseback and brought back the mail to the settlers on the Neosho and Cottonwood, receiving from them his pay for his work. Provisions were hauled by the settlers themselves from Kansas City, at that time, a straggling village.

The territory (later Breckinridge County) contained many acres of land set apart for the Indians. To the east we find the west line of the Sax and Fox Reservations and to the west lies the east line of the Kanza or Kaw Diminished Reservation and the east line of the Kansas Trust Lands. An article on "History of the Kanza or Kaw Indians" printed in Vol. 10 of Kansas Collections page 353 reads: "The Kanza made their homes from 1847 to 1873 on the diminished reserve, Cahola Creek village was on a creek of that name south of the present town of Dunlap. For a long time, Al-le-ga-wa-ho, the head chief, presided at this village. "Fool-Chief's village was near the present town of Dunlap, in the valley. Kah-hega-wah-ti-an-ga Second, governed this village for a long time, having succeeded Ish-tah-le-sah (Speckled Eye) his uncle. This is of really great interest because the Kanza's were the one tribe of Indians that were owners of all or most of that imperial pasture now called Kansas. This state was their home for many generations.

Elmandaro and Columbia were the first towns located, both being in Madison County. A year later, in 1856, Florence, which later was called Neosho City, then Italia and now Neosho Rapids, was laid out. In 1857, we had two more towns - Emporia and Americus. While 1858 brought several more; they were: Hartford, Waterloo, Fremont, Forest Hill. Reading was located in 1867. Butlertown (named for David Butler) was founded in 1877 and in 1879, the town was moved just north of Buglertown, across the tracks of the "Narrow Gauge Railroad" and called Olpe.

Lang (first called Hortonburg), in 1882. Allen, about 1886, as were Bushong and Admire. These three towns being laid out the same year the Missouri Pacific Railway Company built its tracks across northern Lyon County according to Laura French's History of the County. Miller was founded in 1910.

The Burlingame Road was part of a Government road from Fort Leavenworth to Fort Sill, Indian Territory. Laura French says this was the first official road into Emporia and that Oliver Phillips made the first wagon track over this route when he came to Emporia in February, 1857 to help stake out the townsite. Mr. Phillips was the county's first surveyor. In Annals of Emporia and Lyon County Page 15, we read, "At this time (1857) the government ran a mail from Westport, Missouri, out on the Santa Fe Trail to Council Grove; thence to Columbia. This would not do for the wide-awake Emporians at all; they hated every pro-slavery and instead of patronizing this route they took steps to have their mail sent by the way of Lawrence; they had Box No. 500 in Lawrence, from whence the mail was brought by private hands. A weekly hack line to that city was established (going out of Emporia by the Burlingame Road), leaving here every Monday and returning every Friday. It took four full days to make the round trip and one day to rest in Lawrence," and on Page 52, "The mail from Lawrence was required to come through in one day instead of two days as it had always done before. Emporia began to feel she was part of the world." It continues with, "In 1860 a tri-weekly hack line service began on the Emporia-Lawrence route. \$15.00 was the hack fare. In 1869 when G. P. Jones, my father came to Emporia, the fare was \$5.00 from Burlingame to Emporia. The old Government trail went out of Emporia to the southwest, passed Lakeside and crossed the Cottonwood at Baker's Ford (now on the Diggs and Sons property), crossed Jacobs Creek just north of "Jacobs Mound", thence to Bloody Creek; crossed South Fork at Bazar, thence to Mercer Springs, Sulphur Springs and the town of Chelsey, Eldorado and the little trading post called Wichita. The hauling over this trail was done by single teams. Food stuffs and lumber were the principal merchandise hauled. Tom Evans and his brother were the early freighters here. Many greusome sights greeted the brothers as they traveled across the prairie country.

One of them was a group of eight men hanging to a little oak tree, horse thieves. Another was a settler, lying dead, having been killed by a freighter (who had been angered when hit by a neck-yoke). Mr. Evans said land along this route was priced at \$5.00 an acre. Whiskey was valued at \$8.00 a gallon and in Butler County, whiskey had the biggest sale.

In the early seventies, travel to the southwest crossed the Cottonwood at the ford south of Commercial Street, turning west, passed the Hiatt home, meeting the other trail just west of Pheanis Creek and on to Walnut and Eldorado. G. P. Jones took this route to Chesley in 1872 on horseback in an attempt to collect some debts for Bancroft and McCarter, early merchandisers in Emporia. Mr. Jones had great difficulty in finding a place to stay overnight; also to find food for himself and feed for his horse. The inn at Mercer Springs was full and the farmhouse that had a place to sleep, had no feed for the horse; he finally found a place that gave him a bed and some bread and milk; he walked back a quarter of a mile to get some oats for his horse.

The Emporia-Eureka Stage Line ran directly south to the county line. At Eagle Creek the Soule family kept a barn where horses were changed. About ten miles farther on to a hill northeast of Madison, another station was located. This was kept by a Mr. John Duncan and his wife. Mr. Duncan died and Mrs. Duncan married Mr. Washington Dunkerly. These were the parents of Mrs. Roy Kramm of Emporia.

William Duncan, a son, says the Southern Kansas Stage Route ran between Wichita and Emporia; that his parents were hired to feed the passengers. After leaving their place, the road angled a little to the southeast crossing the Verdigris River at a ford about one-fourth of a mile west of the present bridge on Highway 11, north of Madison. From Madison the route went to Hamilton, Utopia, thence to Eureka, to Augusta and on to Wichita. A Mr. William Hill kept a station similar to Duncan's between Hamilton and Utopia. J. M. Terry was general manager of the stage line and a Mr. Bassett (father of William Bassett) of Emporia, was one of the drivers on the stage. At one time the stage was held up for three weeks on account of mud between the Cottonwood River and Dry Creek. Later, the county hired Ellis Owen to haul stone to put in the road. As a child, I remember that no one traveled that road unless they actually had to, on account of those awful stones; they were from six to eight inches; big, jagged and rough as I remember them, they had no dirt over them to fill in the rough edges.

It was the 7th day of December, 1869, that the first locomotive came into Emporia. My father says it was on Sunday afternoon and he, with a crowd of people walked to a hill north of town, to see it come in. It came slowly, as slowly as a man would walk, the engine pulling one work car. Somewhere in my reading of early records, I found a statement by a woman from Hartford, who said the ties for the road bed were cut in the timber along the track as they went. Attica, just west of Hartford, was the first railroad station in the county. The M. K. & T. being the pioneer railroad.

The following July 20th, saw the Santa Fe Railroad completed into Emporia. The first station built in the county on this railroad was at Hortonburg (now called Lang.) In Emporia, the first Santa Fe Station was located on Merchant Street; the first station built on the present site, was built in 1883 according to Mr. Fred Heath, the present station agent. The railroad south of Emporia, (now the tracks for the Howard and Chanute branches) was started in 1877; it was a three foot narrow gauge railroad and small cars were brought to Emporia to run on the tracks. Tom Evans helped to build the road bed. He went to Colorado in 1878 and does not know the date this railroad was finished. The Santa Fe bought the road before 1881 and the road bed was widened, says an early shipper from Madison. The road to Kansas City by way of Ottawa, was owned by the Southern Kansas Railway, says Mr. Heath, and was taken over by the Santa Fe in 1889.

The Missouri Pacific Railway Company built their track across the north end of the county in 1886 (as was stated above) and the three towns, Admire, Allen, and Bushong were built around their station.

In the late spring of 1901 the Orient Railroad Company began grading for a road bed. It looked as if the Santa Fe was to have competition east and west; this road did not materialize however, and it was left to the bus lines many years later, to compete in passenger and freight business.

The committee in charge, on this research, is most grateful for the help they have received from many people in and about Emporia, who have assisted them. The work of locating about half of the claims of the first settlers was done by Mr. Robert L. Jones. I wish we had time to note items of interest in and about these records; the one connected with John Gunkle, is a fair example. The deed for 160 @ (SW $\frac{1}{4}$  Sec. 28 T.18 R.12) was first assigned to John Gunkle Aug. 10, 1860 by an Indian named Mar-sa-li-no Ta-che-co, who had received his land from the government as a reward for service (as an officer) in an Indian uprising. Mr. John Gunkle was the grandfather of Eva and Charlotte Gunkle of Emporia.

Indians were very much at home in and about this locality; the Hiatt family have many bits of tales which add to the coloring of those days in the late fifties. John Hinshaw tells us that a spot in Hammond Park is the site of an Indian summer camping ground. An Indian burial ground was located north of the Cottonwood just south of the Park Morse home on East Logan Avenue. (Center of NW $\frac{1}{4}$  Sec.24 T.19 R.11)

Elsie Rich-Wells of this committee remembers the tree along the river east of Soden's Grove where her father said the bodies of dead Indians were hung for burial ceremonies. Sites of several cemeteries have been marked as they all date very early. Mrs. Godsey has located on a map accompanying her article 'Raid on the Upper Neosho' in Vol.16 of Historical Collections, the burial spot of a man named Lowry, whom she said was the first white man to be buried in Breckinridge County. Mrs. Archie Hunter finds a gravestone in Forest Hill cemetery located in NW cor. SW $\frac{1}{4}$  Sec.11 T.19 R.12 with the inscription, "David A, son of W. F. and S. J. Hancock, died April 3, 1856 1 mo. 23 days old." This cemetery is on land pre-empted by a Mr. Roe who deeded the plat to the public. It is now owned and taken care of by the township.

The burial ground on Sixth Avenue, just to the east of Badger Creek (sometimes called Forest Hill Cemetery) was first called "Stevenson Burial Plot" and was a private burial ground. Laura French's article in the Emporia Gazette under date of Feb. 10, 1933, concerning the burial ground one-half mile east of Rocky Ford Bridge is of real interest. The Cottingham plot is near this Gunkle location. Mr. John Cottingham, buried here, was the first settler on the Cottonwood River. The Line Cemetery predates 1860. It is a 20 acre plot (W 1/3 NW $\frac{1}{4}$  Sec.31 T.21 R.11) Elmandaro Cemetery was near the town of Elmandaro on Eagle Creek.

The first school house built in the county, according to Stotler's Annals of Emporia and Lyon County, page 17, was in Kirkendall settlement. A Mr. Gardner of New York, who later married one of Mr. Kirkendall's daughters, was the first teacher. This was in the year of 1857. Mrs. Uri Hodson says it was in the south west corner of Sec.24, located just south of Lockerman Bridge, and that she attended school there in 1860. The building was built of logs as was the one on the second location just across the road from the Zion Church in Sec.26. The third location was one-half mile south and one-half mile east, now School No. 14. It was called Valley Star. The first organized district in the county was in Emporia town. The school building was a stone building on Constitution Street, but prior to this the first school was opened October 14, 1858, in a small building on the northwest corner of Sixth Avenue and Commercial Street, the site of the Emporia State Bank. This little building was built April 18, 1857; one small room with an attic above, being the first building erected on the Emporia townsite. Mr. Stotler says it was a free subscription school and most of the money was furnished by the young men of the town; Miss Mary Jane Watson was the teacher. The second term of the Americus school began Oct. 18, 1858; (I do not have the date of the school opening, which would predate the opening of the first Emporia school.)

Americus was the site of the first jail, a structure built of hewn logs.

The Emporia Times of April 23, 1933, carries an article which says "at one time Lyon County claimed the record of having the biggest tree in Kansas. It was the Cottonwood and in 1879 it measured nearly thirty feet in circumference; it stood just south of the Sixth Avenue Highway on ground which was once the Neosho River bank; the site being now almost due east of the present bridge."

The first marriage in the county was at the DeLacy cabin in 1855 (probably in the summer). Morgan DeLacy married Mary Mayds; James

Hendricks, Justice of the Peace, officiated. (Van Gundy's letter, Kansas Historical Collections Vol. 17, page 594.)

The first marriage in Emporia was that of James Pheanis and Sabra Way, in 1858. (Pioneer's, page 17). The first home wedding was that of J. V. Randolph and Alma M. Watson on Dec. 21, 1859. (Grandparents of our own Mary Keeler-Rindom.) This wedding took place at the home of Miss Watson on Mechanic Street in the 800 Block, the real show place in the town at that time. Mr. Watson's flower garden was the pioneer in gardens. Roots of his famous Wisteria vine still live on the porches of the Randolph, Keeler, and Vickry home.

Elder Cyrus R. Rice of Hartford, at an old settler's meeting in October, 1912, said, "Sometime in June, 1856, I organized the first church in the county, under some trees a little below the mouth of the Cottonwood, and I appointed Dr. Gregg, class leader, but this church was short lived and soon forgotten."

The Curtis Hiatt and the Joseph Moon families, devout members of the Friend' Church, held services in their homes immediately following the arrival of the Hiatt family in 1856.

While in Emporia, the first religious services were held in the hotel, called the Emporia House, at the southwest corner of Sixth Avenue and Commercial Street, by the Rev. Mayes, of the Methodist Church, says Mr. Stotler. This has been contradicted, however, some saying Solomon Brown preached the first service held in Emporia House. Mr. Brown was a minister of the Christian Church; their church located originally at 627 Exchange Street, was the pioneer church building on the townsite.

Mrs. John Rees says the pioneer Sunday School was organized in her father's home on Dry Creek and the first Thanksgiving service was also held there.

Mr. Edward Evans gave the first ground to the community on Lower Dry Creek for a cemetery. A log cabin was built on the plot in 1861 or '62 and all forms of community gatherings were held there. Martha Priest of Eagle Creek was the first school teacher. In later years, a church was built just south and it was called Salem Church. The cemetery is now known as Evergreen Cemetery. Mr. & Mrs. Evans are buried on the spot where the log cabin community house once stood.

The first furrow of ground plowed in the county was on the Withington claim. Mr. Van Gundy said that Thos. J. Addis and John Rosenquist brought in two plows at the same time and it was on their arrival that the plowing was done. Mrs. Godsey says that Mr. Rosenquist (her father) was the man who plowed the first furrow.

Several claimed the distinction of owning the first well; among them was Solomon G. Brown, Lemuel Johnson, and Edward Evans. However, Mr. Wm. Hammond says the first well on the Emporia townsite was dug by himself and his cousin, George Baker, on the east side of Merchant Street between Fifth and Sixth Avenue and that Paul Beck drank the first cup of water from this well.

H. G. Humphrey's saw mill was the first mill erected. Two early mills close to the Emporia townsite were Dr. Armor's across the Neosho and Parham & Phelps, in the ravine just north of the Normal building. Those marked on the map were Patty's, Haworth, Sordan's, Humphrey I and II, Fowler, Armor's flour mill and Armor's saw mill, Parham & Phelps saw mill, Roberts & Jones flour mill, and the Hartford water mills.

Leonard E. Bush, who came to Kansas in 1856, taking a claim north west of Admire, bought the first spool of barbed wire sold in Emporia and fenced his farm. He said, "the farmers laughed when advised to take up stretches of unfenced land adjoining their own farms and said-- 'Why pay money for the worthless stuff; it will never be settled'".

Post offices marked on the map (now extinct) are Magda, Elco,

Verdigria, Ewing (commonly called the Red Barn), Eagle Creek, (also site of the stage barn run by Freeman Soule), Columbia, Allen (At Withington's), Agnes City, Orleans, Foster Springs, Waushara, Ivy, Badger Creek, also Plumb, (the site of the Trail).

The Emporia City Waterworks, first located on the Cottonwood River, were formerly opened in June, 1880, and said to be the first in the state.

An item of interest told me by Mr. Tom Evans is that during that early period, it was the belief that plaster would not hold on walls over-head because of the high winds, so most of the early houses were ceiled instead of being plastered.

The first issue of the Kanza News was printed June 6th, 1857, and Mr. Ed Rowland tells me that his uncle bought their printing business, later. The Rowland Printing business is the oldest business on the streets, probably by fourteen years.

Mr. E. E. Anderson, the tailor, continuing the tailoring business of G. P. Jones & Company, which began in 1874, probably rates the next oldest.

Mr. H. C. Cross was elected mayor when Emporia became a city of the second class.

The first banker in Emporia was J. R. Swallow.

P. B. Plumb and L. D. Bailey were the pioneer lawyers.

Ed Borton established the first hardware store in Aug. 1858 and it is said that Mrs. Borton owned the first bath-tub in town. It was a copper tub sent to her by her father from Cincinnati, Ohio.

In June, 1863, a trainload of eighteen heavily loaded wagons, consisting mostly of Lyon County flour and bacon, left for Colorado markets.

In 1866, \$80,000. worth of cattle were sold in Emporia and vicinity, all of which shows that these early pioneers of Kansas made much of the fertile and virgin soil of Kansas in a really very short period, and we heartily agree with a statement made by Miss Abigale Morse in an article on "The Early Schools of Lyon County", "Early settlers, the Lord called us to Lyon County to make it a worthy part of a great nation; we have about finished our work; we builded better than we knew."

May we, residents of this County of Lyon, not fail in carrying on, the work so wonderously builded.

(Signed) Lucina Jones Regent,

Emporia Chapter, Daughters of the  
American Revolution, May, 1933.

#### Sources of information:

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