

Tell the story of the  
Father who wanted  
his son to ~~prepare~~  
select his future  
work - A retired Army  
Officer on Half Pay

Then tell of Ches  
Gifford - Make a  
man of maguel just

First make your  
man and then your  
Realtor -

You may want a tricky  
lawyer to get you  
out of a scrape - but  
you do not want such

a man to assist your  
business in managing  
your estate - nor in  
any other matter  
whose confidence in  
honor and integrity  
are necessary -

There is no place in the  
long run for the tricky  
Real Estate man -

The Realtor is the  
very foundation of  
development and  
success -

I saw North of '36  
last night - I who  
was it first saw the  
possibility of the west  
if not the real estate trade

3

Realtors told buyers  
for years that ~~land~~  
~~in~~ land values  
here were much  
below similar land  
elsewhere - Its ~~truth~~  
was true - It is  
still true -

It is true in regard  
to Lawrence City property

### Professional Relations

Loyalty to Board & Assoc.  
Be able to agree - or  
arbitrate -

Don't be like the  
fellow who argued  
all night in the  
mule trade -

Look out for unethical  
practices and  
check it up to  
the board - 4

Tell of the woman who  
bought a house and  
dealer asked her  
to state that he had  
shown the property -

Article 5 - is a Big One

Do not publicly criticize  
a competitor nor  
try to spoil his  
deal - You'll lose  
another customer  
for the community as  
a whole -

Suppose you have 20  
Realtors in Lawrence  
each one spoils

5 trades a year <sup>5</sup>  
for other dealers -  
That makes a  
total of 100 trades  
spoiled which at  
an average loss  
of \$200 is \$20,000  
or ~~a loss~~ an  
average loss of  
\$1000 for each dealer

Boost the other  
fellows deal -  
Tell the customer  
it's a good buy, but  
if he wants something  
else later to come  
and see you - He  
will henceforth

6

Consider you  
a man of good  
judgment - and  
you may do business  
with him later. -

---

### Relations to Clients

Be fair, honest  
intelligent and well  
informed -

### Special attention to Article 19

If you accept a  
listing ~~give~~ make  
a conscientious  
effort to move it.

In Relations to 7  
Customers and the  
Public

There is the same  
call for honesty -

Be men and act  
in a manly, upright  
manner at all times.

Article 31 a good one -  
See that each side  
is informed -

These are all things  
well known to all of  
you.

You are builders of  
Communities - If you use  
good materials you add  
to its value - and

in your building  
you are using  
human bricks -

The Public Should  
and will Respond

Tell MacWilliamson's  
story of making a  
man be good =

Its a great business  
this community building  
and we welcome you  
as builders



Given  
\$10,000 on  
prices

of Wagner  
Potatoes  
in years a  
bucket

St. J. P. P. P.  
prices make  
\$500 an acre  
in a single  
year

Farmers who  
have stopped  
by farming -  
potatoes & food  
institutions - how  
make money -  
Many of the  
families around  
low provide  
children a  
college etc.

Incident  
of Embury

Farmers not  
always good  
buyers - often  
pay too much  
and are  
apt to  
capitalize on  
low prices

In the interest  
of improvement  
of the firm  
decreased that  
K.S.C. just  
playing football  
a basket ball

11/13/40

HARMONY CIRCLE

(Mrs. Forrest Jackson)

Wednesday afternoon

2:30 or a few minutes before

20 to 30 minute talk on

"The History of Lawrence"

at

124 West 13th Street

(Mrs. Sam Ferguson's home)

Lawrence:-

The beginning of Lawrence is so closely connected with slavery, ~~that~~ it may interest you to discuss briefly this ancient traffic, which still exists in Mohammedan lands.

Slavery ~~at~~ in its inception marked progress in civilization. Prior to the use of prisoners as slaves, conquered peoples were massacred. Slavery at least permitted them to live, and later under some of its refinements, permitted them hope for better days.

Fifty years before Columbus discovered America a Portuguese ship exchanged Moorish captives for negroes ~~to/be~~ on the West African coast. These negroes became slaves and the traffic developed rapidly.

It is interesting to note that the year ~~1620~~ which brought the Puritans to Plymouth, also brought the first slave ship to Jamestown, Va.

The Spanish Conquistadores met with little success in enslaving the Indians they found in the Western Hemisphere, so they largely killed them off and in their place introduced Africans

At the beginning of the nineteenth century there were two hundred thousand negro slaves in Virginia alone. Washington was a slave owner, but ~~gave~~ at his death gave freedom to his slaves, and voiced a wish for ~~the/dis~~ some sort of an equitable arrangement by which slaves might be freed, and their owners compensated for them.

The Missouri Compromise, enacted in 1820, and approved by President Monroe was the first effort in America to limit the extension of slave territory. Prior to this date the number of states in the Union were equally divided between slave and free states. When Maine wished to become a state, and a free state, the South insisted that Missouri be made a slave state in order to maintain the parity between slave and free states.

Included in the Missouri Compromise were these words:-" Missouri shall be admitted as a slave state but slavery shall be forever prohibited north of the Southern boundary of Missouri; namely 36 deg. 30 min. N. Latitude."

In 1854 the Kansas-Nebraska Bill was introduced by Stephen A Douglas, senator from Illinois, to divide and organize the states of Kansas and Nebraska, and to permit the citizens thereof to decide whether such states should be free or slave. The bill ~~also~~ gave rise to Squatter Sovereignty, the occasion for the founding of Lawrence.

The Missouri Compromise thus being repealed the fate of the new territories depended upon whether slavery or anti-slavery immigration should predominate. To combat the influx of pro-slavery men from Missouri and the South, ~~New~~ the people of New England became aroused and organized the New England Emigrant Aid Society.

On August 1st. 1854 the first party of twenty nine men arrived ~~in Lawrence~~ on the present site of Lawrence and first encamped on the hill. The improvements were located in what is now Robinson Park, just south and west of the bridge in Lawrence. On Sept. 6, about five weeks later the second party of about 200 including men, women and children arrived.

It is of interest how the site for the city of Lawrence was chosen. When the Gold Rush of '49 was on, Dr Charles Robinson, afterwards first state governor of Kansas, was a member of a party which came up the Kaw valley. When Robinson reached the ~~top~~ crest of Mt. Oread, he viewed the valleys of the Kaw and Eakarusa, and said to himself, "What a wonderful site for a city, and what a place for a university. So when he became ~~the leader~~ identified with the New England Emigrant Aid Society, he recalled his earlier vision, and the party came directly to this spot.

The first years were turbulent. The slavery party was victorious in 1855 and Col. W. A. Phillips, afterwards a congressman from Kansas, wrote a book on the Conquest of Kansas.

The anti-slavery men contested the election of '55 because more ~~votes/were~~ than twice as many votes were cast than there were voters in the territory.

Franklin Pierce was then president and was a northerner with southern opinions and principles. He was a compromiser as was James Buchanan, who followed him as president. The condition of the Yankees in Kansas, was precarious. But they held a convention in October 1855 and adopted a constitution prohibiting slavery. This was accepted by the people, the proslavery men refusing to vote.

An election under the new constitution resulted in a free state governor, but the Federal Troops would not permit the free state legislature to assemble. In 1858 the state rejected a constitution adopted by the proslavery party at Lecompton, and a constitution prohibiting slavery was adopted, and Kansas was admitted as a free state January 29, 1861.

On May 21st 1856 the Free State Hotel in Lawrence was destroyed as were the newspaper plants, and the stores were raided. On August 21st 1863, during the Civil War, Lawrence was destroyed and many citizens murdered in cold blood by Quantrill.

*Lane & Lincoln*  
Developments

Poole Packing Plant

B. W. Woodward and K. C. business

L. Bullene, and Bullene Moore and Emery

J. G. ~~Peppard~~ Peppard Seeds

4  
Temperance --Precilla Wilson.

Carrie Nation--Mrs George Davies.

Art and Literature

B W. Woodward

Nobaa Prentiss

Leveret Spring--Historian

George Little.

Science - Snow,

M A Barber

E C Franklin

L. I. Blake.

L. L. Dyche.

Williston

Chas H. Sternbergh

Race for State Institutions

State University--Lawrence

penitentiary--Leavenworth

Capitol--Topeka

Agriculture; Col--<sup>th</sup> Manhattan

Teachers--Emporia.

Railways  
Kansas Pacific - U P  
Santa Fe  
L L & G,  
So Kansas.  
Carbondale Route

Newspapers

Herald of Freedom  
organ - E. W. Brown

Tribune - John Speer

Free State Journal Miller

Business in Republic  
City Water Water Power

Sewers - guttering

Paving - Beach Plant

Stays on hills & steams

Street Railway

Adequate Elec Power

Pure Water -

Etc

SPEECH

by

W. C. Simons

to

Douglas County Republican Women's Meeting

Monday, October 28, 3 P. M.



The progress of the human race was delayed for centuries, by the pride, jealousy, and inferiority-complex of man.

When man wrested the leadership of the family from woman, he left her the work, while he did the hunting and fighting, and Presto his occupation became the more honorable.

No nation is better or stronger than its women, and to woman has fallen privation, hardship, and suffering.

Years ago in talking with an educated Hindu, I asked him if there had ever been a time when the Hindus had been a military ~~and~~ dominant nation, and he said there was no record of such leadership.

We laugh at the story of the effeminate man, who, when asked why he was that way, responded, "That's easy, my mother was a woman."

*however*  
This answer, embraced more wisdom than that of priests and potentates, who for milleniums, not only kept from womankind the right of education and advancement,

but denied them even hope of Heaven excepting thru their marital ties.

Christ in preaching the Fatherhood of God and the equality of His children struck the fetters from untold millions, but even some of his professed followers still cling to the ancient tradition of the superiority of the male.

In its 320 years, since the landing of the Pilgrim fathers at Plymouth, this country has outstripped all others, not alone because of its virgin soil, its untold minerals, and the invincible courage and initiative of its men; but because American men had the cooperation and companionship of American women, whose minds were as alert and ~~their~~ hearts as strong as theirs.

Books have been filled with stories of the heroism of American women. Their part ~~here~~ was hard, but they, too, breathed the air of freedom and saw visions and dreamed dreams.

Even here with all of our intellectual freedom, it took us years to grant to women the equal right to vote and to

hold public office.

Every true American respects and glorifies American women, and any man who does not so hold womankind is an alien to American thought and wisdom.

"You place your women on pedestals" cites the foreigner, who, for lack of culture, cannot understand our American ideals.

The vast majority of the women of the world, still occupy the position of chattels, and do not envy American women, because in their dense ignorance, they have not been permitted to know there is any other lot but their own.

Despots and Dictators, the world over would pull women down from the lofty position they here occupy, and take from them every right which we hold dear -- Kirche, Kucke, Kinder, with little accent on "Kirche", the church, is all that would be left them.

How any American woman can contemplate the advance of dictatorial government in the United States, without horror, and

opposition, is beyond my comprehension.

The first and the last stronghold of all that American women hold dear is now threatened. Unless we strike down incipient tyrants today it will be too late.

Wendell Willkie comes as a reincarnated Lion Hearted leader to save us and untold future generations from a return to medieval times, long known as "The Dark Ages" of world history.

In closing I wish to recall the words of Carrie Chapman Catt, who in advancing the cause of Woman Suffrage said "A father may be an excellent father and a mother may be a most praiseworthy mother, but neither can fully take the place of the other. Our men are fathers to the nation, but let us also provide for it noble mothers."

*we fervently pray, from*

God spare us, however, a continuance in the White House of a mother who advises American girls, the fairest product of a Good God, to early learn how much intoxicating liquor they can drink, without getting drunk.

I have full confidence that the women, of the United States, will ring down the curtain on the money-plugging UnAmerican family life, in the White House, that we have witnessed <sup>and endured</sup> for the past seven years.

File

1061

Talks and stories

3/4 plenty to work

$$\begin{array}{r} 1.3 \\ 3.5 \\ \hline 6.5 \\ 39 \\ \hline 4.5 \end{array}$$

$$\begin{array}{r} 7.5 \\ 7.7 \\ \hline 5.2 \\ 5. \end{array}$$

11 1/2

$$\begin{array}{r} 23 \overline{) 533} \\ \underline{46} \phantom{0} \\ 73 \phantom{0} \\ \underline{69} \phantom{0} \\ 45 \phantom{0} \end{array}$$

$$\begin{array}{r} \sqrt{32} \\ 132 \end{array}$$

$$\begin{array}{r} 73 \\ 69 \\ \hline 45 \end{array}$$

$$\begin{array}{r} 232 \\ 3 \\ \hline 696 \end{array}$$

$$\begin{array}{r} 232 \\ 20 \\ \hline 4640 \\ 696 \\ \hline 5336 \end{array}$$

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**SANTA FE ADVANTAGE**

**By the Use of the Edgar Steel Car Seal.**

A saving of 50 cents and freight per thousand seals delivered on their track.

The additional security that defies replacement of the original seal to cover up pilfer; in case of robbery it supplies the evidence between given points to assist in locating the thief.

Claims for shortages have been reduced by the use of Edgar Steel Seal--thieves know these seals and pass them up.

Four carloads or more Car Seal Steel used annually from New York and Cleveland and LGL shipments out are routed Santa Fe.

The adoption of the Edgar Steel Seal by the Santa Fe would increase its use and add considerable more tonnage to a plant located on their track.

*[Faint handwritten notes and scribbles at the bottom of the page, including numbers and illegible text.]*

Our friendship for Santa Fe  
old  
Volunteer  
Geo R Peak C S Gleds  
Geo Nicholson  
Black  
George  
Burhett  
Mrs Norton + many  
others

At a quindship meeting  
officer of Santa Fe with  
C. C. the statement  
was made - Pohlen

Things change there  
But - unless there  
is organized effort and  
planning they change  
for the worse

Nansen as a State is  
interested in securing  
additional industrial  
and legislative help  
appropriated money to  
and the Kans Industrial  
Council in securing these  
Now about Lawrence  
sites  
preference notes

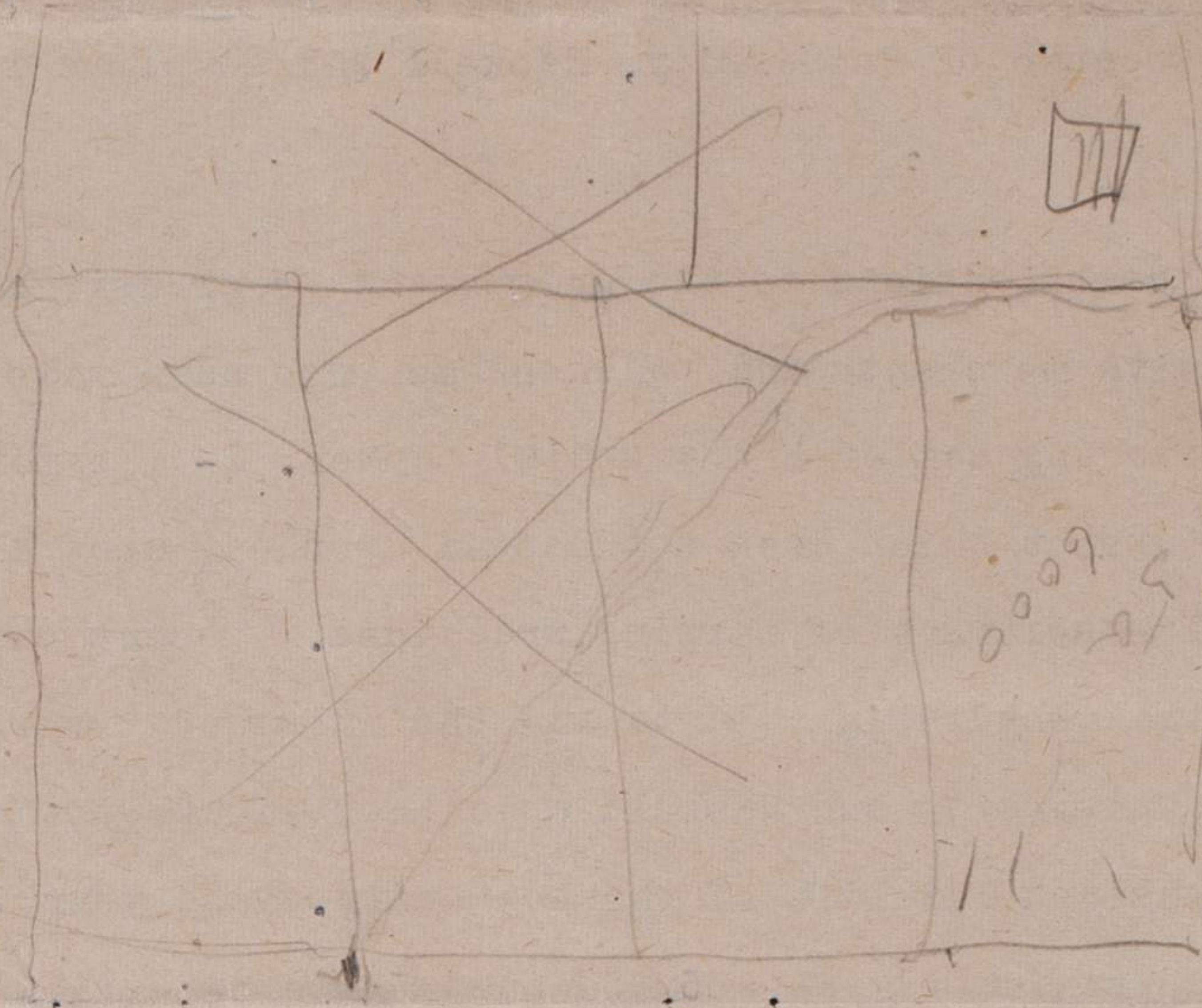
Altho Kansas population dropped in the last census, Lawrence had an increase, jumping from 12th to 9th place in populations in the state.

The gain, both numerically and in percentage, was greater than that of Kansas City, Missouri. And as Kansas City had a substantial suburban growth during the ten year period, so did Lawrence have about the same proportionate increase in districts immediately adjoining the city.

Present ~~popm~~ official city population is 14,360, but actual total is nearly 20,000 because of University, Haskell and suburban residential districts.

Four principal contributions to the growth and progressiveness of the city 1- Progressive merchants and business men who have made the city ~~into~~ both a trading center and a social center. 2- The fertile agricultural district which does not depend upon one crop alone but provides a good assortment of farming practices. Recent expanding outlets have been the two dehydrating plants and the enlarged program of the cannery 3- The University and Haskell which contribute both financially and to the enthusiasm and life of the community. Last year the University alone brought approximately \$2,665,850 into Lawrence; \$1,200,000 in payroll. 4- Good, substantial small industries such as the mills, the paper manufacturing company, the organ factory, <sup>and the</sup> creameries, which provide steady employment. Lawrence has the reputation of being a good wage town.

Potatoes - Alfalfa meal  
Others here can speak of various needs  
Lawrence must move forward  
Now concerning our old friend the Santa Fe  
let me read just a few lines from the recent address  
at Atchison, by our General Counsel E. E. McInnis





**STEVENS & BRAND**

**ATTORNEYS AT LAW**

SUITE 1 LAWRENCE NATIONAL BANK BLDG.

**LAWRENCE, KANSAS**

RICHARD B. STEVENS  
JOHN W. BRAND

October 15, 1940.

Mr. W. C. Simons,  
Lawrence, Kansas.

Dear Mr. Simons:

I have the following suggestions to make concerning your statement to Mr. Hastings in the interview at Chicago with him, set for October 21, concerning the physical connection of railroads in this city; that your remarks be prefaced with the thoughts contained and suggested as follows:

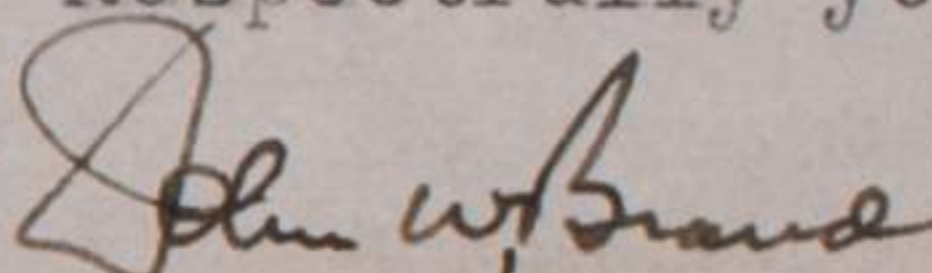
What we ask in regard to this connection may seem unreasonable to you because you have on your line all of the available and the only property suitable for industrial development, but in the interests of our community as a whole, and with the idea of drawing new industries to this location, we think it imperative with the view to industrial development to have this physical connection in order that present industries and new industries can reach all available roads.

The reasons for making the above statement are that it shows our appreciation of the position of the Santa Fe Railroad and it tends to take the sting out of our proposition, which, from their point of view, is that they are losing the business if they consent. In all probabilities, if we do not say something as outlined above, Mr. Hastings will counter with it, and it would appear to me that it would be best for us to make the statement first.

I am sure you are much better qualified than I am to sell Lawrence, but I nevertheless take the liberty of suggesting the following points:

The national trend and diversification of industry in the smaller communities, for labor reasons, for proximity of national resources and for national defense. Among other illustrations, I am sure you have in mind as to the advantages of Lawrence, the following might be used: good industrial sites, cheap gas, good schools, water level area for railroad switching, diversification of foods, satisfactory tax situation, good local government, low relief load, one of the best retail towns in the country, and proximity to the large Kansas City markets.

Respectfully yours,



John W. Brand

JWB:hfg

ATCHISON, KANSAS, CELEBRATION

of

EIGHTIETH ANNIVERSARY

of the

SANTA FE

ADDRESS

on

The Building, Growth and Economic  
Importance of the Santa Fe  
to the Southwest

by

E. E. McINNIS

General Counsel of the Atchison, Topeka  
and Santa Fe Railway System

September 17, 1940

# The Building, Growth and Economic Importance of the Santa Fe to the Southwest

**M**R. Chairman, Ladies and Gentlemen:

The people of Atchison and its neighbor cities, with characteristic energy, courage and hospitality have done themselves proud today. We of the Santa Fe are very well aware that to plan this great celebration and to carry it into effect was no small undertaking, and we are grateful. It demonstrates the capacity for imagination, enthusiasm and work, and especially the spirit of co-operation, which you and the whole citizenry of Kansas have inherited from the men who established this State, conspicuous among whom were those who organized the Atchison & Topeka Railroad.

Perhaps there is no transaction in human affairs which under ordinary circumstances has less of the dramatic or more of the formalistic and dull than a meeting for the organization of a corporation. Usually the papers are drawn in advance and everybody concerned knows in advance what they contain. Nothing happens which is not pre-ordained; and any departure from the pre-arranged program would be corrected speedily as an incongruous act of unexpected independence on the part of the participating dummies. I do not know whether a form of minutes was prepared in advance for the meeting at which the Atchison & Topeka Railroad Company was organized September 17, 1860, but I do know that there were no dummies present.

Thirteen men participated. Each had already committed himself by a subscription to \$4,000 of stock at par, and as an earnest of his good faith each had paid in not less than \$400 cash—no small amount in those days.

M. C. Dickey was present; he became the first treasurer of the railroad. R. H. Weightman, ex-Attorney General of the State of Missouri, was there, as was Jacob Safford, who had just been elected District Judge, and G. H. Fairchild, at one time Mayor of the City of Atchison and a member of the Territorial Legislature.

Of course some real estate men were there. One of them was P. T. Able, who was president of the Atchison Town Company and who became the first secretary of

the railroad; another was J. H. Stringfellow, who, in addition to being secretary of the Town Company and a member of the Territorial Legislature, shared with two others present the distinction of having been instrumental in bringing to Atchison its first railroad, the Hannibal & St. Joseph.

One of the companions of Stringfellow in that enterprise was L. C. Challiss, a member of the Territorial Council, who subsequently moved to New York and became a conspicuous figure in financial affairs of national significance, only to return to Atchison and again take part in the development of railroads in Kansas. The other of the three who had been associated in the establishment of the Hannibal & St. Joseph was S. C. Pomeroy. He was to become one of the first senators of the new State of Kansas on its admission to the Union two years later; and he was to become the second president of the Santa Fe.

Edmund G. Ross was there. A newspaperman who had been connected with the Milwaukee *Sentinel*, the Topeka *Tribune* and the Topeka *Record*, he had just returned from the Wyandotte Convention, where he had signed the document which was to be the Constitution of the State of Kansas. He was to become United States Senator from Kansas by election in 1867, and he was to display his courage by casting the deciding vote against conviction of a president of the United States in proceedings of impeachment.

And C. K. Holliday, the first president, was there. He was only thirty-three years old, but he knew what Americans had already done in America. Transportation by railroad had come into existence during his lifetime, and with his own eyes he had seen its results. He had seen the iron horse suddenly free from their restraints the people along the Atlantic seaboard, shut in by the mountain wall to their west, and the frontiersmen of the Valley of the Ohio, imprisoned by impassable forests and impossible distances. He had seen the mighty tide of immigration which flowed into and occupied and conquered and civilized the great region east of the Mississippi River. As he looked to the west he saw an undeveloped empire;

*I think that the charter, or preliminary plans, were drawn in Lawrence.*

and about him he saw Kansas, the meeting place of the civilized and the savage.

It is often said that Holliday had a dream and that his dream came true. That does not do him justice. He had a concrete idea; and it was so realistic and so supported by the facts of recent history as he applied them to what he knew of Kansas and the West that as he pondered it it became a passionate purpose to which he completely surrendered himself. His was the spirit and the faith which inspired those men who organized the Atchison & Topeka Railroad Company here at Atchison just eighty years ago today.

Sometimes I wonder whether the choice of that corporate name did not show a shrewd knowledge of human nature. Holliday wrote the charter, which he, Challiss and Pomeroy procured from the Territorial Council some time before. It seems fair to assume that he knew he must take into account local prides and aspirations, and that he felt he could afford it because he knew also that announcement of the project under a name too ambitious might condemn it from the outset as impossible, in the minds of unimaginative men. Hence the local name; but as interest grew and as both local and national support increased, the name was changed, so as to indicate better the determination to build a railroad into the very heart of the far West—to build not the Atchison & Topeka but the Atchison, Topeka & Santa Fe.

That was in 1863, a year of stirring events. The nation was torn with civil strife. The battle of Gettysburg and the capture of Vicksburg were not six months in the past, and the battle of Chickamauga less than five weeks; and at the very moment when the amended charter issued the cannon were roaring at Chattanooga and Missionary Ridge. Holliday must have had a belief in the permanence of the nation so strong, a faith in its future so profound and abiding, that all the clamor of war itself could not turn him from the great purpose to which he had dedicated himself, and which in quieter and happier days he was to see accomplished. If in these times some of us have an occasional moment of discouragement and doubt as to what destiny holds in store for the United States, we might take a lesson from C. K. Holliday; for he believed in this as a land of opportunity, blessed with men and women capable of whatever sacrifice might be required for its preservation.

There was a great celebration at the rail

head when the first seven miles was completed in 1868, and Holliday made a speech in which he predicted that in time the rails would bind together California, the Gulf of Mexico, the Mississippi Valley and the Great Lakes. In 1885 the operations reached the Pacific, in 1886 the Gulf, and in 1887 Chicago. Thus in nineteen years Holliday's prediction came true. Nineteen years of failure and success, famine and plenty. The sod house, the grasshopper, the drouth, the bumper crop; the Indian, the buffalo, the cattle trail; the desperado, gunfire at the saloon; Bat Masterson and Bill Tilghman and Wild Bill Hicock; the rail head and the plow advancing together; organization of government; law and order; culture; industry; wealth. Nineteen years of superb accomplishment.

Dodge City, Raton Pass, Santa Fe, the Needles, San Diego—those are names that call up all the romance of the West—for they mark the route along which the frontier was pushed back further and further, until it disappeared as the naked prairies became farms and gardens, the crossings of the cattle trails became cities, and schools and churches and homes arose to bear witness to the coming of pioneer men and women with the courage to survive. T. J. Peter, W. B. Strong, A. A. Robinson—these, too, are names to conjure with. They were railroad builders who found joy in the building and found no terror in desert or stream or mountain. They, too, were pioneers.

The Santa Fe claims the right to share with the people of Kansas the tradition of all these men, home builders and railroad builders alike.

Their complete story has never been written, and it cannot be; but it would be an epic of frontier courage and adventure, glowing with all the color of the West; an epic of countless days of individual hardship, countless acts of individual courage, and countless failures, all crowned by unmeasurable success. No fiction ever written has more dramatic interest than the taking of Raton Pass; unless it be the flight of the Mennonites from Russian despotism to the Kansas country opened by the Santa Fe. No fact in the economic history of the West has added more to its security and prosperity than introduction of hard wheat by the Mennonites; unless it be the driving of Raton tunnel or the building of the bridges across the Kaw, the Colorado, the Missouri and the Mississippi.

It is entirely proper that the people of Kansas and representatives of the Santa Fe

should celebrate this anniversary together. The history of the Santa Fe and the history of Kansas are interwoven from the beginning. In very large measure each has depended upon the other for its development, and we of the Santa Fe like to believe that neither has failed the other. We like to quote a passage from the annual report of our directors to our shareholders for the year 1888. That was the year after transcontinental operation commenced between Chicago and the Pacific and the Gulf, but this passage does not concern that achievement so much as it concerns the enlargement of the enterprise by construction of branch lines for the development of outlying territory remote from the transcontinental routes:

The history of Western railroad construction for the past quarter of a century has demonstrated that successful results can only be attained by occupying territory promptly, and often in advance of actual business necessity. This was the policy of the Atchison Company from the first. It led the way. It built, not upon assured returns of profit, but upon a faith which time has abundantly vindicated,—that the great Western and Southwestern regions of the country were rich in possibilities and that the company which first occupied the territory would reap the first and greatest rewards. Every stockholder of the Company, every investor who contributed his money to the enterprise, thereby expressed his confidence in this policy. That it was a wise one no one questions or can question. Did it cease to be wise when the Company completed its line through Kansas, or when it reached Pueblo, or when it pushed across the Raton and entered New Mexico? The final development of the road into a transcontinental system did not, in the opinion of your Directors, justify the Company in assuming that henceforward it had no duty to perform except to operate its completed line. \* \* \* Adjacent to it were large tracts of country not inferior in soil, climate, or other natural advantages to that through which the main line extended. \* \* \* To occupy a portion of this territory seemed to your Directors, then, as it does now, an obvious duty. \* \* \* Drouths, failure of crops, excessive competition, continually decreasing rates, unwise legislation, strikes, and other calamities have befallen us, as they have other Western roads. \* \* \* but it must not be forgotten that neither railroads nor extensions are built with a view solely to immediate earnings. If wisely planned, they look to the future, to the growth of States and communities, and to those settled conditions on the basis of which all business operations are conducted, and without which no business can prosper.

Every mile of our new roads has been built by the Company itself; and no construction company has been interposed to increase the cost, thus securing to our stockholders their actual value of every dollar which has been expended upon their property.

To get the implication of that language, and to understand what it has meant to this State, one need only look at any map of Santa Fe lines in Kansas. We are proud of that passage, its courage, its vision, its

statesmanship and its recognition of public duty; and as this whole occasion makes more vivid the picture of the past, the Santa Fe renews its pledge, inspired by sound business considerations and good citizenship alike, of unfaltering loyalty to the great region of the West and the Southwest which it serves and on which it depends for its own prosperity.

The problems of the Santa Fe were not solved when its transcontinental lines were completed or when its network of branch and feeder lines was constructed, and there has never been a time when it could pause for an idle period of indulgent reflection upon things already done. But always, in the later period of improvement as in the earlier and more colorful period of construction, there has been the same interdependence of the Santa Fe and the great regions which it serves. The same mutuality of interest obtains today.

The ten years since 1929 have been a period of profound business depression which has put to crucial test practically every industry and every business institution of the nation. For the Santa Fe it has meant serious reduction in traffic and revenue, with increasingly disproportionate operating costs and taxes. Nevertheless, on the whole today finds the company with heavier steel, stronger bridges, improved equipment, faster trains and far better service than ten years ago. Lest this seem boastful let me hasten to say that while we are proud of these as physical facts, not exaggerated, yet we do not hesitate to state that they are the result of the very human desire to continue to live. Years ago President Strong announced this principle:

*"A railroad, to be successful, must also be a progressive institution. It cannot stand still, if it would. If it fails to advance, it must inevitably go backward and lose ground already occupied."*

The experience of the past ten years has proved abundantly the soundness of the thought so expressed. To survive, the Santa Fe had to improve both its property and its service; all the more so because of the untoward business conditions which it faced. Dearth of traffic meant stronger competition for what traffic there was. Extraordinary difficulties confronting Santa Fe patrons meant their greater need for advantageous transportation service. Reduction of operating revenue, both net and gross, required operating economies available only through the added efficiency of improved equipment and way. What President Strong said

proved true. The Santa Fe could not stand still. It has not stood still; it has advanced.

This has not been easy to do, nor has it been accomplished without sacrifice. Its common shareholders have gone without the dividends to which under ordinary circumstances normally they would be entitled. The credit of the company has been used for equipment purchases, a departure from the practice of the past. Maintenance expenditures have been distributed carefully in the direction of the most pressing need, though not to a degree involving hazard to plant or service; in short every reasonable expedient available, however unwelcome, has been utilized for economy when consistent with continued or increased operating efficiency.

So far the Santa Fe has survived, and we have no expectation or intention that it shall do other than continue to survive. But it is still true that traffic and revenues are down and irreducible expenditures are up; and all who share in railroad management or look to railroads for employment or depend on railroads for transportation service may well inquire seriously how long it will be necessary to find and apply extraordinary expedients to meet this condition.

This is not an occasion appropriate for argument of railroad complaints, and I do not intend so to impose upon you, but I do ask your forbearance while I state—and I speak not of the Santa Fe alone but of all the railroads of Kansas, and for that matter substantially all the railroads of the United States—that the remedy for most present-day railroad ills must be found in increased volume of traffic; for largely they are problems of revenue.

Of course the depression has reduced the quantity produced of many commodities which move by rail, but the depression is only partly to blame. There would be very substantial relief if railroads could now enjoy the same percentage of available traffic as they enjoyed when the depression commenced. While they suffer because there is less produced and therefore less to be moved, they suffer also, and perhaps even more, because other means of transportation are handling a larger and larger percentage of what there is. I quote the following from a statement published a few weeks ago by the Interstate Commerce Commission:

*"It may be said that the freight traffic position of the railways relative to total business has declined over one-fifth since 1928 and this is in addition to the decline in freight traffic from the general recession in business activity since 1928."*

and the Commission's bulletin indicates that the reduction is even greater if measured in revenue dollars rather than in tons.

Some of the reasons for this may be obscure or debatable, but some are clear enough. Conspicuous among the latter are governmental aid to forms of transportation competing with the railroads, and inequality of governmental regulation. Discussion of these, and of what should be done about them, and of what is being attempted, must be left for some more appropriate occasion; I only mention them now as distinctive features of the picture of today before which we pause for a moment as we come toward the end of a stroll through the gallery of the past.

In the quietest day of peace the railroads are indispensable, of course; but in this day of immediate and pressing need for the betterment of provision for national defense their importance is tremendously emphasized. The European continent is on fire. The Far East seems stricken with that madness which leads to destruction. Only of late have we been told what this nation must do if it is to be prepared to protect those things on which our happiness and freedom depend. National security depends on how well each of us succeeds, by conscious effort, in handling with broad vision of the general good his own affairs and the affairs of others entrusted to him. The railroads of the United States are well aware of this, and they will, they must, be ready for any contingency which may arise in peace or in war. This statement can be made with more and more confidence as the people of the United States, including those in official position, come more and more to an understanding of what the railroads face, and to a disposition to give sensible consideration to their need for fair treatment.

Mr. Chairman, in behalf of the Santa Fe, and in my own behalf, let me again thank you and the people of Atchison and all Kansas for this great celebration, and for your cordiality, hospitality and friendliness. It is good to be here, because Atchison is our birthplace and Kansas is our home.

*Douglas County is the Banner Republican County in Kansas - with biggest magazines!*



Report of  
SPECIAL INDUSTRIAL COMMITTEE  
MEETING TO DISCUSS PLANS FOR CONFERENCE  
WITH SANTA FE OFFICIALS IN  
CHICAGO

MONDAY, OCTOBER 21  
Lawrence Chamber of Commerce  
Monday, October 14, 1940

The following were present:

C. G. Hesse	Dick Jackman
Glenn Charlton	<del>Harry Weaver</del>
W. C. Simons	C. B. Holmes
John Brand	Bert Ober
Mayor Russell	George Hedrick

Chairman Hesse opened the meeting with the statement that it was time to organize our procedure at the conference with Mr. Hastings.

After an exchange of ideas by members of the committee, the following procedure was agreed upon:

Mayor Russell to make the opening statement and call on Mr. Simons to state the case of the Lawrence delegation requesting full cooperation from the Santa Fe in bringing about the proposed physical connection. Mr. Simons stated that he felt his plan would be to stress the advantages of Lawrence for future industrial growth and to point out to the Santa Fe how they would naturally benefit through whatever increased business developed by the expansion of existing industries and by future industrial growth; also to point out to the Santa Fe the important stake the road has in the community and the fact that most of the important industrial sites in the community are located on the Santa Fe.

Mayor Russell then to ask Glenn Charlton, President of the Chamber of Commerce, to make a general statement regarding

the community wide interest we have in this important matter.

Dick Jackman then to state the case of their sand plant, other operations, and the case of Kaw Valley potato growers.

Gerald Hesse then to lead the discussion and to answer all questions of a technical nature himself or refer them to some member of the committee.

It was felt that the interview should not be too set and that we should deal in general benefits to the Santa Fe and the community, and avoid technical discussion as much as possible.

Bert Ober pointed out the opportunity of part of the committee conferring with Mr. F. G. Gurley, Executive Vice-President, regarding the use of Edgar Steel Seals by the road. If possible, an appointment was to be made with Mr. Gurley.

Items to be taken by the committee:

1. Chamber of Commerce Resolution
2. Important committee reports
3. City map showing industrial sites
4. Blue print showing possible location of proposed connection
5. Material from Edgar Steel Seal Co.--Bert Ober
6. Make reservation for Mr. Simons at the Stevens
7. Prepare a typed list of members of the committee with their business connections.

PAUL DINSMOOR

We have been saddened by the sudden death of Paul Dinsmoor, who for many years has been a useful citizen of Lawrence, an active participant in our economic and civic life, a moving spirit in Rotary and a personal friend of all of us.

He was born in Lawrence and his entire life had been lived here. My first memory of him is that of a handsome, alert boy of High School age. Then I recall his appearance as a cadet when he came home from military school. A little later he was the close mouthed, sensible secretary of Congressman Bowersock, who exercised rare judgment for one of his years.

My closest personal contact with him came in 1906 or 1907 when he became business manager for The Lawrence Journal, under my former partner, J. L. Brady. It was a new experience for him, and it meant hard work, but he gave good service. He was honest, reliable and truthful. He used no weasel words to mislead, but was always straightforward.

His success in one field after another was an indication of innate worth. Associated with his brother-in-law, Irving Hill, they developed a small industry, until it became one of the largest in its field in the nation, and this growth continued thru the years, "Which tried men's souls."

In spite of the business cares he shouldered his full share of civic responsibilities, served as president of The Chamber of Commerce and of Rotary, and thoroly enjoyed the give and take sessions of The Old and New Club, in which one must not express opinions, unless ready to defend them.



Still young in spirit and not old in years, the final summons was sudden and unexpected. I believe that Henley in his immortal "Invictus", expressed Paul's attitude when he wrote: "And yet the menace of the years finds, and shall find me, unafraid."

The events common to life, are birth and death. One is an occasion for joy and the other for sorrow and grief. In the first case, the tender little body of the child is composed of the elements of the earth, but God has breathed into his nostrils "The Breath of Life", and by so doing has lent to the child for the period of its life, a portion of the very life of God. Call it spirit, call it soul, call it what you will, but the child has received from God something to differentiate it from the beast, whose flesh, blood and bone, are quite similar to that of the child.

I marvel at the skill of the ancient writers, who in a few words in Genesis, Chapter 1, tell of the creation of man, and in the next chapter, verse seven, complete the story by saying: "And the Lord God formed man of the dust of the ground, and breathed into his nostrils the breath of life; and man became a living soul."

Science has nothing better to offer, and nothing to disprove the statement. The ancient writer used an allegory to express in a few words a truth, which science supports rather than refutes.

That spark of his life which God implants in the babe at its birth, remains during its life. Sometimes the spark may kindle a flame, which may enlighten the world, and sometimes it may seem almost extinguished, but it does not leave the body of the person, until death, when the earth goes back to earth, and the spirit returns to God.

With this idea of life, death loses its terror. It becomes instead the liberator which enables the spirit to return to spirit, and thus to be reunited with all of our loved ones, who have gone before, and with God Himself.

Paul Dinsmoor, who was with Rotary at Emporia a week ago, is today a part of life eternal with all of those loved ones who have passed on before. The "Breath", "Soul", or Spirit which animated his presence on earth, will have its part, not as is usually said; "In the world to come", but in the world which had no beginning and can have no end.

May we remember the many fine things in the life of our friend, and may we endeavor to make our bodies a fit habitation for the spirit of God which is within us, and which at some unknown moment may be called from its house of clay, unto the Kingdom of Heaven described by Christ.

For the family of Paul Dinsmoor we have the greatest sympathy, for no matter how firm our Faith in the World Everlasting we are never fully prepared for the departure of our loved ones.

In closing, I should like to have us stand for a few minutes in remembrance of our friend and coworker, who may be closer to us at this time, than we are aware.

Copy

April 18, 1940, we were all shocked to learn of the passing away of Paul A. Dinsmoor the night before.

Paul A. Dinsmoor joined the Elks April 17, 1901. He was sixty years old at the time of his passing. Paul was a busy man up to a few hours before his death. His one great ambition was to serve in the position he occupied. He was genial, kind hearted and generous. He had no enemies. His associates respected his opinion and judgment. He was industrious. He had few idle moments. His word was his bond. His aged Mother received from him his love and affection and assistance. He was devoted to his Family. He was unostentatious. He did not pine to be in the limelight.

His business life was one of devotion to his work and associates. He valued his membership in the Elks Lodge. With all his business cares, he shouldered his share of business responsibilities.

For the past number of years he has devoted his time and energy to the Lawrence Paper Company and has been a valued assistant to Irving Hill and to the Bowersock Estates. Despite his busy life, he had many activities.

He has been for a number of years, a Director of The Lawrence National Bank; of the Container Corporation; Past President of the Chamber of Commerce; Exhaulted Ruler of the Elks Lodge; a member of the Planning Commission; President of the Rotary Club; Vice President of the Lawrence Paper Company; Vice President of the Douglas County Building and Loan; Secretary to Congressman Bowersock; Business Manager of the Lawrence Journal World and active Trustee of the Bowersock Estates.

The Lawrence National Bank will spread upon its Minutes, the following resolution.

"His clear judgment and wise counsel, together with his upright character, held the unqualified respect of all those associated with him.

A good citizen, a considerate business associate and a genial, whole-souled gentleman has gone from among us.

The memory of his kindly, lovable nature and high character will ever live in the hearts of his friends."

*Given at Rotary  
April 22, 1940*

PAUL DINSMOOR

We have been saddened by the sudden death of Paul Dinsmoor, who for many years has been a useful citizen of Lawrence, an active participant in our economic and civic life, a moving spirit in Rotary and a personal friend of all of us.

He was born in Lawrence and his entire life had been lived here. My first memory of him is that of a handsome, alert boy of High School age. Then I recall his appearance as a cadet when he came home from military school. A little later he was the close mouthed, sensible secretary of Congressman Bowersock, who exercised rare judgment for one of his years.

My closest personal contact with him came in 1906 or 1907 when he became business manager for The Lawrence Journal, under my former partner, J. L. Brady. It was a new experience for him, and it meant hard work, but he gave good service. He was honest, reliable and truthful. He used no weasel words to mislead, but was always straightforward.

His success in one field after another was an indication of innate worth. Associated with his brother-in-law, Irving Hill, they developed a small industry, until it became one of the largest in its field in the nation, and this growth continued thru the years, "Which tried men's souls."

In spite of the business cares he shouldered his full share of civic responsibilities, served as president of The Chamber of Commerce and of Rotary, and thoroly enjoyed the give and take sessions of The Old and New Club, in which one must not express opinions, unless ready to defend them.

Still young in spirit and not old in years, the final summons was sudden and unexpected. I believe that Henley in his immortal "Invictus", expressed Paul's attitude when he wrote: "And yet the menace of the years finds, and shall find me, unafraid."

The events common to life, are birth and death. One is an occasion for joy and the other for sorrow and grief. In the first case, the tender little body of the child is composed of the elements of the earth, but God has breathed into his nostrils "The Breath of Life", and by so doing has lent to the child for the period of its life, a portion of the very life of God. Call it spirit, call it soul, call it what you will, but the child has received from God something to differentiate it from the beast, whose flesh, blood and bone, are quite similar to that of the child.

I marvel at the skill of the ancient writers, who in a few words in Genesis, Chapter 1, tell of the creation of man, and in the next chapter, verse seven, complete the story by saying: "And the Lord God formed man of the dust of the ground, and breathed into his nostrils the breath of life; and man became a living soul."

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With this idea of life, death loses its terror. It becomes instead the liberator which enables the spirit to return to spirit, and thus to be reunited with all of our loved ones, who have gone before, and with God Himself.

Paul Dinsmoor, who was with Rotary at Emporia a week ago, is today a part of life eternal with all of those loved ones who have passed on before. The "Breath", "Soul", or Spirit which animated his presence on earth, will have its part, not as is usually said; "In the world to come", but in that world which had no beginning and can have no end.

May we remember the many fine things in the life of our friend, and may we endeavor to make our bodies a fit habitation for the spirit of God which is within us, and which at some unknown moment may be called from its house of clay, unto the Kingdom of Heaven described by Christ.

For the family of Paul Dinsmoor we have the greatest sympathy, for no matter how firm our Faith in the World Everlasting we are never fully prepared for the departure of our loved ones.

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~~For/all/but/the/first/twelve/years/of/my/~~

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~~And yet~~ // I believe that Henley in his immortal "Invictus", expressed Paul's attitude when he wrote;-"And yet the menace of the years finds, and shall find me, unafraid."

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DEDICATION

KANSAS HISTORICAL MARKER

BATTLE OF BLACK JACK, 1856

U.S. Highway 50 N. 3 Miles East of  
Baldwin City, Kansas.

Tuesday, 3:00 P. M. October 8, 1940

General Chairman — Hon. Robert C. Rankin, Presiding

THE STAR SPANGLED BANNER — Baldwin City High School Band  
Wm. Abbott - Director

INVOCATION

Rev. C. W. Bailey

INTRODUCTIONS

Music — Selection — Baldwin City High School Band

Address — W. C. Simons, Editor, Lawrence  
Journal-World, Former  
President, Kansas State  
Historical Society

Unveiling Marker — Miss Barbara Hays, Great-Granddaughter  
of Martin P. Hays

AMERICA — Baldwin City High School Band

Local Committee

Hon. Chas. E. Beeks, Chairman, Baldwin City, Kansas  
Nelson P. Horn, President, Baker University, Baldwin City, Kansas  
Dr. H. K. Ebright  
F. C. Leitnaker  
Mrs. Myra Taylor  
L. L. Thompson  
Hon. Asa Converse, Wellsville, Kansas  
Mrs. Fannie Cavender, Wellsville, Kansas  
Mrs. Lena Miller Owen, Lawrence, Kansas

Pages — Boy Scouts of America — T. M. Frazee, Scoutmaster

KANSAS HIGHWAY COMMISSION

Payne Ratner, Governor

D. J. Fair, Director R. B. Wills, State Engineer  
Harold Snider, Commissioner, First Division

KANSAS HISTORICAL SOCIETY — KANSAS STATE CHAMBER OF COMMERCE  
Kirke Mechem, Secretary — Fred Brinkerhoff, Com. Chairman

Talk given before  
Republican Women's  
meeting - 1940  
Campaign

Valley File  
Valley & Slaves

Lions Club

7:00

Lakeview

Invitations for Mrs. Simons and picture operator also.

South American pictures and descriptions -- would also like a talk on how the S. A. people react to the foreign situation and the probabilities of their aiding in any defense plans or measures formulated by the U. S.

Impressed by  
Laudons appearance  
at Lema

Statement from reliable  
source that not 5-7%  
men are being educated

Law Club

Dec - 6:30 dinner

Progr  
Attitude towards  
U.S.

Their armies and

Navy -

New Revolution

Very small narrow

Barlow Crus.

It is a pleasure to me to speak to you on this most interesting occasion. I feel that I am among friends, because the late Mrs. Elizabeth Hays, the wife of the founder of this fine estate, was for many years the correspondent in this neighborhood for The Journal-World, and it has been my good fortune to know other members of the family.

I knew Sam Stonebraker, who fifty years ago was one of the many Black Jack citizens interested in politics. They told it on Sam that, *at* one time when he was addressing a Republican gathering, someone in the audience asked him a very embarrassing question. Sam's friends thought that he would be floored, but quick as a wink he turned to one of his old cronies and asked, "Do you remember that pretty little filly we used to court down by Squire Blanks? The crowd roared and everyone forgot about the unanswered question.

At another time a candidate from Lawrence was telling about the terrible time he had the night before at a rally down here, and said, "Why so and so called me a liar". "Oh that's nothing", said a friend, "That is often done in politics". "But", added the candidate, "He proved it on me."

I am glad that The Kansas State Historical Society and the Kansas State Chamber of Commerce, are doing something for Kansas that we long ago should have been interested in doing for ourselves. And I wish to add good words for Roy Bailey, under whom the movement started; Fred Brinkerhoff, the energetic and efficient chairman of the committee; Kirke Mechem, secretary of the Historical Society, and to Governor Ratner, whose favorable consideration this summer revived the project.

We should be remiss today if attention were not called to the monument erected on the site of the Battle of Black Jack in February

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manner in which she unveiled the marker. Generosity and cooperation, and to little Miss Barbara for the gracious I know that we are all grateful to the Hays family for their

I understand this monument was erected by the S. A. R. Barnes and George Jones, survivors of the battle standing beside it. 1916 there appeared a picture of the monument, with George Roe, W. E. 1916, more than 24 years ago. In the Journal-World of February 19,

The struggle for the liberation of the slaves and for a united nation began in Douglas county, and thru the sacrifice of property and life, the pioneers paved the way for Kansas to enter the Union as a Free State. Yet, knowing this, to the best of my knowledge, the first monument to be erected by general contribution in the county was that placed in Oak Hill cemetery in Lawrence, some forty-five years ago, in commemoration of those who perished at the hands of Quantrill. A few roadside markers have been placed, and the huge boulder at Lawrence marks the spot where the first N.E.E.A. pioneers landed. We should have within the county at least one fine monument to the soldiers and sailors of the Civil War.

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Looking back 84 years I see a tall, gaunt, stern, unyielding and courageous man, who then as now was little understood. Hunted by H. C. Pate with his Westport Sharpshooters, or "Shannon's Sharp Shooters", *the foe of slavery,* John Brown, instead of hiding out to save his life, himself turned hunter and flushed his quarry as Pate and his larger force lay intrenched in the underbrush *within a few yards of the ground upon which we stand today.* at this now historic spot.

Following a few hours of shooting in which ammunition on both sides was nearly exhausted, Pate sent a man with a flag of truce to discuss plans for surrender. Brown held the envoy and sent for Pate. The memory of the slaughter at Dutch Henry's Crossing was fresh in the minds of Pate and his men, and they dare resist no longer, some thirty men surrendering to possibly half their number.

*That in a few words is the story of the battle of Black Jack*  
 In men engaged, in those killed or wounded, the battle of Black Jack was a trifling affair. The killing of an Archduke of Austria in June 1914, was also in itself a trifling affair. But the battle of Black Jack marked the beginning of armed resistance in Kansas which tolled the knell of human slavery in the United States; and the murder of the Archduke plunged the world into war.



Appeasement, a word which recently has been brought into disrepute, might well be used to characterize the policy of those who founded Lawrence. From the first the settlers of Lawrence tried to pacify and appease. Finding squatters on the chosen townsite, instead of driving them off, they bought them off. But we cannot justly classify their acts as cowardice, because they were friendless in a new land and without the support of territorial or national government. The armies and the laws were all against them.

Untoward acts might well have destroyed them, yet their continued yielding made their burdens all the harder. Because they believed it best not to defend Lawrence the town was sacked by Sheriff Jones and much property was destroyed. There had been those who would have fought from the start, and if they had, perhaps they might have met an end like that of John Brown at Harper's Ferry and Charlestown.

In Lawrence the pacifists were represented by Robinson, while those who urged action were typified by Jim Lane. It is probable that John Brown was a trouble maker, a disturber, an unhappy man to have around; and while he could not comprehend the policies of Robinson, neither could Robinson nor Lane look as deeply into the future as did Brown. Robinson and Lane wanted to make Kansas a Free state, Brown wanted to stamp out slavery.

Historians should not forget that it was the pro-slavery men and not John Brown, who first committed murder in Kansas. Even Judge Lecompte pro-slavery man that he was, said that Sheriff Jones' raid on Lawrence was illegal. He acted on the findings of a jury and without the authority of a court. The leaders in Lawrence, like a hen trying to hover her chickens in the path of a tornado, offered no resistance, but it did not stay the ruthless hand of Jones and his outlaw followers.

What was it that brought things to a head? The action of John Brown, *a few miles south of Osawatimie,* who led a small party to the banks of the Pottawatomie, where five men

were killed in cold blood. It was an atrocious murder, but those who try to hallow the memory of those killed are trying to make heroes out of a bad lot. I knew personally August Bondi, and Noble L. Prentis, whom I also knew, quotes Bondi as saying: "The men killed had been our neighbors and I was sufficiently acquainted with their characters to know that they were of the stock from which came the James brothers and the Youngers, who never shrank from perpetrating crime, if it was done in the interest of the proslavery cause."

Of the many books that I have read regarding John Brown there are two which are favorable to him. James Redpath, doubtless, is the one who made a national hero of him, and the late William E. Connelley in his book, "John Brown", published in 1900, treats him in a fair and kindly manner.

Of the many traducers of John Brown there are at least two who may have found it profitable to defame him. For some years I have had the book published in 1902 by George W. Brown, M. D., entitled: "Reminiscences of Gov. R. J. Walker; with the True Story of The Rescue of Kansas from Slavery." This book was dedicated to Mrs. Sara T. D. Robinson, widow of Governor Charles Robinson.

~~In this book~~ <sup>in this book</sup> No one could be more bitter, nor use more scathing language, than Dr. Brown, in villifying John Brown. Having read this book, written by the man Dr. Robinson brought to Lawrence to edit "The Herald Of Freedom", what was my astonishment a few years ago when reading a copy of "The Herald of Freedom", of February 7, 1857, published just eight months after the slaughter at Dutch Henry's Crossing, on the Pottawatomie; to find the following signed article by <sup>this same</sup> Dr. G. W. Brown.

Read attached copy.

THE HERALD OF FREEDOM  
Lawrence, Saturday, Feb. 7, 1857

Pottowatomie Creek, Jan. 17th. - In passing south, before coming to the Pottowatomie Creek, we passed the ruins of several Free State houses; amongst them the distinguished Capt. John Brown's and his sons', John Brown, Jr., and Jason Brown. These were all intelligent and enterprising men, and came to Kansas to build up homes for themselves, improve the country and save it to freedom.

Old Capt. Brown has been a man of distinction, in the East. He was of the firm of Perkins & Brown, in Ohio, who took the premium at the World's Fair in London, and also in New York, on the finest and best wool. They were known through the country as importers of the best Spanish, French and Saxony sheep.

Capt. Brown traveled over Europe, and examined the various woollen manufactories, for the purpose of benefiting the wool growers and manufacturers in America. In other branches of agriculture he also took leading premiums. His sons brought with them to Kansas imported stock of Devonshire and Durham cattle.

One of them had established here a fine vineyard, and had in thrifty growth fine varieties of grapes. He also had a nursery of the most choice varieties of fruits.

These were not the men to be intimidated or subdued; of course they must be destroyed.

John Brown, Jr., was arrested by the U. S. Dragoons, for treason, for offering to defend the town of Lawrence on the 21st of May last, and was marched in chains, with several others, for thirty miles, in one of the hottest days in June, without food or water. He was then confined in the U. S. camp for nearly four months, without even an indictment against him.

Jason Brown was also arrested, but was afterwards set free.

When the ruffians thought the country was sufficiently safe, by the arrest or expulsion of the leading Free State men by the United States forces, they came in great numbers, and overran the country. They burned the houses of the Free State settlers, among other outrages.

Frederic Brown, a younger brother of John and Jason Brown, was shot in cool blood on the highway, by the Rev. Martin White, who was acting as an advance guard to the main army, who were advancing stealthily to the destruction of Osawatomie.

Noble minded and generous men have ever been the mark of tyrants; and so here: this family of Browns, the most patriotic and enterprising of men, have been expelled from Kansas by the U. S. Government, set on by the brutality of pro-slavery officials.

John Brown, Sen., is a little past middle age, slightly grey-puritanic in his religion and habits, and whatever he does he does conscientiously, from a sense of duty, and, as he expresses it, from the fear and love of God. He is mild and gentle in his manners, and fearless and uncompromising in the discharge of his duty. In losing these men, Kansas loses her most enterprising citizens, and morality her most devoted advocates.

The article just read was published by Geo. W. Brown about three months after his paper The Herald of Freedom, had resumed publication, after having been destroyed by Jones in May, 1856. He knew what had occurred, it was all fresh in his mind, and he pays a wonderful tribute to John Brown and his sons.

And nearly twenty-five years later, in the early eighties he began traducing John Brown. And strangely enough in his book written earlier, but published in 1902 he states that the proof of John Brown having committed the murders at Dutch Henry's had not been established until twenty-four years after they had occurred. When this wonderful proof was produced John Brown's body had been moldering in the grave for more than twenty years. What representative of John Brown had been present to testify in his behalf?

However, I think there is little or no question regarding John Brown's guilt. As a result of the Battle of Black Jack, which was an aftermath of the Dutch Henry matter, the U. S. Government stepped in to prevent further law breaking by either proslavery or anti-slavery parties, and the Freestaters soon prevailed and Kansas came into the Union a free state.

Without the troubles between the opposing forces in Kansas coming to a head in actual warfare, the federal government probably would not have intervened and the border warfare might have been indefinitely prolonged.

Many of the books concerning John Brown, speak of his followers as guerrillas. Who were the guerrillas fighting with him at Black Jack? Some of his followers doubtless have relatives here today. I knew William E. Barnes, of Vinland, well, and he was one of the finest all round Christian gentlemen that I have ever known. Who is base enough to call men like Barnes, Roe and Jones guerrillas?

It is astounding that more has been written to defame John Brown than William E. Quantrill, the detestible guerrilla, who destroyed Lawrence and murdered more than one hundred and fifty innocent and unarmed citizens. John Brown sought to make Kansas a free state and to establish human freedom in the nation. By what peculiar quirk of history is he to be judged solely by his illegal execution of men who had pillaged his neighbors.

To understand Brown one must consider that he was obsessed with the idea that no human being should be a slave. Finding that all the legal power of the government was against him he felt impelled to serve God rather than man and thus sacrifice the lives of himself and others to bring matters to a head.

It seemed the act of a madman for him to take over Harper's Ferry but when he was on trial, he refused to permit the lawyers appointed by the court for his defence, to allege insanity. On trial he won the respect of many. The sheriff, jailor and all others became his friends. One Southern friend of slavery is quoted as saying: "Slavery is buried with John Brown."

Old John Brown had read the Old Testament and perhaps felt himself to be a reincarnation of Samuel, who with his own hands hacked to pieces the defenceless body of Agag, king of the Amalekites. Those were stern times in Kansas, when the territory was being raided by the renegades of the border, lives were being taken and property destroyed. If justice