

the one side and the new settlers of Missouri on the other. The first goods ever landed where Kansas City now stands, were goods shipped to Mr. McCoy in 1832. In 1833 Mr. McCoy's ideas of his new trading post had become so enlarged that he laid off the grounds adjacent to it into town lots, and called it Westport. The new town thus founded grew rapidly, and in a short time there were a number of trading houses established, which opened an extensive trade with the neighboring Indians. Later the so-called Santa Fe trade, or rather an extensive trade opened with northern Mexico, made Westport a place of importance, and the goods shipped to Mexico and other points were mostly landed at the great bend of the river, then called Westport Landing, now Kansas City.

At the present time Westport proper has about 2000 inhabitants, but there are perhaps 5000 people within its corporate limits. ANDREW JENSON.

KANSAS CITY, Jackson Co., Missouri, Sept. 7, 1893.—Nearly every county in Missouri has published, or caused to be published, histories of their respective localities; these are, as a rule, not very accurate, as to dates and circumstances, but they are nevertheless the best authorities on hand at the present time on many points of historical interest. From one of these histories (published like most of the others by the Missouri Historical company) on Jackson county, I have culled a portion of the following:

In honor of Andrew Jackson the seventh President of the United States, Jackson county, Missouri, received its name. There are at least twenty counties in the United States bearing the same distinguished appellation. Jackson county, Missouri, was not settled or organized at as early a date as some of the adjoining counties. The territory now embraced within its limits together with that of Cass, Bates and a part of Carson was occupied by the Osage Indians. Their title was extinguished by treaty with the government during the summer of 1825. However, its first occupancy by white man dates back to the year 1808, when the government purchased from the Indians a tract of land six miles square, which was afterward known as the "Six Mile," a name which that part of the country still bears. A fort was erected upon it during the same year and military garrison established which derived its name from the tribe of Indians called Osage. The site of the fort was on a bluff of the Missouri river and a short distance from where the town of Sitley, in Osage township, now stands, about fifteen miles northeast of Independence. For nearly twenty years there were no important permanent settlements within the limits of the county. At Fort Osage a ferry across the Missouri river was established, which has been used more or less until the present time. At the beginning of the war with England in 1812 this fort was evacuated, and was again occupied after the war until 1822, when it was finally abandoned. During the occupancy of this fort a few white families were encouraged by its officers to settle on the adjacent lands.

After the removal of the troops immigration commenced filling up the country with great rapidity. The Indians were removed during the summer of 1825, and in the autumn of that year all the timbered portion of the country west of the Little Blue was partially occupied. The first settlers were principally from other portions of the state, but during the following year (1826) large immigrations from Kentucky, Tennessee, Virginia, etc., augmented the population rapidly. During that year an application was prepared to submit to the legislature for county organization and the census of the district was taken. The "Blue country," as it was then called, was attached for civil and military purposes to Lafayette county, and in the year 1826, at a general election, Abraham McClelland and Libburn W. Boggs, both of "Six Mile" were returned as representatives to the lower house of the state legislature. The ensuing assembly passed an act organizing the county, which was approved Dec. 15, 1826, and three commissioners were appointed to locate the county seat, which they did on the 29th day of March, 1827. The place selected was in the southwest quarter of section 12, township 49 of range 32, and gave it the name which it has since borne, that of Independence.

January 22, 1827, the state legislature appointed Abraham McClelland, Richard Fristoe and Henry Burris as presiding judges of the county; these officers held their first session on the 21st of May following, being sworn in on that day. At that session the county was divided into three townships, namely: Fort Osage on the east, Kaw on the west and Blue in the center; the first derived its name from the fort referred to, the second from the Kaw or Kansas river and the third from Blue river, which was named from the color of its waters.

The early settlements were all in or near the timber or some spring of water, the settlers thinking the prairie land not only difficult to be subdued, but actually worthless as far as agricultural purposes were concerned. When they first commenced breaking the prairie they used the "barshear" plow, to which they attached from four to eight yoke of oxen. After Independence was located for the seat of justice in March, 1827, that place became the most important point in the county, both in size and business.

The first clerk of the county was Robert Wilson, of Howard county who later became notorious in his persecutions of the Mormons. He gave up his position in disgust being unfavorably impressed with the rough exterior and uncultivated manner of the people. He was succeeded by the notorious mobocrat Samuel C. Owens, who served as county clerk for many years.

Kansas City dates back to 1839. During that year the first survey of a township was made near the old Westport Landing and called Kansas City, but the proprietors of the ground disagreed in some particulars, and the town made but little progress until 1846 when it was laid out on a larger scale, since which it has grown with varying progress. In 1853 the place was duly incorporated as a city.

Kansas City, as remembered by the

Saints who commenced their journey across the plains from that point in 1854, consisted of a little village erected along the river front, together with a few residences built upon the hills overlooking the river. The levee was only about wide enough for a team to pass, jutting over a ledge of rocks into the river on the one side and rising hundreds of feet into bluffs on the other. Here and there excavations had been made into the hill and business houses built.

One of these houses was the Union hotel (now Gillis House) built in 1849, and another Chick's warehouse, built in 1848. About the foot of the present Broadway the bluffs, coming round in nearly a perpendicular wall from Turkey creek, jutted into the river, and a wagon road wide enough for one wagon had been cut across it leading into the Kaw bottom, which was then a dense wood, except where the French traders had cleared off a few patches. The hills back of the levee were well covered with woods, except in the less broken portions where clearings had been made. In short, a less inviting spot for town building would be difficult to conceive. But from the great angle in the Missouri river at this point was the best natural road to the southwest and west, and it was the highest point to which goods for the great Santa Fe and plains trade could be taken by boat without increasing the cost of land transportation and incurring worse roads. This was what determined this locality as the starting point for that trade, while the unequaled river landing determined the exact spot whereon the transfer to boat and wagon should be made. These facts being recognized the plains trade previously done at Independence and Westport centered entirely at Kansas City. Outfitting houses were opened and provision made for the outfitters, so that they were no longer compelled to go either to Independence or Westport.

Kansas City has not grown much since I was here five years ago. The boom which "struck it" a year since has left its unpleasant effects. Whole additions which were built up during the boom are at present almost wholly unoccupied; and many of the houses built at boom prices in the suburbs have been taken down because there were none "to dwell in them." Still, Kansas City is a bustling place, and as a railroad center it ranks very high among the great cities of the Union—a fact that any one who will linger a short time around the Union depot below the hill will be bound to acknowledge. Such movements of trains and cars of all descriptions as that which take place day and night at the point mentioned, will certainly fill the bill as a sample of what noise, bustle and confusion mean. One night spent in the immediate vicinity of Union depot was enough to convince me that if sleep during the night is a necessary luxury for the enjoyment of good health I had better engage quarters up town, which I did.

I returned last night from my trip to Ray and Carr. ll counties, and tonight I start for Chicago, Illinois.

ANDREW JENSON.

UTAH BUILDING, Columbian Exposition, Chicago, Ills., Sept. 10, 1893.