

update manuscript

by

Lynn Murrain

Center for Archaeological Studies
at SMSU

for
Dana

T of T.

HISTORICAL ORIENTATION TO CHRISTIAN COUNTY, MISSOURI

Christian County was organized in 1859, one of the last of Missouri's new counties, organized in the final year of county formation. The county was carved preexisting Greene, Taney, and Webster counties. Therefore the antebellum history of the land that was to become Christian County is also a part of regional history in Southwest Missouri, and of the histories of early Greene and Taney counties.

At the beginning of the Nineteenth century the area was a part of a vaguely known hinterland within the Louisiana Purchase of 1803. It was in the westernmost reaches of an administrative territory known as the New Madrid District, a creation of the Spanish period administration carried over into the early American territorial period. After the War of 1812 the Territory of Missouri included westward-extending Cape Girardeau County, and below it was Lawrence County, Arkansas. Where the boundary through Southwest Missouri was to be drawn exactly no one on that frontier knew. By 1819 Southwest Missouri was included in Wayne County instead of Cape Girardeau County and two years later at the time of Missouri statehood, Southwest Missouri included "unattached territory," under somewhat confusing circumstances involving the Osage, eastern Indian immigrants (most particularly the Delaware and Shawnee) and American pioneers (Beahan 1980:3ff) (Figures and).

Since few groups had penetrated this hinterland in any appreciable numbers by 1800, the Osage Indians had not experienced competition for seasonal habitats or in their hunts throughout the region. The Osage had more than a century of experience with European traders, especially the

French from St. Louis. Firm but diplomatic dealings with the Osage by the Chouteaus had resulted in fortunes for the traders. Early in the Nineteenth century the Osage encountered in their territory remnants of refugee tribes whose ancestral homes had been east of the Mississippi River. At first few in number, these remnants, like the Osage themselves, roamed present-day Missouri, Arkansas, and Oklahoma. During the first few years of the century, contact between these groups apparently resulted in no major hostilities. In 1808 the Osage abrogated to the Federal government their major territorial rights in Missouri and Arkansas.

A turning point for the Osage's unrestricted use of land in Southwest Missouri came after the end of the War of 1812. Increasing numbers of "Europeanized" Indians moved into the region - Cherokees in northern Arkansas and Delaware, Shawnee, Illinois, and Kickapoo in Southwest Missouri. The newcomers' possessed technology for waging war superior to that of the Osage. That fact, together with their very numbers, signaled the demise of Osage domination in the region.

The Osage were outraged at the Federal government for this imposition upon their hunting grounds. The area's game was rapidly diminishing as a greater number of Indian hunters sought food for themselves and hides, grease, and meat to supply the voracious trading economy. The "newcomers" were concentrated at settlements in the upper White River Valley and its tributaries. They hunted in present Oklahoma and Kansas, traditional Osage range. The legendary prowess and bravery of the Osage were no match for the European-style arms of their new competitors.

With each passing year of the decade of the 1820s, the Osage influence receded farther from Southwest Missouri. The last echo of Osage presence

there came with the short-lived militia action against a few parties in the so-called Osage War of 1837.

For the period 1815 - 1830, the dominant cultural, economic, and settlement pattern in Southwest Missouri was established by the presence of some 2,500 Delaware Indians in the James River Valley. This society was a complex amalgam of hunters, agriculturalists, stockmen, half-breeds, traditional and non-traditional families, and the entourage of traders that accompanied them. The "traders" included freighters and teamsters, blacksmiths, interpreters, government agents, boatmen, and clerks as well as scoundrels and riff-raff who sought to bilk the Indians of their Federal cash annuities and/or their lands. Some adventurous white pioneers came to the area at the same time to begin a new settlement, but soon left due to the uncertain future of their claims. Other pioneers did not settle among the Delaware, but took up residence nearby where they hoped to be in a position quickly to seize Delaware land and improvements once the Indians were removed from the state. Still others were attracted to the vicinity of the several Delaware towns because the Indians at once provided protection, markets, fur trade, and society upon a remote and isolated frontier.

By 1830, Indian removal from Southwest Missouri was imminent. The stage was set for a new era of American culture as increasing numbers of whites pressed for the opportunity to seize Indian lands and improvements. Many more new settlers would soon follow, knowing that the area was "free of Indians". Immigrants would claim lands by preemption and purchase. Although important "first families" arrived following the War of 1812, the

first great wave of Anglo-European American immigration into the area began in the decade of the 1830s. Pioneer families noted that Osage and Delaware groups continued to make return visits until the autumn of 1845 (Statistics of the Population of Greene County, Missouri 1876:18).

Beginning at the close of the Indian period and continuing until the present, the Missouri Ozarks can be discussed and analyzed under three major categories of historical development: 1) the Old Ozarks Frontier; 2) the New South Ozarks, and 3) the Cosmopolitan Ozarks (Flanders 1979: 114-282). The Old Ozarks Frontier was peopled by hillmen-stockmen and frontiersmen-pioneers. The former were more traditional and the latter were more innovative and progressive in culture. The Ozarks, like all frontiers, was isolated due to poor communication; and for many seemed a "social anarchy" without institutional development or social services, and typified by subsistence economies. The New South Ozarks was ushered in by the region's first modern event: The Civil War. Reconstruction brought modernity with its most powerful and visible symbol: railroads. New towns and service centers developed, and some old towns grew. The new immigration brought increased numbers of Europeans, corporate monies, development of commercial and general farming, and a new level of diversified socio-economy. The Cosmopolitan Ozarks is best symbolized by the coming of great Federal agencies and programs in the 1930s. National Forests, National Parks, Corps of Engineers, and their associated professional bureaucracies all became new major landowners, employers, and agents of change. Some personnel were natives, but most were "outsiders" who remained to add a new element to the regional mix. Parallel developments occurred in state government. (A more complete discussion of these general historical ideas is in the Regional History by Robert Flanders, Douthitt et al. 1979:114-282)).

The Old Ozarks Frontier in Christian County had its major economic and social organization along an extended north-south travel axis: Boonville-Warsaw-Springfield to the north, and upper White River tributary valleys to the south: Forsyth-White River valley towns-Jacksonport. Earliest immigrants and much of the 1820s Indian trade used the southern corridor. The Pettijohn and Patterson families brought north Arkansas people with them as they entered the James River valley in the 1820s (Fairbanks and Tuck 1915:130). The growing prosperity and services in the Delaware Towns was attractive. The Yoachums, Pattersons, Denton, Wells, Campbell, Philibert, Marshall, and Wilson families and others all had amiable relations with the Refugee Indians. The tribes rented land to whites, including the William Friend and the Mooney families (Holcombe 1883:131ff), and sold cattle and hogs to them to begin their own herds (Thomas 1917:29). A local reminiscence is of "spice wood tea, sassafrass tea, and lots of different herbs that the Indians taught us to use" (Gardner 1959:5). The prominent pioneer John Polk Campbell and his uncle from Tennessee stayed with the Delaware while scouting the land, before they brought their families. Upon the Campbell's return, a Kickapoo scout acted as their guide. J.P. Campbell's daughter, writing in 1876, recalled, "The Kickapoo came over immediately and became an almost indispensable adjunct to the family" (Holcombe 1883:138).

The rapid development of the Christian County area in the 1830s was accompanied and abetted by a series of crucial events. By the treaty of Castor Hill, signed in St. Louis in the fall of 1832, the eastern refugee Indians released all rights to land and improvements in Missouri. The way was thus opened to the securing of clear land titles within the territory

*

thus relinquished. The new county of Greene was formed the following year, 1833. In 1834 postal service and post offices were established in Springfield and in Carroltown, Arkansas. When on June 13, 1835, the Federal land office opened in Springfield, basic institutional arrangements were in place for white settler development of the upper White River country (Beachum, 1980:22).

Most early settlers waited until the late 1830s or later to file an entry for their land, rather than making the arduous journey of some 255 miles to Jackson, the nearest land office before the Springfield opening. Joseph Porter, who settled in the largest Delaware Town, filed his claim in 1839; Joseph Kimberling, who had established his mill operation in 1833 near present Ozark (Vaughn et al. 1876:4), filed in the same year. James Kimberling had a sawmill on Bull Creek, and Benjamin Kimberling had opened a farm on lower Finley Creek (Collier 1946:3). An account of pioneering new lands at the same time, but a hundred miles to the east, portrays a situation that would have prevailed in the Upper White River country:

When the country commenced settling, there was no attention paid to congressional lines. As they settled on the streams, they would make conditional lines--blaze across the bottom until they would strike the table-lands; and next men who might come in and settle would blaze his conditional line across, and for years there was but little land entered (Monks 1907:31).

Monks also alluded to the fact that valley lands were settled first in southern (future) Howell County, just as they were in Christian County.

An early postal route from Springfield to Arkansas, was commented on (received the following comment) at the first term of the Greene County Court:

The road leading from Springfield to Delaware Town, and thence to Fayetteville in Arkansas Territory be, and the same is hereby declared to be, a public highway in Greene County to the State line (Fairbanks and Tuck 1915:145).

X

But a main highway to the south continued to be to and upon the White River. Steamboat Captain Thomas Tunstall of Jacksonport, Arkansas, wrote, "the time is not far distant that will make the mouth of Swan a place of note in the map of southern Missouri" (Upton 1939:22). John Polk Campbell, who was in the White River trade by the 1840s, gave his approval to a Springfield Advertiser editorial of 1844:

We are not a little surprised that this stream has heretofore attracted so little attention; from all we have been able to learn about it, it is decidedly a stream of more importance to the people of the southwest, than the Osage; not that it is better or larger, but that it is equally as good at all times and seasons and is a safe and convenient outlet for the surplus produce of the farmers, at a time when the Osage is not, in the dead of winter; and more or less flat boats have went out of it every winter for the last ten or twelve years, with perfect safety. The only difficulty of any magnitude, in the way, is the Buffalo shoals. In the fall of 1842, Maj. John P. Campbell of this place, being engaged in the boating business, with some four or five hands, in two weeks, cleared out a passage through these shoals, eighty yards wide, for near a mile and half. He informs us that but a trifling expense, in comparison with the importance of the stream, will make it one of the best navigable rivers in the State (Upton 1939:23).

Marking this Old Ozarks Frontier corridor from Arkansas toward the north through present Christian County are the Pettijohn family graves in the antebellum cemetery at Berryville, Arkansas, and the north-south main streets named "Springfield" in Berryville and Green Forest, Arkansas (Figure).

The first generation of settlers on the land lived by subsistence economies and a little simple trading. For the most part these arrangements provided little more than shelter, food, and clothing. Only one alternative was available to farmers if they wished to improve their standard of living: production of trade goods or livestock farming (Marbut 1914:19). Schoolcraft commented on this circumstance:

The farmer here encloses no meadows-cuts no hay-the luxuriant growth of grass in the woods affords ample range for his cattle and horses, and they are constantly kept fat. Hogs also are suffered to run at large and in the fall are killed from the woods; I have seen no fatter pork than what has been killed in this way. There is perhaps, no country in the world, where cattle and hogs can be raised with so little trouble and expense as here; and this is an advantage this country possesses which is likely to be permanent (Schoolcraft 1821:34).

William Monks made a corroborating observation:

A man could raise all the stock in the way of horses and cattle that he could possibly look after; the only expense was salting and caring for them Farmers fed their corn chiefly to cattle, horses and mules. They also commanded fair prices. Cattle, at the age of four years and upwards were driven to Jacksonport, Arkansas and from there shipped to New Orleans (Monks 1907:11 and 31).

The Nixa community (formerly called "Crossroads") developed into a service center for freighters, a regular stopover for teamster traffic in and out of the southern hinterland. Cotton was a regular export to the north. A fifty-wagon train of cotton bales could be seen at one time at Nixa (Christian County Centennial 1959:57). Local pioneer Alexander McLean, who built a two-room saddlebag house south of Nixa near Riverdale, participated in long overland hauling and herding enterprises. He was one of many Missourians who drove cattle overland to San Francisco during the "49ers" rush (Christian County Centennial 1959:61). Later in the nineteenth century (and continuing into the twentieth) Christian County stockmen, as did many border county stockmen, bought cattle in northern Arkansas and resold them in Springfield, or even in St. Louis. The often-heard testimony of late nineteenth century Ozarkers that "life was easy and abundant on the frontier" rests heavily upon this successful hillmen-stockmen economy.

An ubiquitous industry was the multi-purpose mill which produced flour,

meal, and lumber. Families like the Kimberlings mentioned above, John Hoover, and the Lawings built such mills in the 1830s. Lawings horse-powered saw mill was one of the first, but he, too, farmed and raised stock. The Lawings, like the McCaskills in the Courtois Hills of Shannon County, built many mills for others to operate. They also built the bridge and courthouse at Ozark (Goodspeed Brothers 1894:203, 282). Of the some 30 mills which have operated in Christian County, reservoirs of only three remain: Linden, Ozark, and Riverdale, all on the Finley River. The Hawkins building at Ozark is the only mill structure left (Paul Johns and Christian County Museum Board members, personal communication).

When John Hoover, pioneer industrialist on the Finley River, died in 1845, his estate sale of "goods and chattel" left an extraordinary record of the material culture of the time. The diversity of his goods suggests a plethora of enterprises, including hunting, agriculture, various kinds of husbandry, bee-keeping, and for Hoover, milling (see Table 1). Hoover was a man of many skills and apparently was successful in their application.

By the 1850s Christian County's most influential settlement, Ozark, had promising beginnings. An academy attracted a regional clientele from several counties (Christian County Centennial 1959:8). "Old Town" Ozark was built by 1843 around a town square approximately two blocks north of the present square. The mills on Finley Creek provided an important regional service, and some 100 persons lived in the village (Christian County Centennial 1959:23).

The men of early settlement families were leaders in various communities. They promoted the cause of a new county for themselves. Examples were the Gideons, Pettijohns and Yoachums, who served as county officers.

Table 1

List of the sales of the goods and chattel belonging to the estate of John Hoover, late of Greene County, deceased, sold at public vendue of the undersigned, administrator of estate, on the 3rd day of May 1845.

Purchasers Names		Property	Price
Charles K. Day	1	hand saw	62½
Thomas Beasley	1	Singletree	37½
Charles K. Day	1	Large Auger	70
Joseph Gibson	1	Small do	25
Solomon Willis	1	weeding hoe	37½
Allen Lawing	1	Ring & staple	68
Charles K. Day	1	Log chain	?
Allen Lawing	1	" "	25
Mathis Kelley paid	1	Small Bell	56
Andrew Haisten	1	" "	50
" do	1	Large "	1.25
Commins Moore	1	Cross cut saw	2.00
William Reno	1	Pair Britching	2.75
Charles K. Day	1	Pair Gear	1.25
John Keltner	1	fur Hanes & chasing	62½
Robert Leweallen	1	" Stickers paid	50
James Lee	1	" do	63½
Charles Day	1	Singletree & Lot small Irons	12½
Solomon Willis	1	Weeding hoe	50
William Reno	1	Large Waggon	45.50
James Lee	1	Turning Plough & Clevice	4.50
Robert Lewallen paid	1	Shovel Plough	1.00
A. L. Marbrough	1	Cairy Plough	3.00
John Hoover, Jr.	1	Rifle Gunn	6.50
Benjamin Ca----	1	Auger Gun	1.50
Abner Garison	1	Rifle Gunn & charge	11.50
Elizabeth Hoover	1	Lot Casting	1.50
" do	1	Large Kittle	2.50
Charles K. Day	1	honey stands	1.00
D. Jeffries	1	Lot Wool Roles in lbs.	4.59
Lewallen paid	1	Water Bucket	50
John Keltner	1	Stone Judge	37 ½
Charles Day	1	stone Jar	25
Elizabeth Hoover	1	Bed Stid	2.00
" "	1	Large	2.50
" "	1	clock	3.00
" "	1	conk shell	50
" "	1	Bureau	4.00
" "	1	Bed Stid	2.50
" "	1	Pr. Ind Irons	2.00
" "	1	Large Teaboard & furniture	4.00
" "	3	Chairs	37½
" "	4	Bed stands	4.00
John Weaver	1	conk shell paid	37½
Elizabeth Hoover	1	Mans saddle	5.00
Nathaniel Shipman	1	Grey mare & coalt	22.12½
Elizabeth Hoover	1	Large Brown horse	10.00
Thomas Lane	1	Roan horse	21.00
James Boatman	1	Dark Brown horse	39.00
Addison Tennis	1	Black Coalt	7.00
Charles K. Day	1	Bay coalt	15.12½

William Chesnut	1	stay yoke cattle	20.00
Robert Morrow	1	Red yoke cattle	15.--
Allen Lawing	1	yoke cattle	17.00
Thomas Lane	1	Red & white yoke cattle	35.00
A. D. Jeffries	1	Brindle cow & calf	9.25
Addison Tennis	1	" "	8.00
James Lee	1	" cow & calf	5.50
Elijah Brooks	1	red cow	3.75
Charles K. Day	1	small Dun yerling	1.00
Nathaniel Shipman	2	Pided stears	12.12½
" do	2	Red stears	7.75
John G. Farmer	1	Brindle cow & calf	5.63½
David Steward	2	Stears	12.25
William Reno	2	Brindle Stears	13.18
Robert Morrow	2	Stears	4.25
Addison Tennis	1	Red yearling	1.37½
Charles K. Day	1	Brindle heifer	4.31½
D. Jeffres	1	Black cow	5.00
Addison Tennis	4	ewes & lambs first choice	8.06½
" "	3	" " second "	4.50
" "	4	weathers first choice	7.00
" "	4	sheep last choice	5.00
Allen Lawing	1	white sow & 7 pigs	1.00½
James Rufsell	5	young shoats paid	3.56½
Andrew Haisten	1	Bee Gum	1.25
Robert Morrow	1	" No. 2 do	1.37½
D. Jeffries	1	" No. 3 "	1.37½
A. L. Yarbrough	1	" No. 4 "	1.00
Robert Morrow	1	" No. 5 "	1.81½
James Rufsell	1	" No. 6 "	1.31½
James Lee	1	" No. 7 "	1.37½
" "	1	" No. 8 "	1.81½
" "	1	" No. 9 "	1.56½
" "	1	" No. 10 "	1.56½
John Hoover	1	" No. 11 "	1.62½
Robert Morrow	1	" No. 12 "	1.62½
Robert Lewallen	1	Table	43 3/4
" " "	1	Coffee Mill	18½
Robert Morrow	1	Bee Gum No. 13	1.75
Robert Morrow	1	" " " 14	1.75
D. Jeffres	1	" " " 15	1.75
J. C. Famer	1	" " " 16	1.31½
A. L. Yarbrough	1	" " " 17	1.50
Calib Horn	1	" " " 18	1.25
Joseph Gibson	1	" " " 19	1.87½
A. L. Yarbrough	1	" " " 20	1.93 3/4
" do	1	" " " 21	2.00
John C. Famer	1	" " " 22	20
Robert Morrow	1	Bee Gum	12½
William Friend	1	Pair Bellows	23.25
D. Jeffres	4	hog & first choice	7.81½
Benjamin Atkifson	4	" " choice 2 lot	4.60
J. C. Famer	6	" second " 2 "	1.91 3/4
Solomon Willis	1	Black sow & Pigs	1.12½
" do	1	Large Blue sow	2.00
Allen Lawing	1	White & 5 choats	2.00
Martin Thomas	2	Bores	3.00

William Reno	1	Log chain	4.00
John McCoy	2	Lot wheat 10 bushels	1.60
" do	3	" " 10 "	1.60
Martin G. May	4	" 5 bushels more or less	70
John Hoover	1	Mill screw	?
John Day paid	1	Steel Punch	25
John McCoy	10	bushels wheat	1.30
D. Jeffres	1	Side Saddle	4.00
Nathaniel Shipman	12	head Geese	3.00
John Keltnor	1	Keg	12½
Elizabeth Hoover	1	Keg	50
John Hoover	1	Pair Stilliards	1.00
do do	1	Bee Gum	1.12½
Elizabeth Hoover	1	Axe	1.00
" "	1		75
" "	1	cow	<u>5.00</u>
			\$574.80

I do solemnly swear that the above is a true and correct statement of all the sales of goods chattles & belonging to the estate of John Hoover deceased sold by the administrator of said estate at the time specified Sworn to be June the 2 1845

A.N. Farmer Clk

Benjamin Chapman

(courtesy, John Williams, Ozark, Missouri)

The "new town" Ozark began as the new county formed, just as the national tragedy of the Civil War loomed. Throughout all border states sentiments were divided, but Christian County voted 8:1 in favor of the Union and apparently sent her fighting men into the conflict in the same ratio (Christian County Centennial 1959:6). The country-wide destruction of the War signaled wholesale rebuilding afterward.

The New South Ozarks had slow but sure effect in Christian County. The Frisco railroad became accessible to the north in Springfield by 1871 and during 1882-83 the Chadwick line became serviceable. However, another major resource came to the county in the form of its numerous local Union veterans and immigrant unionists who brought their pensions, business, skills, and attitudes to the area.

In 1868, Frank Kentling, a St. Louis German trader, came to Springfield to look for a place to establish a trading post. He went south one day's wagon journey and founded the "Dutch Store," which became a stopover for those engaged in the Springfield-Harrison, Arkansas, trade. His customers were especially Arkansas cotton planters, but he dealt in game, furs, roots, poultry, etc., and became the first postmaster of a new town--Highlandville (Christian County Centennial 1959:170ff).

For a generation Ozark's new town square developed a commercial street on the south side. The Yoachum-Robertson store, constructed in the 1860s with its gable-end entry facade, is the only survivor of that early county seat era. The "new commercial district" began on the north side with the advent of the railroad in 1882. Square or rectangular brick buildings, such as that of J. W. Robertson & Sons, began the new townscape orientation.

Union officers often became solid community citizens as did Captain

G. W. Taylor. In 1872, Captain Taylor built a three-story hotel on the northwest corner of the square. This local landmark was managed by Mrs. Barbara Wrightsman, who later in 1898 built her own hotel (Christian County Centennial 1959:26). North of Ozark, Taylor owned several hundred acres and his well-preserved two-story central passage house is part of a centennial farm surviving today. His son, John Taylor, became a local bank president, and built the two-story colonial revival house, now Adams Funeral Home, on Walnut Street. Dr. Farthing's development over a generation of a sizable dairy farm north of Ozark involved a third generation of the Taylor family, details of which are unresolved in this investigation. The numerous matching cobblestone buildings of this farm--house, barn, chicken houses, and outbuildings--form a distinctive complex of its kind for the Ozarks. The buildings associated with the Taylor family are important historic resources which represent major themes in the county's history.

A local pioneer near Nixa, G. W. Nokes, symbolized the New South Ozarks transition from the Old Ozarks Frontier. Like his contemporaries, Nokes "settled in the woods" either in the breaks or in the inland prairie country. He began his improvements during the 1850s and continued until he had "improved four good farms." But he, too, saw other opportunities with railroad transportation near, and in 1888 Nokes founded the merchandising firm of J. E. Bennett & Company at Nixa (Goodspeed Brothers 1894:549-50).

The decade of the 1880s brought the county's largest increase in population up to that time. New jobs resulted from new economies of mining, large scale timbering, and great expansion in general farming and stock raising. Encouraged by the success at Eureka Springs, Arkansas, and the great surge of new resort spas during the 1880s, Eau de Vie, Reno, and

Ponce de Leon in neighboring Stone County began as late-Victorian resorts. Eau de Vie exported its waters, and built stores, hotels, a post office, churches, and a school. But by the mid-1890s the spas had all but disappeared (Christian County Centennial 1959:176).

A new kind of immigrant came in the generation following the Civil War. The Swiss Schupbachs built a stream mill; Glausers built a store south of Spokane (Christian County Centennial 1959:173). German Lutherans and Catholics built a thriving agricultural economy centered in the Billings vicinity. Frisco officer John Billings donated \$1,000 for a Union Church and throughout the 1870s and 1880s the town of Billings witnessed the building of hotels, stores, churches, a bank, a newspaper, and the founding of many voluntary fraternal and civic organizations. St. Peter's Evangelical and Reformed Church was built by the Germans in the 1870s. Builders of St. Joseph's Catholic Church in 1883 used Arkansas lumber which was hauled to their site--another example of the continuing Arkansas trade with Christian County (Christian County Centennial 1959:80ff). J. W. Sanders epitomized the spirit of northern immigrants of the 1880s. He came from Illinois in the 1870s, worked for the Frisco as a clerk at Logan and Billings, and developed a merchandising venture as a second job. By 1882 Sanders quit his Frisco employment and devoted full time to his merchandising enterprise. His store building, the J. W. Sanders Merchantile Company, still stands as the oldest and largest store of its kind in Christian County (Christian County Centennial 1959:620).

Scotch-Irish uplanders were profoundly important in the history of Christian County, as they were almost everywhere on the southern frontiers. Two different strands of Scotch-Irish culture and socio-economic tradition

are represented in Christian County by the Yoachums on the one hand and Samuel B. McCracken on the other. The original Christian County Yoachums were three brothers who came from Ohio via White River ca. 1818 in the first significant wave of white immigrants into the interior Ozarks. They were at various times in Arkansas settlements along White River and in different James Fork locations. One brother, Solomon Yoachum, was in the Indian trade in some fashion, probably the means by which cash money was obtained to establish and improve, over a period of two or more generations, a 600-acre farm near the mouth of Finley River, close by the Delaware Town sites. Solomon's son George farmed there and operated a flour mill for the settlements down James River and on White River. George's son James Harvey, after service in the Civil War, moved to town--the new railroad towns of Billings and then Monett--and carried the family's entrepreneurship into a new bourgeois setting. His son and grandson, the fourth and fifth Yoachum generations, founded and operated the Billings Lumber Company during the first quarter of the twentieth century. Another of George's sons, A. T. Yoachum started a store in Ozark soon after (perhaps during) the Civil War. A. T. farmed and raised stock, became Ozark postmaster, president of the Christian County Bank, a Republican, Mason, and Presbyterian. In 1887, A. T. Yoachum and John Schonook of Springfield built a roller mill at Ozark which handled a large local trade, shipping their products to Arkansas and Texas on the new railroad network. They also were big livestock traders and shippers. A. T. and his wife financed the construction of the Ozark Presbyterian Church. By the turn of the century a biographer stated, "Among the prominent pioneers of the State of Missouri stands the name of Soloman Yoachum," father of George Yoachum and grandfather of

A. T. Yoachum (Goodspeed Brothers 1894:383-384; Lancy 1980).

The Yoachums over the many generations exemplify the progress of entrepreneurship among Scotch-Irish pioneers on the old Ozarks Frontier. They maintained intimate ties with rural and agrarian socio-economies, made a home in Christian County and remained there (or close by), and built successively and successfully on the achievements of preceding generations. They represent a bridge between the historic cultures of the Old Ozarks Frontier and the New South, or Modern Ozarks.

Samuel B. McCracken, like the distinguished merchant-capitalist and Missouri governor, Joseph McClurg of Camden and Laclede counties, may be thought to represent a "high" socio-economic tradition of the Scotch-Irish in the Ozarks. McCracken became a Christian County Republican and Mason, was educated at Drury College in Springfield, and in Springfield was the partner of J. W. Doling in a major grain and merchandise firm. By 1882 McCracken had located in Christian County, where he became a leading merchant/capitalist in Sparta. There he built a grain elevator, traded in timber products and shipped them out, was livestock dealer and shipper, built houses, and was a realtor. He was aptly eulogized as "an enterprising man, the kind that built cities, made railroads, (Goodspeed Brothers 1894:613).

Christian County families who have contributed to its development are many. Just a few who were Union veterans and lived lives of distinction in post-war Christian County are: Harrison Lee, well-known stockman of Sparta; the Nelsons of Swan Creek; Baldknobbers John Mathews and Dave Walker; A. C. Crain, county sheriff and Sparta hotel-keeper; Captain Dorland, who is thought to have built the first house in the Garrison vicinity; High Shipman

of Swan Creek; Captain John McCoy, Arkansas statesman and resident of Bull Creek; Isreal Biers, whose 1885 single-pen log house still stands near the Riverside restaurant; and William Monger, Willis Kissee, and Mac Smith, among many others (Christian County Centennial 1959: passim).

The new Springfield and Southern railroad, or Chadwick Branch, spawned several stock pens along its right-of-way for shipments north. Pens were built at Cassidy, Griffin, Ozark, Sparta and Chadwick. Grain elevators soon accompanied the pens. Cattlemen and their families often rode the train that carried their stock to Springfield market, and on special occasions, even to St. Louis (Zweerink 1978:9). Cattle, horses, hogs and sheep were typically shipped north, but mules often were routed to the southern states. The Chadwick branch carried livestock, cotton, and other agricultural freight, but its big business was white oak timber for railroad ties, lumber, and cordwood. The growth of Sparta and Chadwick was largely influenced by the economic impact of the Hobart-Lee Tie and Timber Company. They established large company stores as well as shipping docks in both towns (Rafferty 1980: 173). Arkansas freighters and teamsters together with resident lumbermen made Chadwick a rough-and-tumble boom town. Many Arkansas itinerants traveled the old antebellum Jacksonport road, which descended from Chadwick to Swan Creek and continued south by southeast (Christian County Centennial 1959:164).

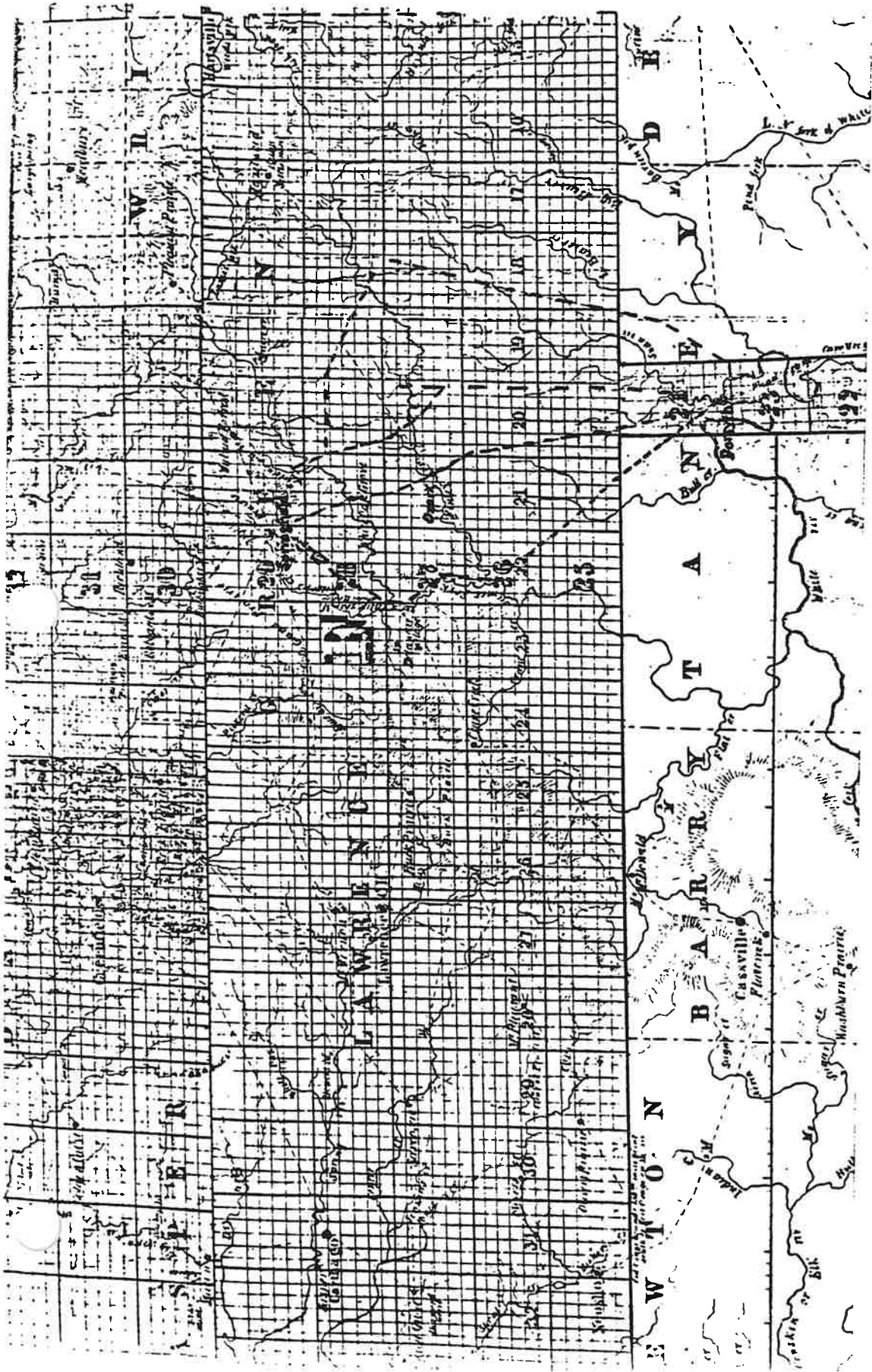
The Baldknobber hangings which attracted much national attention, in the spring of 1889, excited local sympathies and animosities which continue to the present. But like the announced closing of the American frontier in 1890, the event seemed to signal the end of an era locally. Vigilantism no longer threatened social and economic stability. From then until World War I, development proceeded rapidly with the founding of banks, schools, the new regional poultry industry, orchards, strawberry fields, and canning

factories. A brick yard and a tobacco factory were established in Ozark, and a marbleworks opened at Clever. The Missouri Pacific built stock pens and a loading chute at the new town of Clever in the late 1890s. Occasionally special trains were sent to Clever just for shipments of the particular livestock dealers (Christian County Centennial 1959:120). The turn of the century was a time of large community picnics, public speakings, chautauquas, and medicine shows. Masonic lodges were in practically every town. Ozark society boasted a Shakespeare Club and a Ladies Literary.

By 1920 the regional dairy industry was well established in the county. A creamery at Billings and cheese plants at Nixa and Ozark flourished. More canning factories were begun including the important Bilyeu tomato canning factory which operated until World War II. The historic Hawkins mill at Ozark was rebuilt and modernized in 1922 and began a second, twentieth century, life. This survivor of the county's mill industry, which processes stock feed, still has its own railroad spur. Ozark and Billings built high schools in 1912 and 1913, but Chadwick, Nixa, Sparta, Clever, Spokane, and Highlandville did not build high schools until a decade later (Christian County Centennial 1959:10). The 1920s witnessed a moderate rebirth of the resort business, with people traveling to Riverdale, Ozark, and Linden for the fresh waters of the Finley River. Lindenlure Lake was largely private, but was a well-known resort among girls from the female colleges of Missouri and other states (St. Louis Globe-Democrat 1925). John Gardner's mill at Riverdale burned in 1926, but he soon replaced it with a smaller one. Gardner developed a Riverdale Camp Resort, added a large porch onto his house for visitor sleeping quarters, and built the round log "Blue Heaven" cabin to rent out at two dollars per day. "Blue Heaven" still stands after having passed

through many hands, including long-time owner Floyd Jones, founder of Ozark Airlines (Paul Johns et al. personal communication 1980).

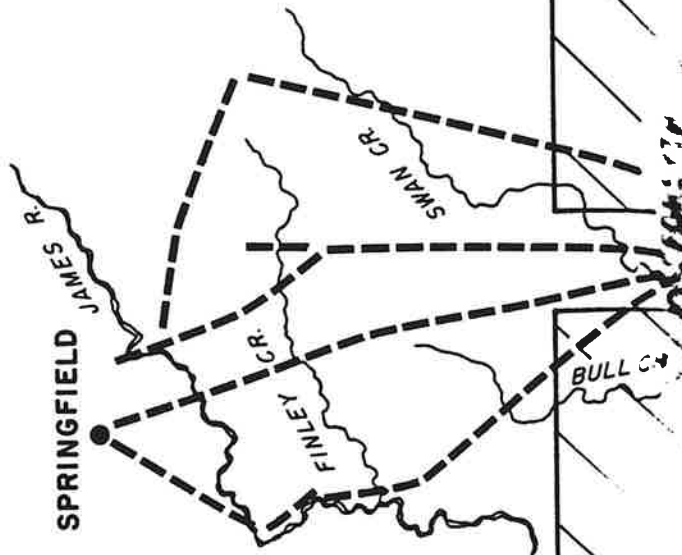
Many of Christian County's businesses and industries languished and even phased out during the Depression. Canning factories, orchards, and railroad tie production were severely depressed. The Chadwick branch line ceased operation in 1934. A new kind of Ozarks immigrant came during the Depression, in effect, to inaugurate a new Ozarks history--the Cosmopolitan Ozarks. The National Forest Services bought land from owners who were usually more than willing to sell. National Forest Service acquisitions approached 50,000 acres. Southeast Christian County rapidly lost population, and its old landmarks faded into oblivion. The New Deal brought the WPA, a builder of schools, other public buildings, and town projects. The state of Missouri founded the Conservation program, and various government agencies began to vitalize timber, soils, and wildlife programs on an old and worn out landscape. The Depression brought a new surge in county population. Numerous 1930s sawmill board and batten, log, rock and frame houses appeared throughout the county. World War II reversed the tide of immigration leaving many of the "recent 1930s pioneer" buildings empty.



This graphic ~~emphasizes~~ ^{emphasizes} the dramatic antebellum transportation corridors leading from Springfield and funneling through present Christian County into Forsyth, Taney County. South of Forsyth the roads again dispersed into different corridors southward to Arkansas towns. The map itself is an in-progress GLO sectional map which has surveyed ^{the most populous area in the} the most populous area in the Missouri-Arkansas border country: the upper White River region centered at Forsyth.

From Edward Hutawa, *Sectional Maps of the State of Missouri, St. Louis, Missouri, 1844.*

SURVEYED



NOT SURVEYED