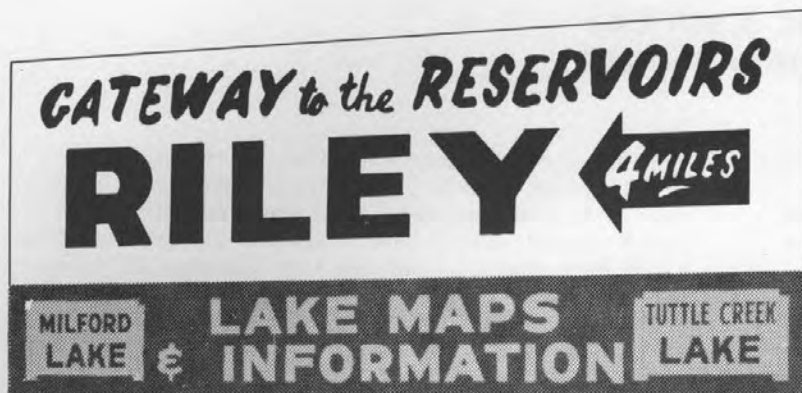


Riley, Kansas

Centennial
1870-1970



THE RILEY STATE BANK
P.O. Box 218
Riley, Kansas 66531



Riley, Kansas

Centennial 1870-1970

—FROM A HISTORY BY WINIFRED N. SLAGG Riley County — Kansas, Copyright 1966

The first settlers in the Riley community were the Hair brothers: Tom, John and Jonas. They selected their land near the head of Wild Cat Creek in 1855. George Lyall and the Soar brothers, Tom and Stephen, arrived in 1856. George Kester came in 1857 and the John Locke family in 1859. Some of the other families entering the area during the 1860's were the Aaron Southwick, Aaron Silvers, W. S. Craig, N. B. Camp and the Hemingways. Dr. J. W. Crans came in 1870. The close of the Civil War brought others, mostly soldiers, who took part of the land not already claimed.

Settlers used their covered wagons for shelter until dugouts could be built but John Locke and his two sons, John Jr. and Stephen, 12 and 10 years of age, erected a stone house. They dug the rock out of the south bank of Wild Cat Creek, hauled it across the creek with ox-teams and cart, and built their house on the Fort Riley road a quarter mile south of the cross roads at the present (1966) Junction of Highways 77 and 24. Additions have enlarged the house and it is still used as a dwelling.

During the first decade, settlers were busy establishing themselves in their new locations and proving up on their claims after the Homestead Law was passed in 1862. Some of them near the crossroads filed claims on 80-acre tracts instead of quarter-sections. They foresaw greater value in small claims along frequently traveled roadways than in larger farms that increased the distance between them. Schooling also had to be provided for their children and religious services arranged.

The school district in the area was organized March 14, 1863 and the first school held in a log cabin, built that year, near the creek on the Tom Hair place southeast of the Locke house. It was known as the Hair School.

Sadness accompanied the hardships of pioneer life when death entered the homes and made a burial ground necessary. A cemetery was located on a low hill north of the Hair school and about a mile east and a mile south of the present town of Riley. In later years, older people told how they, as children, often walked up the hill from the school house during the noon hour to look at a tall, slender tombstone sculpted out of limestone by a young husband whose wife was buried there. He had spent months in shaping the stone and engraving the words: "Emma

Hemingway. Died Sept. 7, 1866. Age 23." The children marveled at the stone and its inscription and were filled with awe at the thought of so young a couple being parted by death so far from family and friends. The stone still stands in the Riley cemetery.

By the end of the decade, most of the land in the area was occupied. John Locke opened a small store in the community because the nearest town was twenty miles away. Tom Hair had planted a large orchard on his land when he came. In a few years he was selling apples by the wagon load.

A local trading center had become a necessity and plans were made to establish one. The Union Townsite Company was organized with the following charter members: Aaron Southwick, Tom Hair, Tom Soars, Stephen Soars, John Locke and Dr. J. W. Crans. They elected the trustees as follows: Aaron Southwick, Aaron Silvers, W. S. Craig and Stephen Soars. A village site was selected a quarter mile north of the creek and three five-acre tracts of land, cornering at the crossroads were purchased from Aaron Southwick, Stephen Soars, and John Locke. Mr. Southwick had a good house, part of it used as a store, on his tract so received \$100.00 for his land. The other two were paid \$80.00 each. Mr. Weible on the fourth corner was unwilling to sell his land at the price offered though he sold individual lots along the roads. Thomas R. Green from Ogden was employed to survey and lay out the town. The village was to be named Union because it united land from the claims of three settlers.

A Town Charter was applied for and petition sent to Washington D. C., asking for a federal post office named Union. The town plat of Union was filed in the office of the Register of Deeds in Manhattan May 10, 1870 and the Trustees signed as guarantors that it was the "true plat of the town of Union as set forth in the Charter."

The first mail was brought to the community from Manhattan and Clay Center by stage and left at the Stephen Soars place down the creek from the Fort Riley road, where the stage horses were changed. The mail was distributed from the Soars home with Mr. Soars as postmaster. A federal post office was established April 19, 1870, several weeks before the townsite was officially registered. Since there was another post office in Kansas named

THE WAY IT LOOKED

A bird's eye view of Riley Center in 1881.





FIRST IN THE TOWNSITE

The "Union House" was the first in the townsite, then called "Union" by some and "Riley" by others. Aaron Southwick built in on a 5-acre tract, kept a small stock of grocery staples in it and provided room and some meals for travelers.

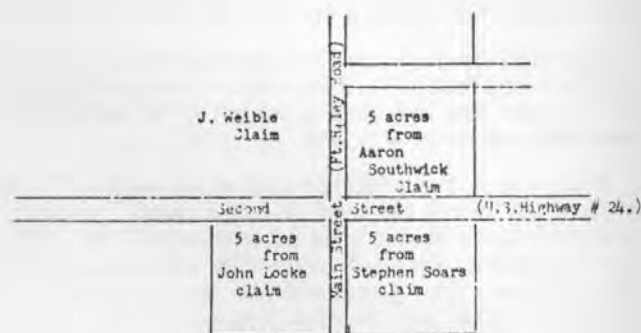
Union, and because this office would be near the center of the county, the name Riley Center was chosen to distinguish it from Riley City in Davis (Geary) county and from Fort Riley. The office was located in the Southwick home, called "Union House," with Aaron Southwick as postmaster.

The first house in Union or Riley Center (both names were used in the community) was the Aaron Southwick home on the five-acre tract he sold to the Town Company. He kept a small stock of grocery staples and provided room and some meals for travelers. His house, the "Union House," faced the west. Cyrus Knapp lived on the southwest corner of the cross-roads and opened a small store in his house. He also used his home as a hotel to accommodate travelers when extra rooms were needed. Later, Eli Latshaw opened another store on the Northwest corner, north of Knapp's, then Mr. Knapp built a store on the northeast corner next to the Union House. He later sold it to Casper Hassebroek whose name has been connected with the town of Riley to the present day. The Jones hotel and the Roberts "Central House" provided added hotel accommodations as travel through the county increased. A new school house was built a block south of the crossroads about 1872, and a Methodist church a quarter mile north.

Dr. J. W. Crans came to the community in 1870. He found that building a medical practice in sparsely settled new country was slow work so he bought a farm three-fourths mile west of the crossroads and started raising cattle as a side line. In 1878, when business was thriving in Riley Center, Dr. Crans built a drug store and dwelling near Union House and eventually built up a large medical practice. Numerous other businesses and services were located in the village by 1878, its growth had reached the "Boom" stage and Riley Center showed promise of becoming an important town on the prairie.

Some of the early businesses established in Riley Center were the Ira Wilcox Livery, Feed and Sale Stable, the Schoonhoven Shoe Repair Shop, the John Stadel Wagon Shop, the George Lane Blacksmith Shop, Mrs. Kelly's Millinery Store, the Jones Hotel and the Joseph Robert's "Central House," Dr. Cran's Drug Store, a livery stable, lumber yard, the grocery and dry-goods stores, other small businesses and residences.

The settlers were contented and happy in their prosperity. Many farmers in the area had built substantial stone houses and found time to help others. The M. B. Craig family always had an



open door for an orphaned child or older youths who had no other place to go; and true to the pioneer spirit, anyone stopping at a home near meal time was invited to remain and partake of whatever food was prepared.

The Leavenworth, Kansas and Western railroad was built across Riley county in 1881. The line was built from Leavenworth through Garrison Crossing, the village of Alembic, Lasita and on to Miltonvale. Alembic's name was changed to Leonardville to honor Leonard T. Smith, President of the road.* The construction of this line meant railroad service within six miles of Riley Center. Farmers began taking their produce to and buying their supplies in Leonardville. Business men and residents alike in Riley Center felt their village was doomed and that their only future was in a railroad town so they began to move six miles northwest to Leonardville which peaked the boom in that town. Merchants in Riley moved their families, dwellings, business buildings and merchandise to the new railroad center. Many residents took their houses and joined the exodus. Riley Center was left looking like a ghost town. Only the post office, the school building, the Stadel wagon shop, the Lane blacksmith shop and a few families remained in the deserted town.

* Kansas Central Railroad Company soon went into bankruptcy; the Union Pacific Company took it over in 1882; changed the name to Leavenworth, Kansas and Western in 1896; and discontinued it entirely March 30, 1936.

The buildings were moved over the main road which at that time ran one mile west from the crossroads then five miles straight north into Leonardville. One unforgettable event, to the children, was the moving of the Jones Hotel. The building was too large to be moved with equipment then available so it was sawed into two parts; the parts moved separately and put together again in Leonardville. The excitement of the children in Riley at seeing a house cut in two knew no bounds. Older people still speak of the amazement with which they watched the process. The old Jones hotel still stands on a lot across the street, east from Sikes store and next door north of the Chaffee Plumbing Company in Leonardville.

Riley Center, once a thriving village, became a desolate, deserted town. Farmers still called for their mail and went to the blacksmith shop when help was needed but their business was taken to the new railroad center. The few remaining families in Riley Center rallied from the shock and determined to rebuild their town. Occasionally a family or small business would move into the village but the next six years dragged slowly by, then reports of a possible railroad through the town sparked new enthusiasm in its inhabitants.

The Rock Island Railroad Company built its line across the county through Zeandale, Manhattan, Keats, Riley and Bala City in 1887. Early in that year, George Morgan and George Hanna, town planners from Clay Center, twenty miles northwest, purchased a few lots in Riley Center east of Union House as an investment. When the railroad became a certainty, they bought 100 acres of the Stephen Soars land then owned by Gottlieb Remele. Mr. Weible was still unwilling to sell at the price offered so the planners decided to extend their purchases eastward. They bought an additional 111 acres from Mr. Southwick and a few from Mr. Latshaw northeast of the Union House then platted Riley Center adjoining the old Union plat. This plan was recorded in the office of the Register of Deeds in Manhattan July 12, 1887.

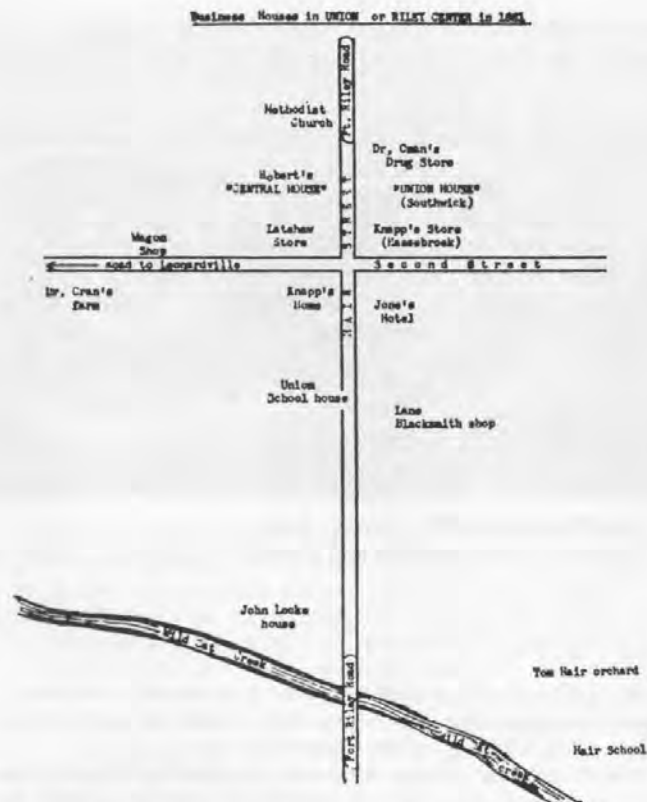
The County Surveyor, J. W. Paul, was asked to make an official survey of the larger area. This was done July 13, 1887 then Morgan and Hanna began platting the whole area gradually moving eastward until the entire town was laid out. The railroad Company named their station Riley instead of Riley Center so the new town became Riley after the railroad station. By August 1895, the combined plats of Union, Riley Center and Riley were completed and recorded in the Register of Deeds as Riley.



"TWIN STORES"

The "Twin Stores" were double storefronts with dry goods and grocery departments.

CENTENNIAL



PLACES OF BUSINESS IN UNION, or RILEY CENTER

Union was a prosperous village with nearly a dozen places of business by 1881. When the Kansas Central Railroad Company built its tracks through Alembic, six miles to the northwest that year, residents in surrounding settlements took their families, houses and business enterprises, and joined the "Exodus" to the new Railroad center. Union was left almost a deserted village with only the Post Office in Union House, the school house, two places of business and a new families.

The principal north-south street in Riley was placed five blocks east of Main Street or the Fort Riley Road (now U. S. Highway 77). The streets were graded, board walks built along Broadway and to the depot. A hardware store, bank building, creamery, hotel and two double, or "Twin" stores, for drygoods and grocery departments were constructed.

New companies organized to help promote the town and for profit for themselves. Two of them were the Riley Town and Land Company (with H. G. Higinbotham, President) and the Riley Investment Company.

Enterprising men from Clay Center opened businesses in Riley: new families purchased lots and took up residence. A few buildings left in Riley Center were moved to the new section and businesses that had started in Riley Center, the old Union, after the exodus transferred their offices and shops. Caspar Hasebroek moved his groceries and drygoods into one of the Twin Stores, and William Mansfield from Clay Center went into the other. The Federal Post Office discontinued the Riley Center office January 19, 1888 and on that same day opened a new office in Riley with Jacob W. Lowdermilk as postmaster. Mr. Schoonhoven moved his shoe shop and is remembered by older citizens as carrying the mail from the depot to the new Post



THE SOUTHWICK PLACE, 1881

An early artist may have had a liberal imagination, but the 1881 residence of A. Southwick was a prize of its time.

Office on Broadway in a wheelbarrow after each train delivery. Local farmers who had taken their trade to Leonardville returned to Riley to conduct their business.

Everyone in the community worked to promote the new town. As it grew and again showed promise of becoming a thriving trade center, the people dreamed of having the County Seat moved from Manhattan to Riley because of its location nearer the center of the county. Twice petitions were circulated and reports indicate that the proposal lost by a very small majority but the County Seat remained in Manhattan.

Social life in the early settlements centered first around the church and school then it became purely social based on community activities. The Riley community had its singing schools, spelling bees, quilting parties, oyster suppers, 4th-of-July celebrations, dancing and visiting. In time, families who fancied fast horses and racing demanded a race track.

Early in the 1890's, the Riley Fair Association was organized. The chief promoters were David Orr, J. D. Colt and Henry Craig. An empty building was used for the agricultural and household exhibits, and pens and sheds were built for livestock and poultry. The race track, a part of every county fair, was first located in the north-east part of town. Admission was free and people were urged to exhibit their best products, livestock and home-work. Interest in the exhibits grew and more and more people attended. In a few years, more and better buildings were needed. Racelovers wanted a better race track so a location was selected on the main road (now U. S. Highway 24) east of town; new buildings, sheds and pens were constructed, and concessions given for cotton candy, shooting galleries and a merry-go-round. A high fence was built around the grounds and admission charged. The crowds continued to increase. They included people — both important and unimportant — from surrounding towns and countryside until the Fair became a "Social Event" of the year and it was said that "everyone who was anyone" attended the Riley Fair. Its popularity lasted for more than twenty years then the automobile and other interests gradually replaced its social importance.

Five different religious denominations have been organized and built churches in the Riley community during the past century.

Methodist Church — 1857

The Methodists held the first church services in the community. Records indicate that Methodist missionaries, or ministers, from Fort Riley entered the area and began their ministry as early as 1857, within two years after the first settlers located there. Meetings were held first in the homes, then in the Hair school house and finally in the Union school building. The first service there was held October 12, 1879. The Riley Center News reported this meeting a few days later as follows:

"The Rev. Pasley preached an excellent sermon last Sunday evening. Cannot we induce him to come every Sunday?"

Regular services were started that winter and in the spring of 1880, the community was canvassed to determine how much would be contributed to the regular support of a church. A Methodist circuit included several communities and was served by one minister. The minister who would serve the circuit including Riley was to be paid a salary of \$475.00 a year. The Riley Methodists agreed to pay \$90.00 as their share, consequently, a congregation was organized November 8, 1880 and J. A. Hall, B. Jones, A. Southwick, B. J. Davis, and C. W. Knapp were elected Trustees of the new Riley Center Methodist Episcopal Church. The charter was filed with the Secretary of

The Methodist church at Riley, 1970



RILEY, KANSAS,

State March 4, 1881. A Building Committee was immediately appointed to select a location and plan for a church. A frame building was constructed a quarter mile north of the cross-roads and the church dedicated July 31, 1881. This was before the "exodus" to Leonardville.

An unusual event of the day was the marriage ceremony in the new church uniting Benjamin Sweet and Lucy Knipe. The wedding dinner was served in the Southwick home and attended by about sixty guests.

When the new section of Riley was platted in 1887, plans were made to move the church to its present location on the corner of Ash and Broadway Streets. Services were conducted in one of the business buildings until the church was moved, repaired and made ready for use that fall. Programs through the years brought changes and growth. Extensions to the building and new departments of activity were added. Modernization changed the lighting system from kerosene lamps in wall brackets to gas lights and then to electricity. The old horse barn where horses were sheltered in winter during the church services has been replaced with a modern garage and automobiles are parked along the streets. Riley now has a modern Methodist Church both in the building and its service departments.

The movement for "Unification of Methodists" was adopted in 1939 and the chartered name of the church changed from Riley Center Methodist Episcopal Church to The Riley Methodist Church. A church history published in 1941 gives this historical summary:

"The history of no church can be told by recounting its material growth. Every church faces its ups and downs. This church has seen days when it could count only three active members. It has known other days of large attendance and activity.....but through the years it has been neither the institution nor its physical property, not its societies and organizations, but God, himself, who has kept alive His witness in the lives of men, and who has builded His Church."

The Magic Methodist Church, six miles south of Riley, united with the Riley Church July 12, 1952. The Stockdale Church — in the Tuttle Creek Reservation area — was discontinued when the land in that community was sold to the Government in 1956. The Church had been in the Riley Charge for several years, so the Conference allocated a part of the money received for it to the Riley Church. Keats was joined to the Riley Charge also for about seven years.

Church of God — Early 1860s

Sometime in the early 1860's members of the Church of God built a church by the cemetery because they believed that every burial ground should have one nearby for funeral services. The building was moved to the corner of Ash and Billings Streets soon after that section of Riley was established in 1887. Worship continued there until too few members remained to hold regular services. When the Presbyterian body was organized in 1891, the chapel was rented for their services until they built their church in 1900, then the Church of God building was sold and replaced with a dwelling.

Fairview Presbyterian Church — 1874 (German)

A number of German families moved from Iowa and Illinois to the Riley - Leonardville area in 1869 and soon requested a church with services in German. This was granted by the Topeka Presbytery. The Rev. J. H. Reid of Manhattan and Rev. Levi Sternberg of Clay Center were sent to confer with the interested families. Under their direction the Presbyterian Church of Riley Center — German, was organized October 27, 1874, with twenty-one members. These included Frederick Krause, Albert Schurman, Heinrich Jahnke, Herman Toelle,



FAIRVIEW PRESBYTERIAN CHURCH

Organized 1874 as a German Presbyterian Church. Services now in English. One of the few rural churches in the county still holding regular services.

Martin Gravenstein, Frederick Stadel, Albert Pollman, Reinert Nanninga, John Benninga, Frederick Uhlenhop, Lucas Buss, Manno Greenwold, Henry Meyer, John Arents, Caspar W. Hassebroek, Mrs. Schenck and Klass Teutyer. Many of these names are still represented in the community.

Early meetings were held in the Fairview school house, three miles north of Riley Center. By March 1882, six and a half years later, the membership had increased to fifty-nine and the congregation voted to build a church across the road north of the schoolhouse. The parsonage was built in 1884. Several pastors served the congregation until the Rev. B. F. Boell came in 1894 and remained for twenty-five years.

The year 1920 brought two major changes to the church in Fairview. First, the name was changed from "The Presbyterian Church of Riley Center" to the "Fairview Presbyterian Church." Second, all services had been conducted in the German language until 1920. By that time the younger generations were speaking English and preferred services in English so it was decided to alternate the English and German language during the morning services and to conduct all Sunday evenings services in English. By 1930, the German language was discontinued in all the worship services except in an adult Sunday

School class. This class was taught by Mr. Fred Liepesberger until his death in 1942.

When the Fairview school was consolidated with Riley in 1946, the school house and grounds were purchased by the Church. The school house was sold and moved to a school district in Clay county also named Fairview. Money from this transaction was used for church improvements both inside and out.

The Fairview Presbyterian Church is still an active congregation. It joined with the Riley and Bala churches September 4, 1949, to form the "Greater Parish Demonstration Unit" in the Kansas Synod, and is still carrying on its full church program in the Fairview community.

St. John's Evangelical Lutheran Church – 1890

The first congregation of St. John's Evangelical Lutheran Church was organized May 19, 1890 under the leadership of the student pastor P. D. Mueller. Chartered members were Paul Hartner, Sr., Henry Diskau, Louis Sylvester, George Gehring and Henry Swenge. The Riley church was joined to the Clay Center parish and contributed \$250.00 toward the pastor's salary. Services were held in Clay Center on Sunday forenoons and in Riley in the afternoon. Seven years later a lot was purchased on the corner of Billings and Chestnut Streets and a church erected in 1900 at a cost of \$1200.00. The Riley congregation was shifted from one parish to another until June 8, 1930, it was dissolved entirely. The building was sold to the Wesleyan Methodist Church in Clay Center and is still in use there.

Presbyterian Church – 1891

Settlers of the Presbyterian faith in Riley desired a church of their own denomination and Rev. Wm. Campbell of Manhattan was sent to confer with interested persons regarding organization of a church. Following this meeting, bi-weekly services were held for a year or more in the chapel of the Church of God that had been moved into Riley from near the cemetery. These meetings resulted in an application, signed by thirty-three people, to the Topeka Presbytery requesting a permanent church organization. The applicants met in the Methodist Church, under the direction of Rev. G. W. Bean of Clay Center and Rev. Campbell, the Presbyterian Church of Riley was organized March 8, 1891. The first officers were: Elders — C. W. Hassebroek, G. W. Southwick and W. E. Payne; Deacons — R. C. Chappel, G. W. Hanna and Wm. Goldrich; Trustees — B. F. Morgan, Charles Weible, J. R. Robinson, C. A. Southwick and J. W. Hanna. The rural church in the Sedalia community was to be served also by the ministers in Riley. Rev. Campbell, the first regular pastor was followed by Rev. Copley of Manhattan until his failing eyesight caused his retirement. Student pastors then served the churches during the summer of 1894. Stanton Olinger was one of these. After his ordination, he became a regular pastor June 1, 1895 for both churches and selected his bride,

eight



The Presbyterian church at Riley, 1970

Miss Anna Cooper, from the Sedalia congregation. By 1899, church membership in Riley numbered seventy-one and the Sunday School one hundred twenty-five.

Services in Riley were still being held in the chapel of the Church of God at Ash and Billings Streets but in the fall of 1899, a building of their own was erected on the southeast corner of Kansas Avenue and Broadway. The new Presbyterian Church of Riley was dedicated October 7, 1900. About 500 members and friends attended the day services and approximately 150 at night.

Additions and improvements have been made through the years. A Manse was purchased, the lighting system changed from oil lamps in wall brackets to acetylene then to electricity, and equipment modernized as the church grew in size and effectiveness. Ministers were changed every two or three years until Rev. Moery came. He remained seven years and was the last Riley pastor to serve the Sedalia Church. Being a good teacher as well as minister, he taught a high school class in German, sponsored musicals and an orchestra directed by Charles Kaup. Church departments were organized and the church became a live and active Christian organization in the community. There were times, however, when interest and activity waned in the church and membership decreased. A few times there was even talk of giving up and disbanding but the tenacity and faith of a few kept the church going until it recovered its interest and continued with new inspiration. By 1919, membership in the church reached 284 and in the Sunday school, 381. The Riley church with Bala and Fairview form the "larger Parish" in Riley county. The "Larger Parish" idea was conceived by Rev. Frank Rearick of Clay Center and approved by the Kansas Synod as a Demonstration Parish to prove that several smaller churches could carry on their separate full programs under one minister. Each continues to operate independently and be self-supporting but are related as a federation. A Parish Council of six members from each church is elected by their congregations. The Parish office and the minister's home are in Riley.

RILEY, KANSAS,

Christian Science Church – 1901

A Christian Science church was organized in Riley in 1901. The church was built in 1902 or 1903 on the corner of Clay and Chestnut Streets. Their first Reader was Aaron Southwick and the Practitioner, Mrs. Amy Washburn. Mrs. Ella Nixon succeeded Mr. Southwick as Reader in 1904 and continued until 1906 when the congregation, unable to meet all the requirements of the Mother Church, withdrew as a recognized church and continued as a Society for some years. Mrs. Ella Walters became an active leader of the congregation until membership decreased as people moved away and meetings were discontinued. The building was sold in 1934 and torn down. William Ryan purchased the lot in 1964.

Schools

A school house was built in Union (or Riley Center) in 1872 a block south of the cross-roads and the school sessions were transferred from the log cabin on the Hair place to the new building.

Early schools were one-room, one-teacher institutions. All ages of children from the beginners to the highest Reader Class were taught by the same teacher. Older boys, some of them grown men, often attended school for a few months between the husking of corn in the fall to the sowing of oats in the spring. Very often, these boys, being accustomed to outdoor freedom were a bit difficult to handle in the school room. Discipline followed the "spare-the-rod — and spoil-the-child" principle requiring men teachers in the more difficult districts.

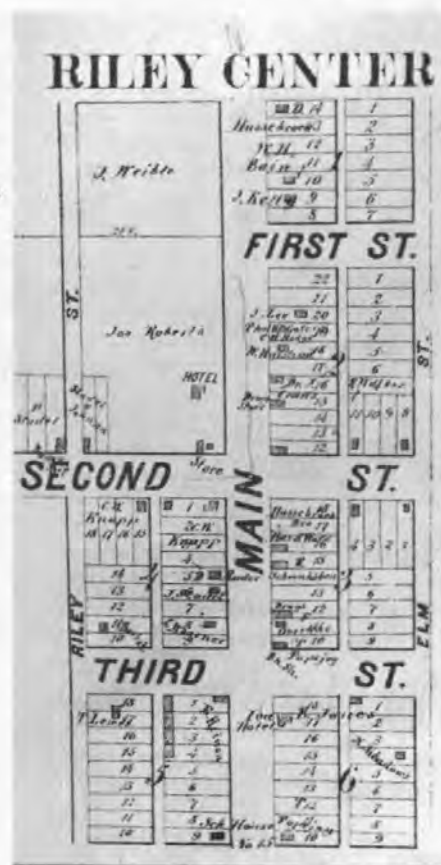
The number of school children had outgrown the one-room school house by the time the new part of Riley was laid out in 1887. Two of the classes were continued in the Riley Center school house and others were held in vacant buildings in 1875 and a two-story, frame school house was erected on the Southwick claim mid-way between the old and new part of the town. The two rooms on the ground floor were used for school classes and the second floor for an opera house. This frame structure was replaced by a brick building in 1917, and torn down again in 1960. By this time, the Riley School system included a four-year high school. More revenue was needed so the school district was enlarged in 1925. New school bonds were voted and a new High School building constructed in 1929 leaving the brick building free for use by the elementary grades. A two-room building was added in 1957.

The Stockdale school district was annexed to Riley when that area was included in the Tuttle Creek reservation June 1, 1957. Two years later, 1859, the Magic school house burned down two days before the school term was to open in September so the pupils were sent to the Riley school. The Magic district was added later, and a part of the Sherman and Grandview districts were joined to the Riley district June 12, 1958 and the Riley County High School building was erected mid-way between Riley and Leonardville on U. S. Highway 77 — across the road west from the old Fairview district school grounds. The high school building in Riley was taken over for the elementary grades with more than 200 pupils and ten teachers. The elementary grades in Riley now have the use of the three buildings and the athletic field of several acres.

* The first name adopted for the Riley County High School was "Riley County Rural High School." The word "Rural" was dropped when the unified districts were defined in July 1965.

TOWNSITE PLAT IN 1870

A townsite plat was first filed with the Register of Deeds at Manhattan in 1870. By 1881, when the town was commonly called Riley Center rather than Union, under which name the original plat was filed, the town was developed for four blocks north and south and two blocks wide.



GRANDMOTHERS MEETING

A grandmothers meeting at Terwilligers in 1912 included Mrs. Anna Walters, Mrs. U. S. Setchell, Mrs. Paul Stadel, Mrs. Jake Riniker, Mrs. Dyer, Mrs. William Davis, and Mrs. Ella Walters.

—REMEMBRANCES OF S. C. BAKER written in 1927

Brief sketches of life and experiences of S. C. Baker, who was born June 21, 1848, Johnson, Lamoille County, Vermont. Father's name was Thomas Baker; mother's name Mary Bingham.

Mother died when I was six years old and father when I was fourteen, or in the second year of the War of the Rebellion. In March 1865, I got word from a former townsman, Mr. A. B. Whiting, who had been here in Kansas several years, that help was very scarce and wages high, and that if I would come to Kansas that spring he would give me \$50 per month and board for nine months. So, in March 1865 I started in company with two other young men (one of them was said to be S. A. Sargent) all three of us bound for Manhattan, Kansas, and from there 25 miles west to Madison Creek, where the above mentioned A. B. Whiting lived.

When we reached western Missouri we found we were at the end of railroading. The old Missouri river bank was full and ice going out so that the ferry boat wasn't running, so we walked down opposite Leavenworth and hired a man to take us across in a skiff. Had all the boat riding I wanted on the Missouri when the ice was going out.

We found that stages ran from Leavenworth to Manhattan, 120 miles. The fare was \$8 a passenger, but we would have to wait over two days for our turn, so many tickets were sold ahead. I still remember an old man sitting there who said, "Where did you boys say you were going?" and we told him up into Kansas 120 miles to Manhattan. With a kind of a grunt, he said, "Why don't you walk? You don't look to me as though you had any too much money and if you are going into Kansas that far you will need all the money you've got to get out of that country."



S. C. BAKER

He started from Vermont and walked the last miles into Kansas.

After a while we though perhaps his advice wasn't so bad so we took it. The roads were like a mud-hole. We could walk right away from that six-horse stage. The second morning out we overtook a four-horse team and a covered wagon. The driver said, "Boys where are you going?" When we told him to Manhattan, he said, "The Devil you are! Why I am going to Manhattan." He began to look better to us. At last he said, "I can see you boys ain't used to walking. Why don't you take what you think you'll need and put into one valise, take turns carrying it, give me \$2.00 and the two valises and I will take them to Manhattan for you and leave them at the hotel," naming it, which was located at the extreme lower end of Poyntz Avenue and known as the Mead house, a stone building. Today there is a big brick wholesale house in that place.

That looked all right to us. When we got to Manhattan, found the hotel, told the landlord that a man who was freighting to the place would leave two valises there for us, giving him our names, but hadn't asked his. I asked him just as we were leaving him what he was loaded with, and he said flour, bacon and three barrels of whiskey. It has now been fifty-three years and that freighter hasn't got through with those valises yet.

From Manhattan to Madison Creek, we started on Sunday morning, passed a man laying a stone wall. I asked him if they built stone walls on Sunday and his reply was, "You're devilish right; Sunday and Monday; want a job?" The next fellow we met asked him who lived back there and he said it was Sam Kimble.

When we reached Mr. Whiting's on Madison Creek, we found the people about had settled on the creek bottoms or along the rivers. No one had improved a farm on the prairies from Leavenworth to Madison Creek, 120 miles.

People knew they couldn't make a living in Kansas unless they had timber and water. No coal in the state and no railroad to bring it from other states. People did every way to get a fence. Stone walls and rail fences were all the go.

Not much land broken compared with a few years later, when you could get No. 9 smooth wire at nine cents a pound, set your posts about eight feet apart, bore holes and run the wire through, strain up and the fence problem was solved till corn began to get ripe and your cattle and the neighbors' got a taste. Soon stock would go through just for fun, as they had the rest of the county to graze on, except your fields. But Kansas looked good to me, except that there was entirely too much land.

Madison Creek is one of the best watered creeks in the state, never goes dry. In 1865 the only settlers on the creek from its mouth up were Maj. Berry, Melca Barry, B. E. Fullington, A. B. Whiting, C. M. Gifford, Geo. Avery, Edd Bartell, and Lewis



THE SARGENT RESIDENCE, 1881

Somewhat fanciful perhaps, but this was an artist's view of the 1881 residence of S. A. Sargent in Madison township near Riley.

Parish. Times were good, plenty of money, high prices, corn \$2.50, wheat \$2.00, potatoes \$5.00, hard to get and awful small. Fort Riley was the best market. Worked for Mr. Whiting nine months, lost only two and a half days. Bought eighty acres of land on head of Madison Creek for \$250. Plenty of timber and water.

In the winter of '65 and '66 I worked for Van Antwerp and Mossman at Timber City for \$40 a month getting out 500,000 feet of lumber in the log to be delivered on the bank of the Blue and the square timbers for the first Rocky Ford dam.

Timber City was twenty-five miles up the Blue from Manhattan. The city consisted of a log house and an addition put up after the firm got eight or ten of us fellows at work on the job. R. C. Walters of Manhattan owned a saw mill at Manhattan and let the log contract.

The square timbers were to be delivered at Rocky Ford by a certain day. Time was nearly up. River commenced to come up. Everything else gave way to get those timbers into a raft and start down the Blue. All went well until we got around the first

bend. The raft stuck on some rapids. The water went down and the firm had to go to Ogden and hire Theo. Weichselbaum's mule teams to haul the timbers.

After the contracts had been finished on logs and square timbers, I bought a yoke of oxen of the firm and a yoke of 3-year-old steers of a man on Fancy Creek by the name of Weisen-danger and drove those cattle over to Madison Creek to the Walbridge Bros., who had got back from the army and were going to improve their lands on the creek.

I arranged with them to put up my two yoke of oxen with three yoke of theirs and broke prairie on our lands. Jerome Walbridge and I went to Junction City and bought a breaking plow for \$61 of Streeter and Strickler, who advertised to keep everything from a darning needle to a threshing machine. We paid \$20 to rig the plow on trucks and thought we were doing big business, but it took both of us in spite of the trucks. Ten years later a plow was made that one man and three horses could break more prairie than we could.

One day Jerome was obliged to be away and he asked his aged father if he thought he could drive those five yoke of oxen on that breaking plow that day. His reply was, "You bet, I drove oxen in New York State before you were born." Our work lay along the creek. The oxen got hot and piled off the bank, plow and all. It didn't sound well to say what we said before we got to going again. Jerome asked his father that night how he got along driving oxen. The old gentleman said "I can drive oxen but I can't drive those devils."

Darius Walbridge, Jerome's brother, went back to Fort Riley to work at the blacksmith trade for the U.S. that summer. We made several trips to the Fort, sixteen miles, to get Darius to sharpen plow lays. The only other blacksmith near was Mr. Toll of Milford, seven miles down the creek. Often he was out of coal and none nearer than Leavenworth.

This was in 1866. The Union Pacific railroad was being built into Kansas that year and was completed as far as Junction City. From that time on the changes took place faster. Immigration came into Kansas and once in a while some settlers would run the risk to take a homestead on the prairies, not too



S. A. SARGENT

He may have been one of the companions of S. C. Baker, an early settler in the Riley area.

far from water and timber, although it was common to haul water several miles till they had time to dig a well.

Mr. Whiting built a flouring mill at Milford in '65 and '66 in connection with a saw mill, which had been owned for two or three years. People came for miles to that mill for lumber and to get grists ground and still the settlers came and settled further out on the prairies in spite of what the older settlers said about them not being able to make a living without timber and water.

Mr. Whiting introduced me to a man one day as Mr. Ralph Niehanke of Fancy Creek, who was assessing Riley County. He asked him how he was getting along. His reply was "Oh, all right. All there is to do is to go up one creek and down another, as there are no settlers on the prairies."

Governor Harvey and Sam Cutter were located on the prairies just north of the reservation and raising good crops and planting fruit trees. People going by on their way to the land office at Junction City to file on a homestead or to prove up on their claims, began to see that perhaps the Lord did intend these great prairies of Kansas for the homes of a happy and prosperous people.

The immigration began to pour in, the returned soldiers who had been raised in the North and had been all over the South during the war, as well as people from nearly every state in the Union and from nearly every nation on earth. Uncle Sam had to send out soldiers and long mule trains from Fort Riley up the Smoky Hill, Solomon, Saline, and Republican rivers to keep the Indians back so settlers could come in or go through. The Union Pacific railroad had gone on out to Denver and the West.

In 1867 I built me a log house on my \$250 eighty, 8x11, to batch in. Harvested my first crop of wheat in '67 by cradling it, binding it myself. Started to stack it alone, when one side slid out. Went over on Wildcat and got Nate Silvers to help. Got George Thomas and Lack to thrash. Had a good crop and sold it at \$2.00, first money out of that \$250 eighty. But no more of that kind of cradle. Sold oxen, got me a horse team, went down to Deacon Umphrey to buy fifty bushels of corn for team. He had plenty. As it was off five cents at the Fort he was slow to let me have it, but did, after saying we can't raise corn here in Kansas at eighty



THE RILEY REGENT

An independent weekly newspaper, The Riley Regent was founded by Charles A. Southwick in 1889. Bert Dunlap became editor and publisher July 5, 1889. The paper was published intermittently until the 1950's.

cents a bushel. Plenty sold in later years at ten or fifteen cents.

In 1868 went back to my boyhood home in Vermont in June. Stopped in Kansas City on my way home, the fourth of July. Took in a big celebration. Saw a man dive from an abutment for first bridge ever built across the Missouri river for the Hannibal and St. Joe railroad. Also there was a balloon ascension, the first for me to see. In the fall of '68 I hauled lumber from Manhattan and built me a frame house, 14x24, one story with two rooms. There wasn't room to batch right in the log shanty longer. Had a big prairie fire that fall that burned my stable, harness, corn wagon, etc. but left house and log shanty.

In the winter of '68 and '69 persuaded Miss Mattie Jackson, who came with her parents to Kansas in '66 in a covered wagon from Indiana and settled in Cloud County on Upton Creek, to go into partnership and on Jan. 10, 1869 we were married in Manhattan by Rev. E. Gale. I had gone to Manhattan the day before with a lumber wagon, left it, and hired a buggy of a livery



NOBLE'S GARAGE

A blacksmith, customers and friends at Noble's Garage in its heyday. The building was torn down in 1961 and the U. S. Postoffice is now located on its site.



COMBINATION BANK AND POST OFFICE

Inside view of bank and
U. S. Post Office in the bank
building adjoining the Twin
store about 1900.

to make our wedding trip from George Avery's on the creek to Manhattan. Thinking to get some money of a man who was owing me in Manhattan to get the necessities for keeping house, not a cent could I get of him, and our wagon box furnished plenty of room for the furnishings for our housekeeping. But in those days it didn't take much furniture to outfit a young couple.

No matter how small the house or on what creek it was situated there was room to keep a traveler overnight. He was told to turn his oxen right out or picket out his horse and come right in, supper would soon be ready. Now the people living in that big house say we haven't the room, it's only so far to town.

In June 1869 Madison Creek was the highest I ever saw it. It rose twenty feet in one night, but the floods only extended over a few counties, when compared with the flood of 1903.

It was nothing unusual to see farmers from Fancy Creek, Timber Creek or some other creek or river hunting stock, as the prairies were all open, no fences except around the fields on the streams. Those were the days for prairie fires. The biggest I saw commenced on the reservation and swept the country north to Fancy Creek. Bad luck to the settler who didn't have his property protected by a wide fire guard.

Each fall you could cut all the prairie hay you wanted on Government or speculators' lands, no charges. If there was any demand the price was apt to be about \$2.50 per ton. Now in 1919 the price in Kansas City is quoted at \$29.50.

In 1870 the Welsh colony came to Riley County and settled on the prairies, starting a town on Timber Creek called Bala. There was a cheese factory built at Bala and did a big business for years. Then it began to pay better to let the calves have the milk, as stock prices were going up.

The Union Pacific railroad built a road up the Republican from Junction City early in the '70's and an English colony founded the town of Wakefield. Lands began to change hands at from five to seven dollars an acre and it was plain to be seen that if a man expected to keep stock he must buy his farming and pasture land, as the days of free range were about over.

Along in these years a railroad was built from Manhattan up the Blue River into Nebraska and called the Blue Valley railroad. Another from Leavenworth west to Clay Center, a

narrow gauge road crossing the Blue River and the Blue Valley railroad at Garrison Crossing and the town of Leonardville was started.

Most of the buildings from a little town called Riley Center were moved to Leonardville, a distance of about six miles, and it began to look as though we were getting somewhere, with county seat towns of Manhattan, twenty miles; Junction City, Geary County, twenty miles; Clay Center, Clay County, twenty miles; and the towns of Milford, Wakefield, Broughton, Bala, Green, Leonardville, Stockdale, Garrison Crossing, Randolph, Ogden, Fort Riley, all nearer than the county seat towns mentioned.

In 1887 the Rock Island railroad was built from Kansas City to Denver and on to the Pacific, which makes three great lines from the Atlantic to the Pacific running through Kansas. From our farm home we can see the trains passing on the Rock Island. Just through an adjoining farm and only one and a half miles away, Riley, a town started when the road went through, is doing more business in 1919 than any town in Kansas did in 1865, except Leavenworth.

In the fifty years and more since we were married we have lived to know that a very large majority of the early settlers we knew are gone. We have three graves in the Riley cemetery,



LADY POSTMASTER

Miss Ella Meyer was Riley postmaster from 1913 to 1921.



RILEY HOTEL

This picture graced the front of a postcard mailed in 1909 from Riley.

three boys, and surely know the definition of bereavement, and yet although we have gone down the road of time to old age, it is still a pleasure to enjoy, read and notice the changes taking place continually.

My thoughts go back to the spring of 1865, when I came to Kansas as a boy of seventeen, working for A. B. Whiting of Madison Creek. I made my first trip to Fort Riley hauling corn at \$2.50 per bushel.

When I reached the top of the hill overlooking the Fort, I was astonished to see such splendid buildings. Being a greenhorn on military affairs I didn't know what to expect. What soldiers I saw were standing in groups of four or five to fifteen or twenty. Nearly everyone had a handkerchief in his hand.

When Mr. Whiting came out to meet me he was carrying his handkerchief and when he came up he was crying like a child. When he could speak he said, "Baker, the stage has just brought the news that Lincoln has been assassinated."

I still remember that I leaned up against one of those oxen, holding that big bull whip in my hand and had the biggest cry for years. This was the year before the first mile of railroad was built into Kansas and at the close of the war of the Rebellion.

My last trip on December 7th, 1918, at a little past seventy years, Mrs. Baker not being able to go, I went with a son-in-law, George Frey and son, not with an ox team, but in an Overland. Our son Everett and family were in their car. After the 40,000 soldiers had passed in review before General Wood and Governor Capper, we of the three families went to Fort Riley and had dinner at another son-in-law's, Mr. William Stepp,

who is agent for the Union Pacific at the Fort, with a big force helping him during the war.

In 1890 I joined that great fraternity of Odd Fellows, which is represented by the three links or letters F, L and T, which stand for Friendship, Love and Truth. I have take an active part and have seen the lodge grow from about 30 to over 150 members in Riley and more than 60,000 in the state. The IOOF Home at Eureka Lake is caring for the aged and orphans of the order who have no other means of support. This puts into practice every day that old saying that "In union there is strength," and because of it that beautiful home, said to be the most extensive in the U.S.

Sept. 1, 1925 finds wife and I well down the road of time, 75 and 77 past. The days of the ox team and emigrant wagon and the settlers' houses down on the creek or river have changed and there's a house up on the section line. There is not a county in the state but what has a railroad and the land is all under fence, with great livestock and grain markets. The discovery of oil and gas has brought about such changes that distance doesn't hinder. The people don't hesitate to tax themselves the limit to support good schools and churches. The people, as a whole, are law abiding, loyal and patriotic and would step right out in front and risk anything they possess for the starry flag and their country.

Now on our 58th wedding anniversary, Jan. 10, 1927, at our home in Riley, Mother at 77 and I past 78, the children came in for a time (except our daughter Kate and family, who reside in Los Angeles). There were Mr. and Mrs. Wm. Stepp of Manhattan, Everett and wife and daughter, Alene, Mr. and Mrs. J. A. D. Frey and son Donald; a niece, Mrs. Charles Kaup and her son Eldon, of Riley.

I explained to the children how their mother had the advantage of me in that she rode into Kansas in a covered wagon, while I had to walk from Leavenworth coming from Vermont in 1865. Mrs. Baker told the children she came from Logansport, Indiana, with her parents in a covered wagon in 1866 before Riley County had a railroad. How her parents located on Upton Creek, about halfway between Clyde and Concordia. How her father used to go with two or three other settlers a few miles up the river and kill all the buffalo they needed for meat and after filling their wagons with buffalo chips for fuel, go back to their families. How she used to help her mother get tallow from the fat buffalo meat for cooking and to make tallow candles. After trying to eat up all the nice things that were brought in for the occasion, and after listening to the laughing contest over the radio at Omaha, the children went to their homes, after promising to come back again on similar occasions.

MUDDY MAIN STREET

A rarity among small towns of the Midwest, Riley has all its streets surfaced in 1970. But in this early century photograph, mud was a regular problem for city fathers.



DON'T MISS

We Inv

RILEY CENTENNIAL C

Friday, Saturday & Sunday

FRIDAY, SEPTEMBER 11

2:00 P.M.

4:30 P.M.

8:30 P.M.

Parade; Antiques

Bar-B-Q; Carnival

Pageant

Riley's Century of Challenge

SATURDAY, SEPTEMBER 12

2:00 P.M.

3:30 P.M.

5:00 P.M.

Sponsored by
RILEY PROMOTIONAL ASSOCIATION

8:30 P.M.



—MILFORD

When Milford Lake was built on the Republic gateway to a second federal reservoir area. The for an expansion of Fort Riley and for Milford tory served by the Riley community, and the a livings from the land around the town for deca



ite You

CELEBRATION 1870 - 1970

y, September 11, 12 & 13

BE THERE

Horse Pulling Exhibition
Threshing Grain Exhibition
Carnival
Antique Displays

Band Concert
Fashion Show
Brush Contest Awards
Auction of Coins
Special Music
Oldest Male Citizen Awards
Crowning The Centennial Queen

Drawing — Color T.V.
Centennial Ball

SUNDAY, SEPTEMBER 13

10:30 A.M.

All Faith Service
At The Riley Grade School

RD LAKE

merican river in the 1960's, Riley became the
e taking of land by the federal government
d Reservoir made a deep cut into the terri-
area lost some families who had made their
ades.





FIRST AUTO AGENCY IN 1910

H. H. Gravenstein and son Forest, from Stockdale, opened the first automobile agency in Riley, June, 1910, in the Jacob Heer building on the east side of Main Street where the Mel Buseman Oil Station is now located

The first cars sold were the Oakland, then the Reo, Grant and Maxwell were added. In 1916, the Chevrolet sales franchise was obtained.

Forest purchased his father's interest in the garage in 1923 and continued business as the F. C. GRAVENSTEIN SALES AND SERVICE.

Standing in the doorway in the exterior picture are, left side - Forest Gravenstein, and right, Ernest Belin - the mechanic who worked in the garage until called into service for the U. S. in World War I.

Interior of Garage

The interior photo of Chevrolet Garage was taken in 1930. F. C. Gravenstein maintained sales and service until 1950 when the business was sold to Lloyd Barleen.



RILEY MEAT MARKET - 1917

Charles Kaup was the proprietor of the Riley Meat Market in 1917. Wes Enslow, the butcher, is shown in the picture.



RILEY CREAMERY

The Riley Creamery served the community from 1888 to about 1910. This picture might have been taken in the first year of the business.



THE HASSEBROEK STORE, ABOUT 1917

The men back of the counter are Enoch Hassebroek, left, and C. W. Hassebroek, then about 15 years of age. The men in the background are not identified.

—REMEMBRANCES OF J. A. MEYER Written in 1956

Since we have passed the 75th Jubilee Celebration of the founding of our town and are nearing the Cemetery, a few items of history may be of interest.

Little was known of our community except by the Indians until 1847 when Brigham Young and his Mormons went through here on their way to Utah. They crossed the Kansas river where Fort Riley is now located and came north along what is now Highway 77 crossing the Little Arkansas on the Walter Chamberlain farm and then headed northwest, staying above the headwaters of the Wildcat, Madison, Timber and Fancy Creeks and on into Clay County.

There are those places on the old Mormon trail that are still visible; one of these is on the old Fred Diskau place, which is now in the military reservation, another on the Walter Chamberlain farm just east of the bridge on Highway 77 — it had a rock crossing. The other is on the Herman Sylvester farm which my father once owned.

When I was a boy, the Trail was then fifty years old and it went through the field that was then used as a hay meadow; the field was divided because of the four deep ruts making it impossible to get the hay tools across.

In 1851, Fort Riley was established and the country was also surveyed about that time. Settlers soon began to come in, settling along the creeks where they could get wood for fuel and water for livestock. The Fort also gave them protection from the Indians.

The surveyors left a stone at each section intersection and marked it with a cross, the half-section had a straight mark on it and they also put an unmarked stone in the center of the section. These stones, of course, were in the middle of the road and became a nuisance. They stuck up out of the ground and people had to drive around them so the stones were soon all taken up and placed as blocks for corner posts or thrown on the side of the road. Governor Harvey lived along Highway 77 near the Reservation. He laid out a sixty foot road north and south across the state of Kansas and part of that road is now highway 77. The Indians used the road in their travels north in the spring to the Rosebud Reservation in South Dakota and south in the fall to the the Indian Territory which is now Oklahoma.

In 1869 the Union Pacific railroad was built thru Junction City and the Government allotted the railroad every other section of land for twenty miles each side of the road — the northernmost section in our community was the one northwest of the corner of Highway 24 and 77 east of Leonardville.

In 1872 the town of Union, which is now part of the City of Riley, was established. It had a small trade territory consisting of the creek settlers — those on Madison Creek, starting at the upper end, were the Davies, John Griffiths, Billy Williams, Sherm Baker, Steve Sargent, Albert Sumner, the Averys, Gifford and further down was Streeter with his water-power flour mill. On Wildcat Creek where Ivan Sand now lives was Ted Evans, A. Tobias, Sam Dyer, John Locke, C. W. Hassebroek, Dr.

1906 SCHOOLCHILDREN

The pupils of the Riley school pose in 1906.





MULE TEAM AND CORNBINDER

J. Arthur Meyer on a cornbinder drawn by a team of mules instead of four horses.

Crans, George Gann, the Silvers, the Soars, Pete Johnson, Dave Hassebroek, the Hudsons, Billy Craig, the Deputys, the Hathaways, the Pritners, and John Diou. On Mill Creek, the Siebeckers, Jahnke's, Palmers and further down Jesse White and the Paddlefords. All these did some trading at Union.

The town of Union was set up as a six block town with three blocks on each side of main street, and at that time had two general stores, two hotels, a drug store, a shoe shop and a school house.

Mr. Knapp owned one of the stores and finding himself thirty feet from the corner of the block where two roads crossed petitioned the County Commissioners to vacate thirty feet of the lot south of him and make that the road. That accounts for the crook in the road at Frank Kendalls. The road also ran west of the 30 foot offset to the Wilbur Stilly corner which shows Lydia Rudolph set back from the road and the George Fasse house was built in the road.

C. W. Hassebroek lived on the east 80 acres of the Lee Goode farm and started the other general store on the corner where the Algott filling station is now. The Algott residence was the Roberts Hotel, the shoe shop was about where Herbert Bales and his sister live, the drug store was between the Wm. Mackender residence and Bales. It may have been what is now the Kohler property. The school house was where Ed Debus now lives and the Methodist Church stood about where Clyde Ford's house is.

Farmers soon came and homesteaded on the upland which was non-railroad land. They bought the section at the Junction of Highway 24 and 77, also the one southeast across the corner, the section southwest across the corner was known as the Nanninga section and the one southwest across the corner is the John Fosha section and southwest across the corner was also a Fosha section. The town of Riley must have been a railroad section.

My grandfather who came with the Fosha's to Kansas in 1878 bought three quarter-sections in a railroad section. Other folks came, some of them from Illinois, and homesteaded on non-railroad land. The Schreibers lived on the quarter sections south of the Nanninga section. Van Elst's, north of them the Greenwalds, the Teches and the Waids, all in that one section of land. The Greenfields and Hagamans and one other fellow that I can't remember, bought a railroad section and divided it three ways, each taking 213 acres.

Three Germans with the Uhlenhops, Hassebroeks, Stadel's, Jahnkes and Dalingas and my grandfather established the Fairview German Presbyterian Church.

In 1882 the Leavenworth, Kansas and Western, a narrow-gauge railroad known as the L.K.&W. was built from Leavenworth and the town of Leonardville was established. Folks began to move from Union to Leonardville. Several houses and one of the hotels were moved. The hotel was too large to move in one piece so they cut it in two and then had to take off all the plaster and remove the chimney before they got it there.

In 1887 the Rock Island Railroad built a connecting line between McFarland and Belleville, coming through what was Riley Center. The name was changed from Union to Riley Center because it was in the center of Riley County, that is, before the Legislature traded Milford Township for Zeandale township.

The Rock Island wanted to buy Jake Weible's land that lay just west of the townsite of Riley Center and offered him \$150 an acre for most of his land, while other land was selling for \$3 and \$4 per acre.

Leonardville, not wanting a town so near to them, came down and persuaded Jake not to sell. They told him, after filling him up with beer, that if it was worth \$150 to them, it ought to be worth it to him.

The Railroad was very anxious to get that land and to fool Jake, they put in a side track, and were going to start a town on the Deputy farm across the road east of what is now Fred Trump's farm; but that didn't fool Jake — he just wouldn't sell. The railroad wanted to place the depot at the crossing of Highway 77 and have the business section north at the crossroads.

These same fellows came from Clay Center and bought 80 acres from Aaron Southwick east of town of Riley Center and north of what is now Highway 24, also 80 acres south of the road from Mr. Gottlieb Remele and called it Riley.

In starting their survey of the new town they used the center of the Southwick house, which was where the high school is now, as a starting point. As they started the survey in the middle of the block, there is no alley in that block.

There was some ill feeling between the new town and the old. C. W. Hassebroek saw "the handwriting on the wall" and either tore down or moved his building to the new town, I don't remember which. The town named a street for him as they did for M. Remely. The rest of the town held fast knowing that the



PRESBYTERIAN SUNDAY SCHOOL, ABOUT 1900
Sunday school children in the Presbyterian church about 1900.



BASEBALL AT THE TURN OF THE CENTURY

Members of the Riley town team in the early 1900's were, back row, from left - Bill Noble, Nels Noble, Charles Marten,Goethe, John Cone; front row - Ned Howe,....Goethe, Perry Meyer, Phil Goethe, Gus Brandenburg.

west side was the logical side for a town, and to show his faith in the west side James Noble built a blacksmith shop west of the Dave Allenson house and he stayed there until he died. The Roberts left, as did the Knapps, but Raint Schoonoven and Fred Overhan, the druggist, kept faith in the old town until they died.

The west side wanted to keep the school house but the East side out-voted them so they compromised and put it halfway between the two, which was where the Grade School now stands. The school house in the old town was moved and became the office of the old lumber yard.



COMFORTS OF THE TIME

Jesse White's home was located where the Chevrolet garage is now.



AN EARLY DECORATION DAY PARADE

Longtime Riley citizen Jesse White led an early Decoration Day parade.

There are three old landmarks still standing in the old town. One is the Roberts Hotel where the Algotts live, where Wm. Mackender lives, and the Kohler property which, I believe, was the original Fred Overhan drug store.

The Methodist Church was moved to its present position about 1888 and about 1894 the Presbyterians of Riley organized a church and Sunday school in a store building that stood where the present church now stands. They held church and Sunday school there for a while and in looking around for a church building, they found one at the burial ground which is now the Riley Cemetery and moved it to some lots east of the Methodist Church where George Rudolph now lives. In 1900, the present church was built.

In the new town the early business men were M. Tracy; the barber, he lived where Gus Brandenburg lives; Robt. Chaffee, the livestock buyer, where Clint Scott lives; B. F. Morgan, the doctor, where Winteroth lives; Mr. Lauder milk, the banker, where Dr. Oltman lives; W. R. Wills, the hog buyer, where W. S. Timmons lives.



PUBLIC SHARES BUY COMMUNITY HALL

A Community Hall Association was formed to sell \$7000 in stock to provide a town gathering place. This share was bought in 1923 by Richard Meyer Sr.

George Guy, I believe the first depot agent and later the lumber man, lived where the Presbyterian Manse is now. A. B. Lee, of Stafford and Lee, the hardware merchants, where Mrs. Esbaugh lives.

J. D. Colt, the druggist, where the Medlin car lot is. C. C. Hassebrook, the merchant, where Irvin Kleiner lives; A. L. Goble, the creamery man, where Melvin Buseman lives.

I don't remember where Pumphery the harness maker or Mr. McCord, the merchant, lived. W. B. Mansfield, a bachelor, was in partnership with McCord and later was cashier of the bank. Newman and Hetchel had a blacksmith shop where the Nelson shop is now. Hetchel lived where Mrs. Kaiser lives — Mr. Newman was a single man.

Mr. Huber, the watch maker (he also raised and sold canary birds), had his shop where the Thompsons live. Harry Oetinger, a blacksmith, west of the feed store. Wm. Oetinger had his lumber yard where Ray Stanley and Mr. Stilley live; his house was where Mrs. Brown lives. Fred Oetinger, the butcher, I don't remember where he lived. Billy Gastoff, the shoemaker, a bachelor, Ben Mastee, the carpenter, and A. Q. Miller, the editor of the Riley Regent, I have forgotten where they lived. Joe Francis, a bachelor, and Dick Warbasu, also a bachelor, were early postmasters.

—NOTES FROM BESSIE (LOCKE) NOBLE written in 1962

The father of Bessie (Locke) Noble was one of the first to settle in Riley and one who stayed when much of the town moved to Leonardville. He built the house which in 1970 was still standing in Riley. The following paragraphs are excerpts from notes written by Bessie (Locke) Noble, the last in 1962. Her complete notes were a major source of information for Winifred N. Slagg, whose section on Riley from her history, Riley County — Kansas, is reprinted in full in this book.

I have a clipping from the Riley Regent of April 1930. It is a letter from a Mr. George Lane of Olin, Iowa, a part of which follows:

"To the Postmaster of Riley, Kans., I take this opportunity to inquire about the town of Riley, Kans., as I am the first man who put a building on the townsite of Union about the first of March 1871 which I used as a blacksmith shop. The building was moved from Uncle John Locke's place at the stone house south of the town site. Are any of the Locke's living there yet?, or the Crans family or the worthy postmaster Tom Soars? The Post Office was down the creek from Locke's, we got our mail by stage from Manhattan and Clay Center. They changed horses at Soars. Are there any of the Hairs left? At the time I was there, there were no houses between Ft. Riley and Union except one shack about half a mile away."

Signed,
George Lane

I regret very much that I did not answer this letter. I might have gotten some interesting facts but at the time we were living

in Oklahoma and I had no idea that I would ever live in Riley County again or be interested in the Historical Society. This letter does tell us that there was a Post Office in the community before the one in the town of Union in which Mr. Southwick was postmaster.

After Union was laid out a new school house was built about a block south of the crossroads on the west side of the road. Mr. Southwick taught there and also Laura Knipe, daughter of Rev.



RILEY BAND IN 1910

The Riley Band in 1910. Members were, from left, standing — Enos Fritz, John Hassebroek, Charles Kaup, R. E. Griffith, Louis Sylvester, Bert Quantic, Fred Strong, Cap Hassebroek, John Crowl, Merton Otto, Bert Dunlap, John Sharples; front row — W. S. Chamberlin, Jap Chamberlin, William Sylvester, Jim Robinson, Walt Colburn, Enoch Hassebroek, and Ed Visser. The child at left is Curtis Swart.



ODDFELLOW START IN 1888

Oddfellow Lodge no. 346 was organized in Riley, September 7, 1888, with the following charter members: L. B. Klein, J. W. Lowdermilk, B. W. Curtis, W. B. Mansfield, W. R. Willis, J. R. Strong, D. W. Hassebroek, A. B. Lee, W. P. Tobias, T. P. Evans, W. H. Beal.

The organization built a hall in 1912. In the picture, Richard Meyer is first from left in top row; E. B. Willis, with beard, in middle row.

The Rebekahs were organized October 11, 1900, with 61 charter members.

Knipe. Miss Laura afterward married a young farmer in the neighborhood, Worthy Hall. Also a Miss Kimble who was a sister of Barney and John at Keats, or Wild Cat as it was then called, and also had a brother Sam who was a lawyer in Manhattan. I attended this school myself. Some of the later teachers were Mrs. Sarah McNaughton, C. G. Swingle (later county supt. of schools in Riley County), Del Deputy, Arthur Streeter, Sherry Latchaw, Henry Queen, Reppie Carey (also county superintendent for several terms), -----? Wilkinson, Merton Padelford, and Will Hutto.

The first religious services were started as a branch of the Methodist organization in Ft. Riley as early as 1867. The settlers met at first in the homes and later in the school house. By 1879 regular services were held at Union (north of Bala), Wild Cat

RILEY, KANSAS,



STILL STANDING

Robert's Central House, a hotel in Riley Center about 1875, is still standing.

(Keats), Mill Creek (Stockdale), and in the school houses at Mt. Pleasant and Sedalia. The Rev. Henry Pasley was the circuit rider. Rev. Wm. Knipe of Garrison was very active and preached in the vicinity often. His daughter Laura and her husband Worthy Hall helped organize the Riley Church.

Friendly Indians traveling in caravans back and forth from Nebraska to Indian Territory on the Ft. Riley road would sometimes stop in at the services in the Methodist Church and more often stop at the farm houses along the way to beg or just take a chicken or ask for any food they might see. They always camped down by the creek south of town for two or three days. We children used to walk down in a body at noon and gaze at them from a safe distance, watching them cook their food in large iron kettles on a camp fire, their ponies nibbling the grass and their lean and hungry dogs lying by the fire gnawing at bones their owners had gnawed before. We were scared of the Indians but much to our surprise they ignored us completely.

The first general store was started by Cyrus W. Knapp in 1872 or 1873. He moved the "Madison Camp House" (whatever that was) from a half mile north and east to the cross roads and used part of it for a store and part for a dwelling. Later he built a two story building across the corner on the Southwick tract using the first floor for the store and the upper story for living quarters for his help. He still lived on the southwest corner of the intersection for his home and sort of a hotel with a large stable to the west for putting up travelers' horses.

I was in the Knapp store many times as a child and also in the home. He had 4 children — Mont, Cy, Nellie and Laura who lived in Manhattan and Riley many years. Later he sold the store to C. W. Hassebrook, who ran it for many years, even to the third generation. The store was later moved to the new town of Riley.



MAIN STREET IN 1892

Looking north on Main Street in 1892. The Riley Hotel, left front, was converted to a Community Hall in 1923. Livery stable is at right.

CENTENNIAL

Tom Hair became the owner of land south of Union about 1½ miles, by homesteading, and early set out a large orchard and soon was selling apples by the wagon load. There was no problem then of spraying the orchards for worms as there were few insects except flies. Many farmers had orchards and neighbors were welcome to windfalls during the summer and winter apples for storage were plentiful and cheap.

At about this time many people from foreign countries were coming to the United States. A good many of the early settlers around Riley were from these countries, some having lived in eastern states for a few years. Some of these were the Hassebrooks, Casper and Dave Sr. Casper settled on a farm a half mile west of Riley and Dave down the creek three or four miles. Reint Schoonhoven, who lived in Riley Center, farmed, raised horses, carried the mail and mended shoes in his spare time. He was the father of Dr. Schoonhoven in Manhattan.

Ernest Heinen lived a half mile east of town and M. Greenwaldt north of Riley. Peter Johnson from Sweden and George Lyall, a sturdy Scotsman with a wide flowing beard and a religious fervor expressed by long and loud prayers that made sinners tremble in their pews, lived northeast near Mill Creek.



ROCK ISLAND DEPOT

The Rock Island railroad tracks were built across Riley county in 1887 and provided the first travel and shipping from Riley.

Sherm Baker came from Vermont and settled on Madison Creek. He came in 1865, worked for the Giffords down the creek and married their nice hired girl. Their marriage must have been one of the earliest around that neighborhood. Her name was Miss Mattie Jackson. Their family has been associated with Riley ever since.

I believe the first newspaper was started by Chas. Southwick, son of Aaron. It was called the Riley Center News and at one time the Independent. Aaron Southwick, Isaac Moon and Eli Latchaw were each associated with Charles.

Uncle Billy and Aunt Julia Craig, two dearly loved characters, lived for many years down the creek about four miles in a stone house that is still standing. Aunt Julia Craig always had an open door for orphans without a home and older ones who had no place to go. She used to say when she asked anyone to stay for dinner "We ain't got much but what's here is here to eat."

John Locke Jr. and his brother Steve came with their parents when the boys were 12 and 10 years old. They came from

England and lived a few years in Illinois, then moved on to Kansas. They were soon doing a man's work, helping their father and the neighbors, and before long were freighting with an ox team from Leavenworth to Ft. Riley and bringing supplies such as they were for their father.

Sometimes the snow would be so deep they had to wear gunny sacks over their shoes to keep warm. They didn't have much schooling but picked up knowledge from people with whom they came in contact as they went about their work.

John homesteaded 80 acres a mile west of Riley Center and Steve a mile east, and John's first home was a dugout in the bank of the creek. Here he lived until he married and then built a two room house near the road. Steve settled on a farm one mile east of Riley Center and built a stone house. This house with a frame addition put on later also still stands and is occupied. John was elected sheriff of Riley County in 1894.

C. C. Adams, my maternal grandfather, came with his family from Michigan. His wife was a sister of Aaron Southwick. These farms around Riley Center were of only 80 acres and they were within the railroad limit. That is to say they were within twenty miles of Junction City where there was a railroad. They were supposed to be more valuable than 160 acres further away. Besides being a farmer Mr. Adams was justice of the peace and later sold and put up windmills all around Riley Center.

Aaron Silver was a minister. He lived just north of the Adams place and built a stone house which is still standing.

In 1881 the town of Riley Center had 91 inhabitants. It was a prosperous village, with daily mail from Manhattan and Clay Center and tri-weekly mail from the north and to Junction City on the south. It had a grocery and dry goods store, blacksmith shop, millinery, a lumber yard, a shoe shop and a few smaller businesses.

But in 1881 the narrow gauge railroad was built from Leavenworth to Miltonvale, crossing the Blue River at Garrison, passing about five miles north of Riley Center. At this place a new town called Leonardville was laid out. There was great excitement about the new town and many residents of Riley Center thinking they would better their business chances, moved to Leonardville taking their houses and places of business along. The Post Office, school, and blacksmith shop were about all that was left of Riley Center.

Dr. Crans moved his home and his drug store, John Stadel his wagon shop. The Jones Hotel had to be sawed in two before it could be moved. The Charles Wagoner home, Mrs. Kelly's millinery shop, Mrs. Halstead's home, Ira Wilcox' livery stable, Syl Thompson's home and still others whom I do not recall. Many of these buildings are still standing in Leonardville (1962). I personally remember this exodus although I was only five years old. Riley was a forlorn looking village. The community took this blow in its stride. The people went to Leonardville to buy their supplies and sell their products. After all, it was only five miles to a railroad where before it was twenty.

In 1887 Riley County voted bonds to help build the Rock Island thru from Manhattan to Clay Center and on to Denver. The building of this railroad was rapidly pushed and by December of the same year regular trains were running through the community and Riley Center.

During the summer while the railroad was building, a townsite company headed by George Hanna and George Morgan of Clay Center bought several lots in Riley Center for speculative purposes.

Soon after they bought 10 acres from Godleib Remele, who now owned the Soar place. Not being satisfied with the size and shape of the town and for other reasons one of which was that Jacob Weible refused to sell his land at the price they offered, the townsite men decided to move further east and bought 90 acres of Remele, a few acres from Sam Latchaw, and 111 acres from Aaron Southwick.

Most of this land they surveyed and platted and it became the new town which they called Riley, after the railroad station. The main street ran north and south and was about $\frac{1}{2}$ of a mile east of the Ft. Riley road and the main street of Riley Center. A few buildings were moved over to the new town thus lessening the population and business of Riley Center. The post office was also moved and called Riley.

As I remember there was little hard feeling among the old residents and all worked together to build a new town, as they were now at least located on a railroad, a very desirable thing at that time. It really was a thriving little city and people from all around came to Riley to trade instead of going to Leonardville.

Many new people, mostly from Clay Center, moved in to start new business. The townsite company graded the streets and built wooden sidewalks along Main Street and to the depot. Members of the community built the hardware store, the bank, the Twin Stores, the creamery and the hotel. Twice a petition was circulated in the county to have the county seat moved from Manhattan to Riley and each time it failed by only small margin. The reason that the proposal was made was because Riley had a more central location in the county.

There were many who helped to make a good town and surrounding country. It is a good town yet but with the coming of the motor car some of the trade has gone back to the larger towns. It was a fine place to grow up in and I look back with pride and love to a wholesome neighborhood and "such good and gentle people as those in my old home town."

ABOUT THE FACTS:

The written word and dates, and pictures with the written word and dates, used in this book are taken to be true as they have been given us. For anyone proving they are not true, we will be glad to correct for the next centennial book.

The Committees

**—STEPS IN RILEY'S PROGRESS
from city government minutes 1903-1970**

(Earlier minutes not located)

Term of Office

- 1903 – 1905 Ordinance number 4 added the town of Union to the City of Riley.
- 1915 – 1917 – Ordinance number 50 granted right to R. B. Fegan to build a light plant.
- 1917 – 1919 Ordinance number 54 gave a 20-year grant to Rocky Ford Milling Company and the Power Company of Junction City to supply electricity.
- 1927 – 1929 – Chevrolet fire truck chassis - \$600 - purchased.
Resolution to sand Broadway.
- 1939 – 1941 – Bicycles on sidewalks forbidden.
First Arbor Day proclamation.
First suggestion of a park.
First year for Christmas tree.
- 1941 – 1943 – Proclamation established Riley as local Council of Defense.
Hired Paul Hartner as Marshall, Street Commissioner and Water Superintendent at \$100 a month and use of his team without pay.
- 1948 – Lions Club furnished speed signs.
- 1953 – 1955 – Contract to purchase land for park from W. L. Meyer at \$800.
A. R. Thurber appointed Park Superintendent December 1, 1953.
- 1957 – 1959 – June, 1957, tornado tore fire bell tower down. Bell recovered. Bell was given by Dr. Shenk in honor of his mother, Mrs. Robert Pfeil.
Both Mr. and Mrs. Pfeil lost their lives in a fire.
Decided to purchase new fire truck at not over \$6500 - February 1959.
Decided on a new building for a city hall and to house the fire truck.
- 1961 – 1963 – Attorney Don Everett drew up ordinances necessary for the sewage and disposal plant.
- 1963 – 1965 – Work on sewer began in January 1964.
- 1965 – 1967 – Began sewer connections August 1, 1965.
- 1967 – 1969 – Ordinance adopted to pay Councilmen \$5 a month; Also Mayor to receive \$5 a month.
- 1970 – All streets in City of Riley completely surfaced.

—THE RILEY FAIR

By Bessie (Locke) Noble

No story about Riley would be complete unless we included the Riley County Fair as in its day it was really quite an important occasion. I do not know how many years Riley kept up the enterprise as I moved away but I know it was several. In 1890 as near as I can remember several owners of fast horses and others who were interested in agriculture and livestock organized "The Riley Fair Association." Dave Orr, J. D. Colt and Henry Craig were among these.

A race track was laid out in the northwest part of town. An empty building for agriculture displays and household exhibits, and pens and sheds for livestock and poultry were built. No admittance was charged. People just came to town and were in.

A year or two after this some land was bought of Dave Orr east of town. A better race track was laid out and better pens and sheds for livestock were built. A fence was built around the whole fairgrounds and admission was charged. It was said that there were more race horses at the Riley Fair than at the State Fair at Topeka. The fair was a success and large crowds came. It continued for over twenty years. All kinds of concessions were there, from cotton candy, a shooting gallery, and a merry-go-round. Some of us had our first date for a ride on the merry-go-round. Dr. McCampbell said he came from Manhattan as a boy in 1896, and Christy and Eva Knox from Manhattan attended in 1913 making their trip in their automobile. You just weren't in it if you didn't attend the Riley Fair at least once in your life.

Mr. Will Sikes in his book "Life Begins At Ninety" tells how Syl Thompson's trotting horse from Leonardville was beaten the first day by a horse from Riley named Beautiful Nance in three minutes.

There was some rivalry between Riley and Leonardville in this racing business so Thompson persuaded Sikes to enter his horse Coley the next day with Beautiful Nance. The Riley boys came to Sikes and wanted to match for \$100. Sikes was afraid to risk so much but Thompson took the bet and the arrangements were made. Mr. Sikes and others took small bets and the excitement was high. The result was that Coley won and Sikes took home his winnings, which were a horse, five barrels of vinegar and \$50. The Methodist Church at Leonardville was dedicated the next day and Thompson and Sikes gave liberally.



FROM THE AIR IN 1947

The town of Riley as it looked in the summer of 1947. The old fairground, vaguely outlined in the front right, was on US24 highway one-fourth mile east of Broadway, the main north-south street. The fairground area was planted over, but the outline of the race track can be dimly seen.

—THE RILEY CEMETERY

The article on the Riley Cemetery appeared in the Riley Countian, Leonardville, in the issue of May 30, 1963. It was written by J. A. Meyer.

Florence Soars died in December 1876 (she lived where Glenn Walters now lives.) They carried her due east, across the creek to the brow of a hill. Loving hands built a stone wall around that grave to keep the cattle and an occasional buffalo from trampling on the grave. In due time a bird sat on that wall and dropped an elm seed within the wall which sprouted and grew. After the tree was fully grown another bird sat on a limb, dropped an evergreen seed and it sprouted and grew. The tree was fully grown when I remember it 65 years ago, so it must be at least 80 years old.

Some of the early settlers met and organized the Riley Cemetery Association and had as directors W. S. Craig, T. Popejoy, Aaron Southwick, D. W. Hassebroek, Fred Overheu, P. G. Johnson and Reint Schoonhoven. W. S. Craig was the first president, Arron Southwick secretary, and Reint Schoonhoven was appointed sexton. They laid out some more lots to the east and in due time had Dan Walters make a survey of the five acres as far as the road.

The survey called for a full circle in the middle of the block and it was voted that no wagon, buggy or other vehicle, except the hearse, be allowed in the cemetery and the hearse shall drive no further than through the turn circle. Later P. G. Johnson donated 20 feet of land on the three sides for a road.

Clean-up days were held in the 1920's. A cemetery club was organized, sponsored by Mrs. Art Meyer, Mrs. Sherm Baker and Mrs. A. Tobias. They had clean-up days where people came with mowers, rakes, and forks and the cemetery looked good for awhile. They also have gravel put on the road. The gravel was donated by Chas. Quantic.



EARLY GRAVESTONES

Two of the early gravestones in the Riley cemetery marked the burial places of Emma Hemingway, who died September 7, 1866, at the age of 23 years, and of Florence Soars, who at the age of 10 died December 14, 1876.

CENTENNIAL



CEMETERY ASSN. CERTIFICATE

A \$10 share of stock in the early organization of the Riley Center Cemetery Association.

On April 16, 1930, the lot owners took over the Riley cemetery and by petition formed a district. The by-laws and constitution of the old association were adopted and Gus Brandenburg was elected with a board of directors consisting of Gus Brandenburg, Chas. Quantic, D. E. Griffith, Walter Colburn and J. A. Meyer. Aubrey Cody was employed to again survey the east portion and put an iron pin at the corner of each lot.

On March 2, 1935, action was taken to purchase additional land and on May 23, 1936, five acres to the north were purchased from Chas. Stebecker. Professor Quinland and his pupils submitted a plan for the new part and it was accepted. Aubrey Cody was employed to survey the land and put a stake at each corner of the lots. Pine trees were also planted along the fence of the southwest and part of the north side of the old cemetery. Two hundred evergreens were planted in the new part.

Some of the caretakers were Ben Dallinga, Frank Nye and Al Flynn. On March 30 it was voted to hire Mike Rueck as caretaker and it was Mike and his wife Rosa who helped make the cemetery what it is today.

They were instrumental in dividing the peonies, planting them on some of the older graves, and in appreciation of their work a gate at the main entrance was built in their honor. In 1962, Willard Nelson of Clay Center, in memory of his parents, Rev. and Mrs. Thomas Nelson, constructed a similar gate at the north cemetery entrance.

Mrs. George Fasse is the present caretaker and the cemetery shows her handiwork. In fact a traveler from California passing through whose hobby was taking pictures of cemeteries said Riley had one of the most beautiful he had ever seen. He spoke of the variety of tombstones and also of the peonies, which were in full bloom.

The present directors are Harold Holmes, president; Erma Chamberlain, sec.-treas.; Chas. Sinn, Nora Timmons and J. A. Meyer.

"GATEWAY TO TUTTLE CREEK"



Riley styles itself as the "gateway" to both Tuttle Creek Reservoir and Milford Reservoir. Traffic from the west to Tuttle Creek Lake channels itself into the Riley area.

—THE MASONIC LODGE AT RILEY written by Joseph Arthur Meyer in 1945

After the Civil War, the people came west and homesteaded. They settled along the creeks where they had fuel and water, and there is where we found the Masons. They lived on Wildcat Creek, Madison Creek, and Mill Creek.

In 1882 a railroad was built through northern Kansas, and they started a town north of Riley and called it Leonardville.

They started a lodge at Leonardville and called it Garfield. All the Masons up and down the creeks attended the Lodge at Leonardville. The town of Riley was added to the town of Riley Center, and the new town grew with the new railroad coming through.



MASONIC START IN 1892

Nineteen members of the Garfield Lodge demitted to form the Ashlar Lodge No. 344 at Riley in 1892. The lodge rooms were in the second story of the business building at left in this photo taken in 1895.

twenty eight

The Masons up and down the creeks would gather at Riley, put their horses in the livery barn, pick up the Masons in town, and then would walk the 6 miles to Lodge in Leonardville. They would coach the candidates the way back home as they walked along.

In 1892, a lodge was chartered and 19 members of Garfield Lodge demitted and formed Ashlar Lodge at Riley, after the railroad was built through Riley and the town grew.

The first principal officers were: L. W. Tuttle, Worshipful Master, B. F. Morgan, Senior Warden, S. A. Sargent, Junior Warden.

The first Lodge hall was above a hardware store of Stafford and Lee; they were both Masons. The store was where the Riley State Bank is now.

After the store building that was across the street burned, Steve Sargent, our first Junior Warden, built the stone building that has been our Lodge room since 1895.

Porter J. Chamberlain, a charter member of Farmers' Lodge, Garfield Lodge, and Ashlar Lodge, hitched up a team of horses, loaded three or four walnut logs, and brought them to a planing mill. With them he made the furniture of our Lodge, the Brazen Pillars, the Four Staffs, the Plumb, Square, Level, and Trowel. I hope when you are through with the working tools, you will put them in the grand Lodge for safe keeping.

Our Lodge has had a constant membership of about 100 members, and about one-half of them live away from our jurisdiction, from California to Maryland and from Texas to Oregon.

RILEY, KANSAS,

—RILEY SCHOOLS

School Building, Riley, Kans.



FIRST HIGH SCHOOL

Riley's first high school graduating class matriculated in this building in the 1916-17 school year. It was built in 1875.

THE 1918 SCHOOL

Riley had this building ready for its second high school class in 1918. All grades had classrooms here from 1918-1929, and the building was used as an elementary school until 1959.



THE CURRENT SCHOOL

This building is the current grade school building in the unified school district. It served as the high school from 1930 through 1959.





**MAIN
STREET**



**RILEY,
KANSAS
—1970**



CENTENNIAL WHISKERS — 1970



Richard "Doc" Strauss, Trent Sweany, Arnold Sweany.



Don Allison, Rog Brunkow, Fredrick Fritz.



Joe Heikes, John Webber, Robert Baer.



August Trumpp and Mayor Alfred Harz.



Gary Huneycutt, Keith Mueller, and Charles Peterson.



Lloyd Johnson, Harold Haas, Bud Stadel.



A. R. Thurber, Tom Beninga, Wayne Davis.