

## Chapter II

### TOWN AND COMMUNITY DEVELOPMENT IN THE AREA WHICH BECAME GRENADA COUNTY

The people who came into the area opened for settlement by the Treaty of Dancing Rabbit Creek were optimists. They saw, or thought they saw, a golden opportunity to better their economic status in life. Unlike the early English settlers on the Atlantic seaboard, they were not fleeing from religious persecution, not from the arbitrary rule of kings. Some of them were land speculators who expected to build fortunes by rushing to the land offices and buying up large acreages of Indian land at low prices, and on the very favorable terms offered by the Federal Government. They expected to sell the lands at much higher prices to the johnnie-come-lately actual settlers who would follow after the speculators. Of course, there were the bolder spirits among the actual settlers who contended with the speculators in the land bidding. These were able to secure choice land at the prevailing low price being paid for these lands. Then, there were the promoters, frequently land speculators themselves, who dreamed of founding towns in strategic locations and amassing fortunes by the sale of towns lots. They established the towns, but none of them realized their dreams of attaining great wealth from these ventures.

Since the early settlers of the region were dependent on the Yalobusha River for the transportation of most of their supplies and produce, the most promising situations for proposed towns would be along the course of this river. Six early towns were located on this river within the boundaries of the area which later became Grenada County. There were some white settlers in the area before the Treaty of Dancing Rabbit Creek opened the area for the sale of land. The presence of a considerable number of half-breed Indians, as evidenced by the names of some of the Indians securing land under the treaty provisions, indicates that white traders and squaw men had been in the area for a considerable time before the negotiation of the treaty. The first documented information relative to the presence of white people in the area is found in the records of the Elliott Indian Mission School which was established in 1818. We shall discuss this mission and the several towns in chronological order of their establishment.

#### Elliott Indian Mission School

The presence of a considerable number of half-breed Indians in the area which now comprises Grenada county would seem to indicate that there had been some white men in the area long before the Treaty of Dancing Rabbit Creek. It is probable that most of these men were itinerate traders who established no permanent places of residence. The first attempt by white men to establish a permanent settlement was the establishment of the Indian Mission School. In the year of eighteen hundred and eighteen, twelve years before the Third Choctaw Cession, and fifteen years before the organization of the ceded land into counties, this school was started at a point about a mile south of the present town of Holcomb. Of course at that time the land had not been surveyed and divided into townships, ranges and sections, but it was located on land now found in sections twenty six and twenty seven in township twenty two north, range three east. In the earliest land transactions taking place after the Indian lands were placed on sale, an area of eleven hundred and twenty acres in these sections is referred to as "the Elliott Plantation." The school was abandoned soon after the cession of the land by the Choctaw nation, and, in the public land sales which began in the fall of 1833, this land was purchased by Robert J. Walker, Pierce Nolan, James and Lewis Miller, Laurence Millander, John Smith and James A. Girault. Eventually, Girault obtained a one half interest in the entire eleven hundred and twenty acre tract:

John Smith, listed as one of the purchasers, had been a member of the mission school staff.

The establishment of the school was the indirect result of an impromptu prayer meeting held by five young men in eighteen hundred and six. These men were students in Williams College which was located in the state of Massachusetts. During a storm they took refuge in a hay-stack, and began to pray for the evangelization of the people of the world. They determined to begin the work themselves. In the year eighteen hundred and ten, as a result of the zeal of these five men, there was a meeting in Farmington, Connecticut in which one lawyer and four ministers organized, in the name of the Massachusetts General Association of Congregational Churches, a commission to be known as the American Board of Commissions for Foreign Missions. A little later this board, in conjunction with a similar organization in the Presbyterian Church, established an Indian mission school at Brainerd near the site of the present city of Chattanooga. This school was, of course, for Indians of the Creek nation. In some way, some of the Choctaw leaders either observed, or learned in some other way, about the work of this school. Several Choctaw chiefs sent a request to the men in charge of this school that similar schools be established in the Choctaw Nation. The head of the Brainerd school was a man named Kingsbury, and among the men and women associated with him in the school there Mr. and Mrs. L. S. Williams. Since the Brainerd school was well established and well staffed, Mr. Kingsbury decided to resign his post and, under the direction of the American Board of Commissioners, to go into the Choctaw Nation and set up a similar school for the Choctaw Indians. He was able to induce Mr. and Mrs. Williams to go with him. They set out in wagons and made the long trip to the Choctaw Nation. They selected a site, according to their report to the Board of Commissioners, "about three and one-half miles south of the Yalobusha river at a point about thirty miles before it joined the Yazoo river." Of course, their spelling of the name of the Yalobousha is not as we spell it today and rather than joining the Yazoo river, it joins the Tallahatchie to form the Yazoo, but there can be no doubt that this was a fairly accurate description of the location of their school.

Kingsbury and Williams, no doubt with the help of the friendly Indians began, soon after their arrival, the construction of log cabins. They reported to the Board of Commissioners: "Within fourteen months several commodious cabins, a school house, lumber house and grainery were erected. School opened with ten pupils, eight of whom had been brought one hundred and sixty miles." In eighteen hundred and nineteen the Choctaw Indians from the "Six Towns" agreed to make an appropriation of two thousand dollars a year, payable quarterly, for a period of seventeen years, to aid in the support of the school. The six towns mentioned were the chief towns of the Choctaw Nation. The school was established just about the time that the three half-breed Indian chiefs Greenwood Leflore, David Folsom and John Pitchlynn, decided that if the Choctaws were to remain in Mississippi it would be necessary for them to be educated to the extent that they could set up some kind of stable government. It was probably the encouragement of these three men to the establishment of the Indian Mission School at Elliott that brought about the financial support of the Choctaw Nation for the school. It is a matter of record that Pitchlynn, son of a Tory merchant, and himself a planter and trader of considerable means, contributed thirteen hundred dollars to the support of missionary schools.

We have little information relative to the people other than Kingsbury and Mr. and Mrs. Williams who made up the staff of the school. We do know that Mr. John Smith and his wife Hannah, came down from Massachusetts soon after the establishment of the school and remained with it in some capacity until it ceased operation. Smith became one of the earliest residents of the little town of Pittsburg which was laid off in the late months of eighteen

hundred and thirty three. He operated a tavern called the Union Hotel, in the little town, and became the owner of considerable property in the town and vicinity. His daughter Harriett married James Sims, a merchant of Pittsburg. In time, Mr. and Mrs. Sims came to own many lots in what is now the West Ward of the city of Grenada, many of which were bought up at tax sales during eighteen hundred forty one and eighteen hundred and forty two, a period of depressed values following the Panic of eighteen hundred and thirty seven. Smith built his home on an elevation a few hundred feet south and west of the present Grenada Motel, located at the intersection of South and Commerce streets.

It is possible that John Smith may have been in charge of the farming operations at the mission school. A farm was maintained under the direction of a northern farmer. The boys were taught to hoe and plow, and the girls to spin, weave, sew, knit, and to make butter and cheese. An excerpt from the report of the Mission Superintendent to the Board of Commissioners in eighteen hundred twenty will give some insights into the condition of the school after it had been in operation less than two years: "Sixty male and twenty female scholars will show the prosperity and usefulness of the establishment. The chiefs have shown great liberality in providing for the education of their children by appropriating two thousand dollars annually out of their annuity for the purpose of schools and the American Board has taken measures for the establishment of other schools in the nation. The school at Elliott is on the Lancaster Plan. Since the last report thirty eight scholars have been admitted; ten have left and one dismissed for misconduct. Six more considered belonging but now home on a visit. Sixty males and twenty females all board in our family except ten who live in the neighborhood go home on Saturday and re-enter generally on the Sabbath morning. Fifty now belonging could not speak English upon admission. All have made progress in English, and several speak the language fluently. Twenty eight can read in the Testament. Lessons in writing begin on slates and then advance to paper. On paper thirty nine can write a plain hand. The boys, when out of school, are employed, as circumstances may require, in the various business of the farm and family. Each one, who is of sufficient size, is furnished with an ax and a hoe. We cultivated the last season about fifty acres of corn and potatoes, most of which was planted and hoed by the boys. The girls are in two divisions, and are employed alternately in the kitchen and in sewing, spinning, knitting, and other domestic tasks. Many full-blooded Indians have made application of late to have children admitted to the school. Strong desires are expressed to have other schools opened."

From the statement relative to full-blooded Indians beginning to become interested in entering their children in the school it may be well to explain that there was considerable difference of opinion between the full-blooded Indians and the half-breeds relative to the desirability of having the children educated in the white man's ways. As has been indicated the Indian Mission Station at Elliott, and other stations which were established later, were like plantations including schools, farming activity, instruction in homemaking and the teaching of both discipline and Christianity. The half and quarter breed Indians frequently co-operated with the missionaries and became converts both to Christianity and the desire to have their children receive some formal education. The missionaries at the "stations" discouraged many of the Indian practices of ball-playing, dancing, smoking, and idleness. The full-blooded Indians did not take to these restrictions as well as the breed Indians did, and many of them at first refused to allow their children to attend the schools. As time went on they began to see that the Indian children attending the schools were becoming more prosperous and more influential in the Choctaw Nation. This probably explains the statement relative many of the full blood Indians beginning to request that their children be admitted to the school at Elliot. Early in 1826 the Federal Government began to try to negotiate a treaty with the Choctaws to buy their Mississippi lands and remove

the tribe to Indian reservations in the west. The general opinion was that the full-blood Indians, because of their resentment of white man law and white man religion, would be willing to accept such a treaty. But the breed Indians such as Leflore and Folsom, and, at first, Pitchlynn, were hostile to the proposal. They were frequently men of considerable property and felt that they were better off by remaining as leaders in the Choctaw Nation. Later, when the Federal negotiators began to offer inducements in the nature of large land grants to the chiefs, most of them changed their minds and favored the treaty. This caused suspicion on the part of many of the full blood Indians who, under the leadership of Moshulatubbee opposed a treaty proposed by Greenwood LeFlore. One ground of the chief's opposition to the treaty proposed by LeFlore was that it was drawn up by a Methodist preacher. The old chief didn't want any part of the white man's religion and was afraid that the ways of his people would be destroyed by the efforts of the missionary preachers. This opposition resulted in the failure of the treaty proposed by LeFlore. Later the treaty of Dancing Rabbit Creek was accepted over the opposition of many of the full blood Indians. There has been considerable controversy over the change in attitude of the half-breed chiefs which resulted in the adoption of the treaty. Friends of the chiefs contend that they changed their attitude because they realized that the many full blood Indians could never adjust to white civilization and law. Many of the full blood Indians felt that they had been sold out by the breed chiefs who received generous land and money grants. In addition to the grants to these breed chiefs their "family connections" also received generous land grants, seventeen sections going to LeFlore's relatives; ten to Pitchlynn's, and eight or nine to Folsom's.

Since the signing of the treaty in 1830 would ultimately mean the end of the school at Elliot, it probably closed soon thereafter. We have no information relative to the date of the closing of the school. The last record we have relative to any Indian connection with Elliott Station is an instrument, dated at Elliott, in which Judy Turnbull sold a quarter section of land, granted her as her land reservation to Angus Campbell. We wonder if she could have been one of the Indian girls who had attended the Mission School and had remained there until the school closed. She probably did not go west with the people of the Choctaw nation since we know that her father, Chief Turnbull, remained in the area until his death, and that she had a sister who married a man by the name of Foster who made a crop in 1832 in that area of Tallahatchie county, which later became a part of Grenada county.

#### The Sale of Indian Land Begins

In anticipation of the removal of the Choctaw Nation from Mississippi and the opening of a land office to begin the sale of Indian land on October 23, 1833, The Mississippi Legislature had organized the land, obtained through the provisions of the Treaty of Dancing Rabbit Creek, into a number of counties, among those newly created counties were Carroll, Choctaw, Tallahatchie, and Yalobousha, all of which were, at a later date, to contribute land to the formation of Grenada County. The land office set up to carry on the sale of Indian land in that part of the Choctaw purchases in which the above named counties were located was located at Chocchuma on the Yalobousha River, and in the county of Tallahatchie. To this point came Samuel Gwin, Registrar of the land office, James A. Girault, Receiver of Public Monies, at the same office, and William Huntly, employee in the same office, and husband of one of the daughters of John Smith the missionary, who was a member of the staff of the Elliott Indian Mission until it closed down after the Treaty of Dancing Rabbit Creek.

Land sales were to begin early in the morning of the date mentioned above. At this date there were few buildings in the new land office town of Chocchuma, and little lodging facilities for the people who came flocking in to buy up

land. But the people who came to the opening land sales were land-hungry, some for large areas of speculative land, and others for smaller areas on which they could build homes and clear farms. During the three years elapsing since the land cession by the Choctaw nation, the area had been surveyed and marked off in townships and sections. It is quite probable that many of the prospective land purchasers had spent some time in the area viewing out and locating the lands which they wished to purchase. Some of the big land speculators probably had sent agents into the area to get this information and have it available when the sales began. Since the sales were to be conducted as public sales, a person would hardly make a bid of a piece of land about which he had no information. The supposition is that most of the early land purchasers had information about the land they bought. The location of the early land purchases, mostly the better land of the area, bears out this supposition.

From the date of the beginning of the land sales through the last day of December in 1833 was just seventy days. These must have been days of feverish activity at the land office. During that period two hundred and four individuals and partnerships bought eighty thousand five hundred and ninety two acres of land in the area which is now Grenada County. Thus, in a period of seventy days, thirty per cent of the land area which is now in Grenada county was bought up by the above-mentioned number of individuals and partnerships. Since many of the two hundred and four purchasers made a number of different purchases, the number of land transactions during this period was much greater than the number of purchasers. Many of these early purchasers continued to buy other lands for several years after the opening of the land office, so, in reality, they came to control much more than the thirty per cent of the land of the future county of Grenada.

The land was sold on very liberal terms, one third down, with ten years to pay off the balance, at which time they would become entitled to a land patent on their purchases. The prices paid ranged from seventy five cents per acre to a high price of six dollars. The average price paid was about one dollar per acre. At this price, and under the liberal terms of payment, many of the men buying land were tempted to pay only the down payment required so that they might get larger acreage by obligating themselves to pay the balance in ten years. A man with one hundred dollars could have bought outright one hundred acres of land, or could have made the required down payment on three hundred acres of land incumbered by the two thirds balance to be paid within the next ten years. Most of the purchasers were optimistic relative to the prospect for enhanced land values, and their ability to sell off part of the land at higher prices, or to pay for it by the returns from the farms which they intended to establish. There were three general classes of men buying land. There were the land speculators, who were not looking for places in which to establish homes and farms; but were buying up the land in expectation of making a killing when land prices went up and new settlers came into the area in which much of the best land was owned by the speculators, and available for sale to the late comers. A larger number of the men buying land were legitimate settlers--men who were buying more modest acreages. They were buying quarter and half sections, with some of them increasing these holdings as the years passed by. Some of them were buying larger acreage, but, at the beginning, most of them were modest in their buying. The last, and the smallest class of those seeking land were those Choctaw Indians who had announced their intention to remain in the area and to exercise their treaty right to reserve land for themselves and their children. The head of a family was allowed to claim a whole section of land for himself; a half section for any children over ten years of age, and a quarter section for younger children. In order to perfect title to any land obtained in this way the Indian had to reside in Mississippi for a period of five years after the removal of their kindred to the Western Reservation. It would have been much better for the

early land buyers to have paid their cash for lesser areas of land, rather than for equities in larger acreage, since the Panic of 1837 was to cause much of the land to be forfeited because of inability of purchasers to meet the installments. Although some of the smaller operators lost their lands during the period of financial depression, it was the large land speculators who suffered the most severe results of the depression. Owing two thirds of the purchase price; required by the Andrew Jackson Specie Circular of 1836 to pay off their installments in either gold or silver, and unable to sell their lands for this type currency, most of the large speculators lost out and their lands became available for later settlers.

A few of the men regarded as land speculators, most of whom were severely hurt by the depression of land values and lack of hard money with which to pay off the installments on their land purchases will be named hereafter. Robert J. Walker purchased nine thousand nine hundred and two acres of land in the area presently to be included in the boundaries of Grenada County, and bought many other acres in other areas of the Choctaw lands. According to the records available, he received patents on less than two hundred acres. The rest was either sold or lost. Most was lost. James A. Girault, being a member of the Land Office Staff, was in a position to know the best land. During the seventy days he purchased twenty eight hundred acres of the best land in the area. Later, he bought other large acreages of land, including 1920 acres located near Holcomb, Mississippi, which had been located for Jefferson Military College of Washington, Mississippi. This land had been made available to the Mississippi school by an act of the Federal Congress entitled "An Act In Aid Of Jefferson College." Girault, like the other speculators, had his financial troubles, and soon the College bought up the land under the provisions of a deed of trust given the College by Girault to secure payment of the purchase price. Unlike most of the big land purchasers, Girault continued to live in the area and was able to save part of his property. He lost much of his land under a mortgage given the Mississippi Union Bank to secure his subscription to a large number of shares of stock in that ill-fated institution. Malcolm Gilchrist, about whom we know little other than that he bid in five thousand eight hundred and seventy one acres of land, was another speculator who never realized much on his speculation. The firm of John & John A. Lane bought three thousand four hundred and ninety acres during this seventy day period; later they purchased a fourth interest in the town of Pittsburg. These men were residents of Warren County. George W. Martin, who had been a Federal Land Office official appointed to locate reservation claims by Indians, must have done some good locating for himself, since he bought five hundred and forty three acres of choice land for himself. He should not be classified as a real speculator since he resided in the area and was actively engaged in its development. William B. Beale was a resident of New Orleans who acquired nine hundred and thirty four acres of land during the early sale period. A. S. Campbell, like Martin, lived in the area, and although he traded extensively in lands, he bought up only six hundred and thirty four acres during the last part of the year 1833. James Hayden of Yazoo County bought eighteen hundred and thirty five acres, but soon sold at a profit to other buyers. Later he bought smaller acreage and became a resident of Tallahatchie County. Thomas G. Ellis was another of the real speculators. During the seventy day period of sales in 1833 he purchased eight thousand two hundred and forty acres. The largest acreage bought up by any one man in the early land sales was the ten thousand two hundred and seventy seven acres secured by Robert Jameson. He may have been mostly speculator, but he was also the operator of extensive farming operations. The extent of his involvement in agricultural pursuits is evidenced by a Deed of Trust given him to secure payment of a large obligation. He gave this deed of trust on considerable land in Tallahatchie County, many slaves, much livestock, and considerable personal property. Thacker Winter bought up eight hundred and seventy one acres at the early sales, and although he did trade

in lands, he seems to have settled in the county and cultivated part of his land. During this period Green and R. B. Crowder acquired thirteen hundred and ninety five acres. In the years to follow, they bought a great deal more land, some at public sale of Indian land, and a considerable acreage from other settlers who needed to sell off a portion of their lands in order to meet obligations, or because they had enough of the pioneer conditions, under which they were living and desired selling out and seeking homes in other localities.

The promoters and land speculators have their place in the development of any new area. This was as true in the area which was to become Grenada County as it was in other pioneer areas of the nation, but the people who made up the backbone of any new pioneer locality were the men and women who erected houses and carved farms, some large, but mostly small, during the early years of their venture. It is our purpose to list the names of most of the purchasers of small or medium size areas who obtained their land during the first seventy days of the Indian land sales. Perhaps the list will be monotonous reading for any reader who has no particular interest in the identity of these men, but it is possible that in the list, some reader may find listed the name of some early ancestor about whom they have no definite information. By listing these names we do not intend to convey the impression that they were the only pioneering spirits who built up the area which is called Grenada County. Following fast upon their footsteps, in early 1834, 1835, and 1836, came those other people, who along with those listed herewith changed the pioneer country of 1833 to the prosperous area of the period just before the Civil War. Few areas have made such rapid progress in approximately a quarter of a century. Crude cabins, had in many places, been replaced by substantial homes; two small villages on the Yalobousha River had developed into a prosperous trade center and railroad shipping point; the slave population had increased greatly and the area had definitely become a part of the "Cotton Kingdom." In a discussion of this sort it will be impossible, within the space available for the subject, to list all those settlers of the years indicated above, but the list given of those who came and purchased lands by December 31, 1833, is representative of the pioneer settlers who made up the driving force responsible for the rapid settlement and development of the area. History has a way of recording the contributions of a few outstanding leaders who make their contributions to the development of a new community, but of necessity must remain silent on the contributions of many unsung men and women who have made their contributions to the same end. Such individuals are represented in the list to follow of men who came, many with their families, into this area of Mississippi during the last months of 1833. We have been able to obtain some small information about a few of these individuals, and such information shall be given along with the names, but the major portion of the list will be names of people who lived and worked in the obscurity which is the fate of many of our pioneer forefathers.

These are the names of the individuals who made small, or medium sized, purchases of land during the first seventy days of public land sales: William Anderson, R. W. Anderson, Elizabeth Anderson, Loflin Barnes, William B. Bodley, William Beal, Hiram Coffee, James Beasley, James Blackburn, Peter Bridges, Bowling, C. Burnett, Alfred Battle, Benjamin Bradford, Timothy Bloodworth, Richard Coleman, Samuel C. Caldwell, William Cargile, Peter Chambliss, James Crofford, Thomas Coopwood, Stancil Cobb, Samuel Colson, Moses Collins, William Clark, David W. Connely, William R. Campbell, Matthew C. Clanton, Samuel Carson, Joseph Collins who became an extensive land holder in and about Grenada, John M. Curry, Wiley Davis who later became one of the Proprietors of the Town Company of Tullahoma, R. W. Driver, E. M. Driver, John Donly who was probably the same John Donly who was given a reservation of a section of land by the Treaty of Dancing Rabbit Creek, which land eventually came into the possession of Hiram Runnels and John Watts and the location of the town of

Tullahoma, William Edgar, John M. Evant, Alvon Fisk, John G. Freeman, Joseph Forgay, Nicholas Fisher, Berry Green, Andrew Govan who was a native of the Orange District of South Carolina and served for a time as a Federal Congressman from that district. He moved to Holly Springs and became a large land owner in Marshall and Tippah counties. During the few years following the beginning of the sale of the Choctaw lands he obtained considerable land in and about the town of Grenada. The name Govan applied to one of our streets derives from this man. Like many of the other large purchasers of land, he eventually lost most of his holdings. A deed of Trust is on record in the Grenada County Chancery Clerk's office by which he gave, as security for a loan of well over one hundred thousand dollars, several thousand acres of land, some two hundred slaves, several saw mills and a considerable amount of personal property such as watches, silverware, etc. Samuel H. Ford, David Isiah, Joseph B. Gleen, Daniel Greer, David Gleen, Allen Gattis, Daniel Green, Nicholas Gray, Littleberry Gilliam, Luther A. Gonodough, Daniel Halkens, John Hammond, James Howley, Jeremiah House, Augustus Hester, Augustus Hasting, Jeremiah Hendrick, Thomas Harris, Daniel Harris, Asa Holland, Thomas Howard, Sterling Harrison, Titus Howard, Bostic & Hardeman, Thomas B. Ives, H. B. Irish, John Jones, Bently Jarrett, Allen K. Jones, James B. Jones, Samuel Jacksn, Lemuel Jackson, Thomas Kirkman, Franklin L. Lane, Joseph Logan, Henry Logan, Samuel McCracken, William Minter, Alexander McCullogh, S. McCreلاه, Andrew McDaniel, George W. Martin, James B. March, Samuel B. Marsh an attorney who practiced in the early courts of Yalobousha county and who was given a deed of trust on land to secure a fee of one thousand dollars to defend the sons of the grantor who, according to the deed of trust, "are in the jail at Coffeeville charged with murder;" John C. McLemore, Laurent Millanden, William McCoy, John Myers, Thomas Martin, George Myer, Charles Miles, Duncan McIvan, John McSwine, James Mathews, Joel McGuire, C. Mithcell, Thomas Nixon, Pierce Noland, Calvin Nicholson, William Norman, Caswell Newsome, Ransom Newsome, John Newbell, John Noland, William J. Oldham, Jacob H. Oaks, John F. Ormond, Joseph Penon, Henry Penon, Joseph Persons, Abraham Penquite, Isaac Perry, Franklin L. Plummer who played his part in the establishment of Pittsburg; Thomas Powers, Lewis B. Powers, N. E. Powers, James W. Perkins, Jones W. Perkins, John B. Peyton, David C. Pane, John W. Pegram, John Rowles who later became owner of several thousand acres of land in the area; John S. Rhea, John Robinson, Harden D. Runnels who also later came to be the owner of considerable land which was located within the boundaries of the present county of Grenada; William Sims, Louis Stigher, John S. Skinner, Henry Staeen, John Seagers, Anderson C. Smith, George H. Sykes, Virgie H. Stewart, John Tabb, Edward Tucker, William Truit, Parham Thompson, Stephen Threlkell, Enos Ward, Elijah S. Watson, Isham Wcoten, William Winter, John D. Wyatt, Jordan Williams, Perry Widdon, Philip A. Weaver, John Williams, Allen Walker, Robert Williams and William S. Young. It is very probable that the spelling of some of these names is in error. The educational level of some of the land purchasers was such that their spelling was rather uncertain, and the faded handwriting in the Original Tract Book, from which these names were taken, sometimes make it impossible to distinguish certain letters in the name given. The spelling given here is substantially the same as in the Tract Book.

The names given above were of white men coming into the lands of the Choctaw nation, but there is in the Tract Book a shorter list of names of people native to the land. This is the list of reservations made for Choctaw Indians who claimed lands, provided by the Treaty of Dancing Rabbit Creek, for those Indians who determined to remain in the area. All of these reservations were entered in the first seventy days of land sales. Through the negligence of certain Indian Agents, other reservations claimed by Indians were not made until later, hence are not on the list which we shall give. Because of the delay in entering these names, some of the lands claimed by individual Indians had been sold to others, so it was necessary for them to be allowed "float reservations" which allowed them to pick out any unsold land and recompense

them for land selected by them and sold to others. The names of Indians reserving land will indicate that some were half-breeds. The names are as follows: Children of James Oxberry under age of ten years 478 acres; Sarah, one of Deliah's daughters, 160 acres; Connoontontah, 80 acres, David Oxberry 476 acres, Jessie & William Turnbull, both over ten years of age, 640 acres, Tuckloon Tubby 318 acres, Peggy Tryhan 320 acres, Fish o pi a 80 acres, Hardy Perry, 160 acres, John Perry 657 acres, Captain Turnbull 798 acres, Isaac Perry 640 acres. From the small acreage reserved by some of the above, whose names indicate fullblood Indian ancestry, we presume that they were entitled to reserve the rest of the acreage to which they were entitled in some other area at some other time. Only a few of the names in the list were well enough known to deserve comment. James Oxberry was the interpreter employed at the land office to aid in the land sales; Peggy Tryhan was the Indian woman who had earlier sold a half section of her claim to Franklin L. Plummer, at a date before the land sales began, so in the Tract Book that land, the half section on which the town of Pittsburg was established, was listed under the name of Plummer in a transaction taking place early in the year 1834. The land reserved for her in the early land sales was the other half section to which she was entitled. Later she registered reservations for her two sons in another area part in what was to become Grenada County and part in Holmes County. Captain Turnbull was an Indian chief who had a daughter married to a whiteman named Foster who had come into the Tallahatchie County and made a crop in the year 1832. He had another daughter Judy, who evidently had attended school in the Indian Mission School at Elliott, since she dated a deed of conveyance for sale of land later reserved for her as having been made at Elliott Station.

#### Chocchuma

The first town established in the area which is now Grenada County was Chocchuma which was to be the United States Land Office for the Northern District. Since the Land Office was set up before actual sale of land could begin the Federal government must still have been in possession of the land, lots eleven and twelve in Section 19, Township 22, Range three east, on which the town of Chocchuma was established. On the Original Entry Book that land is listed as a "float reservation" for "Sarah, older daughter of Deliah". Since, under the Treaty of Dancing Rabbit Creek, the heads of Indian families desiring to remain in Mississippi were entitled to lands, both for themselves and their children, the land upon which the land office was located evidently was first reserved for an Indian girl, daughter of the head of a family desiring to remain in Mississippi after the Choctaw Nation moved west. In explanation of the term "float reservation," it should be remembered that because of some carelessness of the Indian Agent for the Choctaw Nation reservations made by some of the Indians desiring to remain in the state were not filed before the land sales began, and, as a result of this negligence, some of the land which the Indians had selected as their reservations was sold to other people. In order to compensate for this negligence on the part of the Indian agent, the Indians having lost their earlier reservation selections were allowed to claim any other similar area of land not yet sold to some other person. When such an area of unsold land was located for the Indians, these were called "float reservations." Franklin Plummer, land speculator and Congressman from Mississippi, probably realizing the importance of the location of the office, evaded the provision that no land sales could begin before October 1833, by securing from Sarah, a release of her reservation. This was done on July 29, 1833, about three months before the land sales opened at Chocchuma. Incidentally Plummer used the same means of securing the half section of lands on which the town of Pittsburg was later established. In this transaction he bought part of the reservation from Sarah, and almost two months before the legal sale of the land opened at the Land Office, Plummer sold this land after the Land Office opened for business in October 1833 Sterling became the first person to obtain legal title to land on which Chocchuma was located.

Evidently Franklin Plummer had other associated with him in the purchase of the original Indian reservation, and had conveyed only his interest in the land, since on January 2, 1835, we find Wiley Davis, Mary J. Davis, and Joseph R. Plummer conveying to Sterling, for a consideration of eleven hundred dollars, "all that piece or parcel of land on which the town of Chocchuma is situated in Tallahatchie County and state of Mississippi it being one undivided half of lots number eleven and twelve on the southeast quarter of Section 19, Township twenty two, Range Seven." These lots mentioned were not town lots but much larger areas of land. When the original land survey was made the sections of land along the Yalobousha river were not marked in quarter and half sections only, but those fractional sections were divided into lots. Lots eleven and twelve comprised the entire southeast quarter of the section on which the town was located.

We do not know when the town was surveyed and laid off, but it must have been after 1832 when the Land Office was first located, and before 1835, because as of the last named date, town lots were being sold by number in the town which now seems to have been owned, in its entirety, by Robert Sterling. It is very probable that the town plat may have been delayed until after legal title to the land could have been established some time after October 1833 when the land sales began. It is possible, but not probable, that the town was laid out after Robert Sterling secured sole possession of the land in 1835. On August 18, 1836, the same year when the two small towns of Pittsburg and Tullahoma joined to establish the town of Grenada, we find that Sterling sold to Robert and Joseph Miller, for a consideration of \$450 "Town lots 13, 14, and 15, and 16 in square number one; agreeable to the plan of the said town situated in Lots 11 and 12, of section 19, Township 22, Range 3 East." Presumably square number one must have been the center of the town, so the establishment of Grenada, about fourteen miles to the east, must already have cast a shadow of pessimism as to the future of Chocchuma, since the consideration involved seems very small for four choice lots in a town which had any real future. In the same month Sterling sold number 2 to Daniel Stanford for a consideration of \$126. Some time in 1837 Henry and Hiram Hagen purchased lots number 17 and 24 in square number four for a consideration of \$400. All improvements on the lots were a part of the sale and they are identified in the following manner: "with all improvements including the houses now in the occupancy of James Kendall and James Crump." Kendall and Crump had lived in Montgomery County, North Carolina, and evidently came to Mississippi about the same time. In 1838 we find the following transaction recorded: "Daniel Ferguson for the love and esteem which he bears his son A. P. Ferguson grants all his interest in the following described land in the town of Chocchuma, Lots number 23 and 25 as will more fully appear on the plan of the map of the town." In 1838 Sterling conveyed to E. P. Grayson lots 19 and 20 for a consideration of \$2100. In May 1839, Samuel C. Caldwell sold lots 3, 4, 5, and 6 and other land outside the town for the sum of \$3000. On September 17 of the same year, Caldwell bought back the town lots sold by the sheriff for taxes. Five dollars was the sum brought by the tax sale. In March 1841 Caldwell sold these lots and forty acres of land located elsewhere to William Tergartern for a consideration of \$1700. In July of 1840 James A. Girault bought for a bid of fifty dollars at a tax sale, lots 23 and 25. Lots 2 and 7 belonging to Joseph B. Lyons sold on a tax sale to Ralph Montgomery for \$13.64. These tax sales indicate the beginning of the end of the town of Chocchuma. The Land Office was to be moved to Grenada in 1842. James Girault who was an official at the land office, and a big land speculator, was involved in the final episode in the demise of the town of Chocchuma. On October 18, 1841, in order to satisfy claims against Girault, lots 19 and 20 "with frame house and kitchen formerly known as land office at Chocchuma" and lots 7 and 8 square five "including two story tavern house known as the Planters Hotel in the town of Chocchuma, also lot number 5 in square number eleven containing

one two story house and a frame ware house" was sold by the sheriff. Evidently J. Duvaney was the successful bidder at the tax sale, for we find that in May, 1856, he sold the whole of lots 11 and 12 consisting of 113 acres for a consideration of \$372. Since the land office was to be moved to Grenada in 1842, the tax sale of the area on which Chocchuma was located only three months before the removal of the office may be considered as an indication of the end of the town of Chocchuma as a place of any importance. In 1857 James Hayden and his wife sold the property, bought from Duvaney, to James M. Duncan for a consideration of \$1130. An old newspaper has as a new item that James Duncan stated that at the time of the publication of that issue of the paper he had made fifty two crops on lots 11 and 12. Part of the property still is in the possession of his descendants.

Today there is nothing to indicate the early presence of a town at the old town site except some rutted trails which the imagination may conceive of as the location of the old Charleston-Carrollton road which wound its way thru the town to cross the Yalobousha at the "Chocchuma" ferry. Its location about three miles southwest of Holcomb was on the last high ridge of land, before the river fell away into the low lands of the Yazoo-Mississippi delta.

There can be no doubt that Chocchuma was a busy place during the early years of its existence. It was here that the several million acres of land, formerly known as the Choctaw Nation and occupied by about 19,000 Choctaw Indians, was to be sold to the hungry white land speculators. Here they held the public land sales, and here they registered their purchases. Important men in state and national politics either came here or sent agents to represent them. Franklin L. Plummer, Mississippi representative in the lower house of the National Congress was certainly here at the time the sales began October 24, 1833. Mississippi governor elect, Hiram J. Runnels, attended the sales. Robert J. Walker, later a United States Senator from Mississippi and purchaser of huge tracts of land in what is now Grenada County, was either there or had his representative present. Samuel Gwin, head of the land office, made his headquarters here. Later he was killed in a duel with Issac Caldwell, law partner of United States Senator Poindexter, Caldwell being mortally wounded in the duel. Poindexter had appointed Gwin to the land office position, and Gwin later supported Robert J. Walker in an election in which Walker financially involved; lost practically all his land, and left Mississippi when appointed as Territorial Governor of Kansas. As a law partner, Walker had the famous Mississippi orator Sargent S. Prentiss. W. M. Gwin, brother of Samuel Gwin, was appointed Marshall for the United States Court of the Northern District of Mississippi, and was much in evidence as the man who acted as agent for locating reservations for Indians who desired to remain in Mississippi. Accused, but never convicted of defrauding some of the Indians, he left Mississippi and became an United States Senator from the new state of California. During the Civil War he was arrested and charged with treason against the United States because of his efforts to aid the Confederate States in the war. He again escaped conviction. He was supposed to have tried to get Emperor Maximillion of Mexico to recognize Southern Independence. James A. Girault was appointed "Receiver of Public Monies" at the land office. He was the son-in-law of William Dunbar, a large land owner of Adams County. Incidentally, the Gwins, Walker, and Girault were all residents of Natchez. Girault was a heavy speculator in Indian lands, and during the early years was considered wealthy, but like most of the other speculators, lost most of his possession. When a Congressional "Act for the Relief of Jefferson College in Mississippi" allotted some 1900 acres of Indian land for the school Girault located the land for the College, and then purchased it for himself for a consideration of \$17,244. He made the purchase in 1833, and being well versed in land locations, had located for the college the fertile lands in the vicinity of the present village of Holcomb. In August 1844, a Commissioner of the

Chancery Court sold the land at public auction, and it was bought up by representatives of Jefferson College for \$24,611.61. Evidently the College had to pay this higher price to protect against other bidders who realized the value of the land. The school never became a real college, but continued for many years as a military school for boys, and closed only a year or so ago.

Chocchuma is now but a ghostly memory in the minds of some of the oldest citizens of our county who have heard of it from their ancestors, and an interesting study for those who like to turn the dusty pages of history; but its rise and fall, and the era of land speculation at the expense of the ill treated Choctaw Indians have been sadly neglected by historians.

### Pittsburg

The first official record of anything having to do with the founding of the town of Pittsburg is the bare record in the Original Entry Book--sometimes called Tract Book--indicating that the East one half of Section 7, Township 22, Range 5 East was entered as a "float" reservation for Peggy Tryhan. Behind that simple entry there is much of land manipulation, political influence and erroneous tradition relative to the founding of the town. Peggy Tryhan was an Indian woman, who, as a small girl, was a survivor of the virtual extermination of the tribe of Chocchuma Indians by a war part of Choctaw Indians. She was adopted into the Choctaw tribe, but because of not being a Choctaw Indian, it seems that for her to be able to receive a land reservation under the original Treaty of Dancing Rabbit Creek, it was necessary for a supplementary article to be added to the treaty to enable her to receive a reservation, whereas members of the Choctaw tribe were to receive their reservations under the general provisions of the treaty.

We have been unable to find any record of the transaction by which she sold part of her reservation right to Franklin E. Plummer, but in deeds to the lots later sold in the town we find statements indicating that Peggy sold on July 29, 1833, the land on which Pittsburg was to be located. This date was approximately three months before the public sales of land began.

At the instigation of unscrupulous land speculators, many Indians who did not intend to remain in Mississippi after the tribe was removed to the western reservation, were induced to claim reservations and give these speculators power of attorney to locate and purchase these reservations at a very low price. Samuel Gwin, Registrar of the land office at Chocchuma, was aware that this condition prevailed and was very much disturbed because of what he considered wholesale frauds being perpetrated against both individual Indians and the Federal Government. His concern was probably compounded because his brother William M. Gwin, Federal District Marshall, had obtained some land by this method. On August 26, 1835, he expressed his concern in a letter to the Commissioner of the General Land Office: "Under the eighth paragraph of the Supplemental Treaty of Dancing Rabbit Creek there is a reservation in favor of Peggy Tryhan and her fatherless children, and Deliah and her five fatherless children to be located under the direction of the President of the United States. Under this clause the following lands have been reserved from sale, and that the orphans may have full benefit of the donations, I recommend that the lands be sold at public sale and that the money be paid over to them, or otherwise be disposed of for their uses as may be determined by the President of the United States." Gwin then gave a description of the land which had been reserved for the children of Deliah and then proceeded to get back to the question of the land reserved for Peggy Tryhan and her children. He described their reservation as follows: "Peggy Tryhan Lots 1, 6 and 7, Township 22, Range Five East, and lots 8, 9, 14 and 15, these are believed to be for the children of Peggy Tryhan, for Governor Runnels purchased the

mother's claim, if I mistake not. It has been represented to me that fraud has been practiced on these orphans by a person having himself appointed their guardian; ordering the lands to be sold; and he, himself, becoming the purchaser for little or nothing. From the whole tenor of the treaty I think that it may be rationally concluded that the President is by it the guardian of these orphans, and for their use the lands ought to bring as much as they are worth."

Gwin seems to believe that Peggy had sold her own reservation to Governor Runnels, and that her children were in the process of being defrauded by the unnamed person who had acted in the manner described in his letter quoted above. In all probability the unnamed person was Franklin E. Plummer, since he is reported to have brought the land from Peggy Tryhan--who probably acted for her children. On December 18, 1845, there is recorded a transaction by which Jerry Tryhan, for a consideration of two hundred dollars, conveyed to L. W. Edington "a certain tract of land lying and being situated in the county of Yalobousha known and designated as the east half of lots number one, six, seven, eight, nine, fourteen, and fifteen." This, of course, is the same land alleged to have been sold by Peggy Tryhan to Plummer, and on which the town of Pittsburg had been established ten years earlier. Since the records never show a transfer of this property by Edington to anyone else, it leads to the presumption that Edington may have felt that because of the fraud mentioned by Gwin, Plummer's title was defective, and that he had bought the land from Jerry hoping to use the threat of alleged defective title to gain some financial return from the proprietors of the town who had warranted title to the various lots sold, and who would be responsible to the purchasers of the lots should their own title to the town prove defective. An example of the results of such a defective title was the removal of the original county seat of Tallahatchie County from Tillatoba to Charleston when the title to the land on which Tillatoba was located proved to be defective. Another evidence that Plummer was probably the person to whom Gwin had reference in his letter to the Commissioner of the General Land Office is the fact that Plummer also became owner of part of the land reserved for Deliah's children.

In deeds to land sold by Plummer, he is referred to as Franklin E. Plummer of Simpson County. He was a native of Massachusetts who came by ship to New Orleans and from there to Simpson County. He settled in the now extinct town of Westville. He taught school there for a time, and later practiced law at that place. He became a Congressional representative from Mississippi; later ran for the United States Senate in which race he was defeated. This ended his political life and with this defeat, he began a moral and physical decline which ended with his death under destitute circumstances in a miserable hotel in the city of Jackson. So far as we have been able to ascertain, he never had a permanent residence in the town which was founded on his original purchase, although his widow who ran a private school met her death, along with some of her pupils in a tornado which struck Grenada in 1846.

In early 1834 the fortunes of Plummer seem to have been at flood-tide. He was a successful politician and had secured an advantageous town site situated on the Yalobousha river, an important channel of commerce, as well as other well located land all at a very low price. There exists traditions, established by the dim memories of men and women in their old age, and compounded by errors in the W. P. A. Source Book in Grenada County, that Plummer and Runnels were the founders of the two rival towns of Pittsburg and Tullahoma, separated only by the sectional line which came to be known as Line street. This tradition is not true. Plummer was the owner of the land on which Pittsburg was established, but had sold out his interest in the land before its development as a town began, although apparently, at a later date, one of the purchasers, the firm of Shields & Puckett, defaulted and assigned their share of the Town Company to Plummer and James Sims. The earlier deeds to lots in the town list Shields & Puckett as among the proprietors of the town,

while later deeds list "Plummer & Sims, Assignees" as being among the proprietors of the town. The land on which Tullahoma was established was bought by Hiram Runnels and John Watt. They sold eight tenths of their interest in this land to eight other men before the town was established. After this sale Runnels never owned more than one tenth share in the land, and was never active in its development. In early 1834 Plummer made three different conveyances by which he sold out his entire interest in the future town site. A summary of these three transactions are found in deed by the Proprietors of the Town of Pittsburg to Michael Melton recorded in 1837. An excerpt from that deed reads as follows: "Whereas the portion of the second article of the supplement to the treaty of Dancing Rabbit Creek there is given and granted unto Peggy Tryhan a reservation of land to be located at the descretion of the President of the United States, and whereas the said Peggy Tryhan by her certain instrument of writing, signed, sealed, and delivered on the 29th day of July in the year of our Lord eighteen hundred and thirty three conveyed all her right and title in and to the said reservation to Franklin E. Plummer, and whereas George W. Martin, the agent for that purpose appointed under the direction of the President of the United States on the 9th day of October in the year of our Lord eighteen hundred and thirty three located said reservation of land in the east half of Lots No. one, six, seven, eight, nine, fourteen and fifteen of fractional section No. seven, Township Twenty Two, Range No. Five East, and whereas the said Franklin E. Plummer has conveyed the said described tract unto the following persons and in the following proportion towit: Unto Hiram Coffee & J. A. McRaven and John & John A. Lane, one undivided half interest, and unto John Shields & G. M. Puckett one undivided fourth, and unto John Smith one other undivided fourth of the said before described tract or parcle of land, and whereas the said Coffee & McRaven, J. & J. A. Lane, Shields and Puckett and John Smith have formed themselves into a company under the style of Pittsburg Town Company and have laid off a town on the said described land according to the form of a plot of survey signed by the members of the said company. . ." Then the instrument gives a deed to lots 195-203, inclusive. This deed seems conclusive evidence that the tradition of the town of Pittsburg being founded by Plummer had no basis in fact. From other instruments we know that the firm of Coffee & McRaven was domiciled in Hinds county and that John and J. A. Lane were residents of Warren county, and that the two firms paid four thousand dollars for their undivided half interest in the land involved. Shields & Puckett, whose one fourth interest cost them two thousand dollars, do not have their place of residence indicated. John Smith, who paid two thousand dollars for his undivided fourth interest, is the only one of the proprietors who has been definitely established as a resident of the town. He is the same John Smith who was a member of the staff at the Elliott Indian Mission, and whose daughter Harriett married James Sims, a merchant of Pittsburg, and along with Plummer an assignee of the interest of Shields & Puckett.

The original survey of the town consisted of thirty five blocks which were subdivided into two hundred and forty nine lots. Commerce street on the west; Margin street on the south; Line street on the east, and the Yalobousha river on the north were the boundaries of the town. Streets running east and west were, beginning at the northern boundary, Promanade, Pearl, Cherry, Vine (now called Union), South and Margin. Streets running north and south were, beginning at the western boundary, Commerce, Water, West, Pittsburg, (now called College), East, and Line. Sale of lots in Pittsburg began in 1835, and houses were built and businesses established that year, but the majority of lots sold by the Pittsburg Town Company were sold after the town of Pittsburg had become the West Ward of the town of Grenada. As a going town, Pittsburg had an existence of less than two years, before its union with the town of Tullahoma to form Grenada. During the early years of its existence as either Pittsburg, or a ward of Grenada, we know that the following business firms were doing business in Pittsburg: John Smith Proprietor of Union Hotel; James Sims, Merchant; R. T. Bryarly, Merchant; Pryor & Howard; R. Coffman &

Company; Morris, Howard & Company; and Smith & Simms. In connection with the name "Howard" being connected with two of the firms we might note that from Goodspeed's Memoirs of Mississippi we find that one E. N. Howard had established a trading post in a cane-break on the Yalobousha river in the year 1832 at a place about where the town of Grenada is located. It is probable that the Howard mentioned as doing business in Pittsburg may have been this early trader. Other business and professional men located in the town of Pittsburg were: E. P. Davidson & Thomas Davidson, merchants; Dr. Gillespie and Dr. Douthet, physicians; C. D. Mitchell, teacher; H. H. Melton, blacksmith; Jonathan Carl Miller, and W. A. Thompson, building contractor. It is probable that some of the men or firms may have been established after Pittsburg had been consolidated with Tullahoma to form Grenada. It is also quite probable that, as the former town of Tullahoma gradually became the business center of the new town of Grenada, some of the business firms may have moved their operation to the area which is now the business district of Grenada.

Among those buying lots from the Pittsburg Town Company during the early years of its operation were Absolan Bew, W. H. Danthit, Peter Doman, J. F. Edgumson, William J. Marshall, Ralph & Joseph Coffman, John Smith, James Stanley, Jerry Taylor, J. W. King, Robert Williams, T. G. Logwood, J. M. Tate & Company, James and Harriett Sims, W. H. Melton, Thomas Williams, J. P. Crittendon, M. M. Drake, M. Mays, Samuel Pool, D. M. Dukley, N. Fitzmore, John Balfore, R. D. Flack, J. N. Shaw, D. M. Beck; Trustees of Baptist Church; W. C. Paine, John Moore, W. C. Chambers, J. R. Plummer, and Bacon & Crenshaw. There were many other transactions during the same period by which some of the original purchasers sold their newly acquired lots to late comers, usually at an increased price for the lots involved. Either because of the removal of business houses to the East Ward of Grenada, or because of the tight money situation in 1847, possibly because of both, many of lots in the original Pittsburg town site were sold for taxes at public sale, or by private sale at very low prices. An example of a private sale of considerable property for a low price was the transaction by which Septimus Caldwell and wife Mary conveyed to Harriett Sims for a consideration of two hundred dollars: "Lots number one hundred ninety six and one hundred ninety seven on which lots are situated the Tavern House occupied at this time by William Allen, also lots one hundred seventy two, one hundred seventy three, one hundred seventy four and one hundred seventy five, on which stands an office occupied by Septimus Caldwell." On August 13, 1839, Caldwell had bought part of this property from Samuel C. Caldwell and Theopulos Knox for a consideration of three notes of three thousand dollars each. On March 1, 1841, Caldwell had purchased the lots numbers one hundred ninety six and one hundred ninety seven, on which the tavern house was located, at a sheriff's sale under a court judgement against Thomas Davidson, John A. King, Granville A. Morris and James Howars. This property which brought twenty one dollars at the sale, is described in this manner: "Lots number one hundred ninety six and one hundred ninety seven lying in the west ward of Grenada on which there is a large, comodious Tavern House and other buildings known as the Union Hotel." This was the tavern first operated by John Smith, one of the proprietors of the Pittsburg Town Company. Just about two years earlier, on September 7, 1839, this same John Smith and his wife Hannah had sold to James Standley thirteen lots in the town for a consideration of six thousand and ten dollars. The fact that the property sold to satisfy the judgement should have sold for such a small sum indicates a serious depreciation in lot values, since the Smiths sold their lots for a good price two years previous to the court judgement sale. Another indication of financial distress and falling property values of the time are three transactions, one in 1841 and two in 1847, by which Harriett Sims bought, at public tax sales, thirty lots in the town for the small total consideration of three dollars and eight cents. Most of these lots were never redeemed by their former owners. The probable cause of such drastic reduction in land values, and frequent tax sales during this period, was the Panic of 1837 which

lasted for six years, and caused the nation-wide financial depression which resulted in the shut-down of ninety per cent of the factories in the East, and business failures throughout the nation. Mrs. Sims continued to buy up lots at subsequent tax sales and soon became the chief property towner in the town. In 1846 there was a strange transaction by which Harriet Sims, now owner of much of the property in the town, purchased from Peggy and Jerry Tryhan lots 1, 6, 7, 8, 9, 14, and 15. These lots make up the east one half of Section 7, Township 22, Range 5 East, the same property which Plummer had purchased from Peggy in 1833 and on which Pittsburg was located. We can only speculate as to the reason for this transaction. It brings about the possibility of fraud being perpetrated in the original purchase, and the desire of Mrs. Sims to clear any possible defect in title to the considerable property which she owned in the town. It is possible that this factor may have contributed to the fact that so many property owners in Pittsburg allowed their lots to sell for taxes. It would seem that, at the time of the union of Pittsburg and Tullahoma to form Grenada, Pittsburg was rapidly being overshadowed by the sister town to the east.

#### Tullahoma

Although tradition, accepted by the compilers of the W. P. A. Source Book on Grenada county, names Hiram G. Runnels as the founder of the town of Tullahoma, this is not true so far as the founding of the town being the individual project of Runnels. The first official record relative to the Tullahoma Town Company, which record is quoted hereafter, does not even mention Runnels who was never more than an absentee one tenth owner of the town project, although before the founding of the town he had obtained a one half interest in the section of land on which the town was to be established. The original reference to the town is as follows: "The Board of Commissioners of Tullahoma Company met at Chocchuma on the 4th of November 1833. Present John L. Orwin, President; George W. Martin and W. M. Gwin, Treasurer. It was resolved that L. Cleveland is hereby authorized to sell at private sale any lot of ground in the town of Tullahoma, reserving every other square entire, and at least half of the lots in each square thus subject to private sale, to be sold at public sale of the lots thereafter to take place. Resolved that the said Cleveland is hereby authorized to divide the said lots into halves and quarters to suite purchasers. Resolved that the said Cleveland is hereby authorized to sell the cite (sic) at the best possible price at twelve months credit, giving bond for title when money is paid, providing no corner business lot shall be sold for a sum less than fifty dollars."

For some unexplained reason Cleveland was, one day later on November 5, released from the agreement with the company and Uriah Tyson empowered to do all things which Cleveland was authorized to do, and in addition, he was empowered "to make any contracts concerning the ferry, also to employ a surveyor to finish laying off the remainder of the land intended for town lots and family residences." Tyson was also authorized to "call on the Treasurer of the said Company to pay L. Cleveland forty eight dollars, that being the price of the entry book furnished by the said Cleveland to the said Company. If there is no monies in the treasury, the said Treasurer is authorized to call on the Proprietors for that amount. Resolved that Public Sale of lots take place at Chocchuma on the third Monday in February, 1834."

In its description of the transactions by which the town site came into possession of the Proprietors of the Tullahoma Town Company the W. P. A. Source Book has this statement: "John Donly was a white man who had for many years carried mail for the Indians. When the treaty of Dancing Rabbit Creek was drawn up, the Indians, out of consideration for him, stipulated that the government should give him a tract of land which he might choose from any part of the Choctaw Nation. He decided on a section adjoining that belonging

to Peggy Tryhan. Later he sold it to Henry R. W. Hill of Nashville, Tennessee who conveyed it to S. M. Gwin, then United States Marshall for Mississippi, from whom H. G. Runnels acquired it." This statement is in error in at least three particulars. In the first place, Donley, who was the father of the first wife of Greenwood Leflore, did not choose the land. He merely sold his unlocated section of land to Hill. All land reservations granted under the treaty were located by a government locating agent. Hill did not convey the land to Gwin, but gave him a power of attorney to sell the land for the original purchasers. Hiram G. Runnels did not become sole owner of the section of land. He and John Watt paid Hill four thousand dollars for a joint and equal interest in the land. The land sold them by Hill was located for them in Section 8, Township 22, Range 5 East. Since the price paid for this section of land was far greater than was paid for most of the other land in the area, it is very probable that Gwin, who being a Federal employee, had inside information relative to land locations, was able to assure Runnels and Watts that the locating agent would locate their purchase in the advantageous position which they secured when the locating agent certified the section mentioned above as the location of the reservation which they had purchased. The Source Book also states, in reference to the towns of Pittsburg and Tullahoma, "About 1820 a town was platted on each of the land claims." This, of course, is a very obvious error, perhaps a typographical one, since neither of the land transactions by which the two town companies came into possession of the land could take place before the signing of the treaty which took place in 1830.

A power of attorney by John C. McLemore to John A. King, authorizing King to sell McLemore's one tenth interest in Section 8, Township 22, Range 5 East gives us the identity of the men who were the original Proprietors of Tullahoma. By that power of attorney McLemore authorizes King "to sell my one tenth interest in Section 8, Township 22, Range 5 East, the same section of land reserved for John Donley and fully described in Articles of Agreement between H. G. Runnels, and John Watt, Parties of one part and J. R. Plummer, William G. Covington, John B. McLemore, George Martin, Wiley Davis, L. Cleveland, John L. Irwin, William Terry, and Allen Sharkey." Most of these men mentioned had bought one tenth shares from Runnels and Watt, although the number of partners indicates that some of them owned less than a one tenth share. The original partners soon sold part, or all of their shares. In one transaction we find a sale of a one fortieth share. W. M. Gwin never owned any part of the Town Company, although he served briefly as the treasurer of the organization. Runnels and Watt were absentee part owners and had little to do with the actual development of the town. Irwin, Martin, Cleveland and Davis were either temporary or permanent residents of the area. John H. McKinnie purchased a one tenth interest from Covington, but died soon thereafter, and after his death most of the deeds to lots in the town designated the grantors of the lots as "Proprietors of Tullahoma, Survivors of John H. McKinnie," such deeds then being signed by the individual proprietors or their agents. As time went on the make-up of the proprietors changed as original members sold their interests to others. Among those buying interests in the Town Company were: A. S. Brown, William B. Beall, Andrew R. Govan, William P. Byron, Uriah Tyson, Thomas B. Ives, John J. Claw and John Balfour. A number of the proprietors bought individual lots from the Town Company. Runnels, Balfour, Cleveland, and Brown were most active in securing these individual holdings.

The original survey contained in excess of two hundred and fifty lots. Streets in the town were very much as they are today in the East Ward of Grenada. Lots were marked off all the way to the Yalobousha river with the most northern east and west street being Front street which ran along the line of the old "Peavine" railroad tract which has been discontinued. From east to west lots were marked off all the way from Bogue Creek to Line street. Some town maps show Depot street, but, in all probability the name of this street was changed,

since at the time of the original survey of the town the arrival in Grenada of the Mississippi Central Railroad and the construction of a railroad depot, which probably gave rise to the name "Depot Street," was some twenty three years in the future.

We have little or no information relative to most of the Town Proprietors. We know, of course, that Hiram G. Runnels was a native of Lawrence county and had been long a political power in the state. He served as State Auditor from 1822 to 1830. About 1820 he was one of the founders of the present town of Columbia in Marion county. He was elected as a member of the State Legislature in 1830. In 1831 he made an unsuccessful race for State Governor, being defeated by about two hundred votes. In 1833 he was elected Governor over his previous opponent, Scott, who was running for re-election. During his administration as Governor he directed the building of the first capitol building in the newly located town of Jackson which had been selected as the State Capitol. Defeated for re-election as Governor he became president of the ill-fated Mississippi Union Bank. He evidently then, or sometime thereafter, left the state, since we find on record a transaction by which in 1857 he sold a lot in Grenada to A. S. Brown, and is identified by the deed of transfer as a resident of Harris county, Texas. Andrew R. Govan was a resident of Holly Springs, Mississippi, who owned much land, several mills, and many slaves. His land holdings were in Marshall, Tippah and Grenada counties. His slaves were on his Marshall and Grenada county lands. There is on record a deed of trust, dated in 1841, by which, in order to secure varied indebtedness amounting to ninety eight thousand five hundred and thirty dollars, he mortgaged 9600 acres of land, two hundred and one slaves; all his livestock; his gold and silver watches; his carriage; farm utensils; saw mills; lumber and his town lots in Holly Springs and Grenada. Govan was a native of South Carolina and, before removing to Mississippi had represented the Orange District of that state in the Federal Congress. Like many of his contemporaries he over-extended his credit and lost most of his possessions. John Balfour was an early settler in the town. He served as a ferryman on one of the two Yalobousha river ferries in the area. His wife was one of the first persons to be buried in the old cemetery across from Highway 51. A. S. Brown was one of the proprietors who invested heavily in town lots bought from the Town Company. During the years 1837-1840, inclusively, he bought twenty six lots at a total cost of six thousand five hundred and thirty dollars. He was also a considerable land owner throughout the area. His prize property was a two thousand acre plantation called Emerald Garden on which he built, in 'the 1840's, the house recently owned by Mrs. C. C. Provine. The plantation name derived from the extensive flower garden which surrounded the house. Mr. Brown was a native of Nashville, Tennessee who came to the area in the early years of its development and prospered. After the Civil War he moved to Memphis in an endeavor to restore his fortune, but died there before he accomplished his purpose. George W. Martin served the Federal Government as a locating agent of the many Indian land reservations claimed by members of the Choctaw Nation. L. Cleveland was a merchant in the town of Tullahoma and owner of considerable land outside the town. William M. Beall was a New Orleans business man who invested heavily in lands in the Choctaw Land Cession.

In the original survey, Tullahoma was divided into two hundred sixty five lots. The first recorded conveyance of a lot in the town is dated November 5, 1833, and the last such transaction by the Town Company occurred in 1855. Thus, the Tullahoma Town Company had a life span of twenty two years. During the course of its existence the company sold two hundred and one lots for a total sum of sixty one thousand three hundred two dollars and ninety two cents. Since many of the sales were made on liberal credit terms, it is probable that, because of default of payment on some of the lots, the Company actually received considerably less money from the sale of lots than is indicated above. Most of the remaining sixty four lots not recorded as having been sold by the

Company, were sold for taxes during the period of financial depression which reached its crisis during the early 1840's. Although the Company continued to sell lots until 1855, most of the sales made by the Company occurred during the years 1835-1839, inclusive. It was during these years that choice lots brought good prices. It seems that some people had selected lots before the formal sale of lots began. On November 5, 1833 the Proprietors of the company authorized Larkin Cleveland to donate to Matilda Price and David Daughlin lots 66 and 68 on which they had made improvements. We have no indication as to why these lots should have been donated just because improvements had been made upon them. For some reason there was a dispute between David Daughlin and Shubal Foot over the ownership of lot 66. To settle the dispute they agreed to arbitration by a group of three men whose decision was to be final. They must have found for Foot since the transaction ended with Daughlin conveying his interest in the lot to Foot. This lot was located on the north side of the square where Gordon's store is presently located. Lot 66 is the lot on which Grenada Theater is located. At an early date a hotel was located on this lot. In 1855 lot 68 was bought by W. M. and H. S. Lake, and about the same time they acquired lot 67; the two purchases giving the brothers ownership of the south half of the block which was just north of the public square. The two hundred one lots sold by the Company during its existence were sold to seventy seven individuals who bought one or more lots. Some of the purchasers built homes and set up businesses in the town. Other purchasers were absentee speculators who bought early, hoping to sell later at increased prices. One of these speculators was John R. Marshall of New York City. He obtained several choice lots; did some trading, and ended by having the Yalobousha county sheriff sell several of his lots for taxes. The heaviest investors in town. lots included A. S. Brown, who bought twenty six lots for six thousand five hundred and ninety dollars; A. C. Baine, purchaser of eighteen lots at a total price of four thousand one hundred forty dollars and one cent; John Moore, who invested thirty six hundred and fifty two dollars in the purchase of eleven lots; and John Balfour who paid eight thousand three hundred and sixty three dollars for ten well located lots, and the Lake brothers, either individually or in partnership, spent three thousand six hundred sixty eight dollars and eighty cents for six lots.

Brown and Balfour have heretofore been identified as being among the Proprietors of the Tullahoma Town Company. A. C. Baine was an extensive land owner both of lots in the town and farming land in the vicinity of the town. William, H. S., George and Levin Lake were four brothers who came to Grenada from Maryland in 1835. From time to time they engaged in mercantile business, banking, insurance, warehousing, and other ventures. For almost one hundred years they and their descendants continued active in the business and civic affairs of the early town of Tullahoma, and the later town of Grenada. The brothers bought some of their lots along the Yalobousha river front, and it was one of these on which they built a cotton warehouse which stored much cotton during the days when the river was about the only way by which cotton could be shipped to the cotton factories in New Orleans. John Moore was an architect and builder who constructed some of the more pretentious houses built in the two towns, the houses presently occupied by J. L. Townes and Mrs. R. S. Jackson being two examples of his architectural and building skill. The lots along the north side of the town square were purchased by L. Cleveland, David Daughlin and Subal Foot. Those on the east side of the square were originally purchased by A. C. Baine, N. S. Neal and G. K. Morton. Those on the south side of the square were first purchased by J. Abbott, S. Tyson and A. S. Brown. On the west side of the square W. H. Whitaker and G. K. Morton were the original purchasers. The lot on which Grenada Bank is now located was purchased by G. W. Parker and John B. Pass. Other early purchasers of lots were G. Phillips, Sam Smith, Robert and John Williams, A. B. Jones, J. D. Melton, Green Crowder, J. D. Thomason, J. A. Mitchell, and J. A. Wilson. It is indicative of the importance which the Town Proprietors placed on the

ferry which they controlled that, in each lot sold which had a river front, there was a stipulation that no ferry rights were conveyed. Some of the early business firms established in the town, on or soon after its consolidation with Pittsburg, were those of L. Cleveland; Clark Daugan; Armour, Lake & Morton; as well as other businesses run by the Lake Brothers. Marshall was a silversmith, Major Jack Williams and Mrs. Annie Parker operated hotels.

Tullahoma, having made an earlier start in organization and sale of lot than in its neighboring town to the west, seems always to have been a place of more importance than Pittsburg. Beginning even before the union of the two towns, and continuing for several years thereafter, the business firms of Pittsburg gradually moved their locations to Tullahoma which became the chief business section of the united towns. Although the hard times of the period hit Tullahoma, it seems that it hit with less force than it did in Pittsburg. Fewer tax sales of lots in Tullahoma probably indicate that, because of its increasing importance as a business center, lots were more valuable in Tullahoma than in Pittsburg, and owners less likely to allow them to be sold for taxes. The increasing importance of Tullahoma as a trade center as early as 1835 is evidenced by a paper written or dictated by L. Lake. He states that he and his brothers moved from Maryland in 1830 to Jackson, Tennessee. In 1834 they moved to Hendersonville, an early town located about four miles south of the present town of Coffeeville. This town was started earlier than Coffeeville, and aspired to become the seat of county government. The first meeting of the Board of Supervisors of Yalobousha county was held at Hendersonville, but since the newly organized town of Coffeeville became the county seat, Hendersonville, after a very brief existence, was abandoned and its site became part of a plantation owned by Franklin E. Plummer, and called Oakchickamau. Soon thereafter the Lakes moved in 1835, to the town of Tullahoma. Mr. Lake lists the following business firms as being located in Hendersonville: Martin, Edwards & Company; John H. McKinnie; Armour, Lake and Bridges; H. S. & W. Lake; and McCain and Company. We have evidence that three of these firms later located in either Tullahoma or in Grenada after the consolidation took place.

As will have been seen elsewhere, the growth which made the consolidated rival towns Pittsburg and Tullahoma into the chief trade center of the area came from the removal of people and business firms from the other small towns of the area which towns were founded, flourished, and then declined, to the extent that most of their people and business firms removed to more favorable situations, of which the new town of Grenada was the most favored. During the first few years of their existence, neither of the two towns of Pittsburg and Tullahoma had any pretentious buildings. Practically all buildings, both residences and businesses, were frame buildings of no considerable value. It was only after the union of the two towns, and the growth of a well-to-do class of farmers and plantation owners in the new, rich lands of the area, that a better class of buildings were erected. As time passed it took at least two disastrous fires to remove all of the shoddy buildings ranged around the public square, the fires resulting in an ordinance forbidding the erection of any more frame buildings in the business section of the town. The story of this transformation will be related in the account of the union of Pittsburg and Tullahoma.

#### Tusahoma

Located about three miles up the Yalobousha river from Chocchuma, the town of Tusahoma began its existence slightly later than Chocchuma and lasted a few years longer. During its heyday it was probably the second largest town in what is now Grenada county. Of course, for the years of its existence as a town, it was located in Tallahatchie county. The second road established in Tallahatchie county was "viewed out," that is, it was located from Parsalia to Tusahoma. Parsalia was established in 1833 or 1834 and was located on

the south bank of the Yocona river in the northeastern part of Tallahatchie county, near the present village of Enid. It is probable that the first road located in the county was the road from Charleston to Carrollton by way of Chocchuma. Since there were ferrys at both Chocchuma and Tuscahoma, and since early roads led to each place, it was as a result of both these favorable circumstances that both became shipping points and places of some importance during the early years of the settlement of the area.

Tuscahoma seems to have been a project started by James A. Girault who was "Receiver of Public Monies" at the land office in Chocchuma. It was located in section sixteen, township 22, range 3 east. Since each sixteenth section of land in the Choctaw purchase was ear-marked for school purposes, it became necessary for the promoters of the town to obtain a lease from the school trustees of the township in which the section was located. Girault received a ninety nine year lease on the northwest quarter of the section, the lease beginning in September, 1834. Evidently other men were associated with Girault in the project since there is on record the following account of the organization of the Association of the Tuscahoma Company:

"The undersigned agree to form themselves into an association or company to be styled the Tuscahoma Company and agree by one of their members to buy the east half of the northwest quarter of Section 16, Township 22, range 3, east, provided the sum does not exceed in amount more than twenty per cent of the amount of shares recorded by the undersigned. Each of the subscribers is to secure, according to the laws of the state in relation to leasing of sixteenth sections, his proportion of purchase money to the satisfaction of the trustees within ten days or forfeit his share; each share to be one hundred dollars; half shares may be subscribed. Those who reside on improved lots are at liberty to take said lots at a fair valuation to be assessed by three dis-interested individuals of fair intelligence unless the parties themselves shall agree upon the valuation. If the holder of any lot, or lots, shall not accept the same at its fair valuation within ten days after the same shall be assessed, he shall forfeit his pre-emption right to the said lot, or lots. The value of such improved lots shall be applied first to the payment of the debts contracted by the company, to be paid to the school trustees of the township, and if the same shall not be sufficient for that purpose other lots shall be sold as early as practicably to raise a sufficient sum to pay said debts; the payment for improved and unimproved lots until said principal debt is paid shall be in one, two, three and four years from the 12th instance, after which the remaining lots shall be sold on such terms as the subscribers, or a majority of them shall agree, and the net profits are to be divided among the subscribers in proportion to the shares or half shares subscribed by each co-partner. If the said site of land should not sell for more than the amount of shares subscribed and not to exceed the sum more than twenty per cent then each subscriber is bound to supply his pro-rata share of the excess."

Shareholders in the Association and the numbers of shares subscribed for by each subscriber were as follows: A. S. Campbell 10, Samuel B. Marsh 15, James A. Marsh number of shares not listed, A. F. Stacey 4, G. M. Savage 8, Charles P. Flackly 2, Cyrus Parkhurst 5, James A. Girault 10, Thomas R. Girault 5, William Hunley number of shares not listed, E. L. McCracken 3, J. D. Carroll 5, L. McLaughlin 5, John Miller 6, Eli McMullen 5, and C. P. Alexander 5. The ninety nine year lease was purchased for the sum of eight thousand six hundred and sixty four dollars. From the reference in the agreement to surrender of pre-emption rights to lots it would seem that some of the persons involved had settled in the area of the town before land sales began and expected to be granted leases on the pre-empted area as soon as such leases could be made. Evidently L. McLaughlin was one of the early settlers and, under the agreement,

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wanted to purchase his property from the Association, since we find a deed, or rather a lease, by which Girault, as President of the Tuscahoma Company, gave a ninety nine year lease to McLaughlin for a consideration of six hundred and twenty five dollars on lots thirty, forty one and forty two "payable in four annual installments evidenced by four notes of one hundred fifty six dollars and twenty five cents each." On May 3, 1835, he leased lot number six in square number 12 to M. G. Shumate for a consideration of fifty eight dollars payable in three annual payments. In 1836 Tuscahoma was incorporated by an act of the state legislature. The first license to operate a saloon in Tallahatchie county was granted to a firm at Tuscahoma for a fee of fifteen dollars.

A. L. Campbell operated the ferry at Tuscahoma. Some of the business firms in the town were Girault & McRea; Campbell & Adams; Tulson and Company, J. Y. Blocker; Adams & Wilcox and J. D. Carroll & Company. Mr. and Mrs. Williams operated the Wayside Inn, the remains of which still existed as late as 1930. Tuscahoma Academy was not located in the town, but about a mile and a quarter southeast of the town at Guy's Corner, near the site of the present Holcomb Elementary school. E. Percy Howe began publication of a newspaper THE TUSCAHOMIAN in 1835. Like the town of Troy, a few miles up the Yalobousha river, Tuscahoma prospered for a few years, but, from a letter published in 1842, seems to have about reached the end of its existence as a place of importance. The letter, addressed to "Mr. Tyler" by an unidentified writer reads in part:

"A few days ago in company with Major James A. Girault, a planter residing near Tuscahoma, I visited that place, once the principal commercial emporium of North Mississippi, but now a deserted village...The scene was more forcibly impressed on the mind as the Major pointed here and there to improvements made by him at a time when the investment was considered one that would prove of permanent value. Major Girault was a liberal patron toward the improvements of this town; he was the prime mover in various branches of business such as merchandising, tavern-keeping, painting, brickmaking, carpentering, & all of which, I was inferred, caused an outlay which was never realized. There are yet remaining in this town two large two-story frame tavern houses one of which belongs to the Major, as also a large commodious mercantile house about 100 feet in length-many of the buildings have been moved, some for dwelling houses in the country..one store house has been removed..a distance of twelve miles...One of the buildings in Tuscahoma to which my attention was more particularly called, was the one formerly occupied by E. Percy Howe...I recollect well the "TUSCAHOMIAN"; that proved champion of Democracy...The building, to which I have alluded as the consecrated temple of Democracy, Major Girault was having removed to his residence for a school-room as he is educating his children under the care and supervision of a private instructress; a highly capable lady from one of the New England states."

Although his dream of a prosperous outcome to the Tuscahoma town project had not been realized, it would seem that Girault was still a man of considerable means, as evidenced by the fact that he was employing a private teacher for his children when the Tuscahoma Academy was still operating and that he was still the owner of considerable property in and about Tuscahoma. At the time of the publication of the letter, Girault was living on the plantation known as Bellview Place. This place, which was later bought by D. L. Holcomb, was

about a mile southeast of the area where the town of Holcomb is now located. Before Girault moved to this place, he had lived on a part of the land formerly used as the Elliott Indian Mission School. This place was about one mile south of the present town of Holcomb.

Although Tuscahoma was abandoned a town project when most of its inhabitants moved away, it still continued to be the center of some activity. The ferry which continued to operate until well after the Civil War was rather busy as there was a road connecting Grenada with Tuscahoma, and also a road running from Tuscahoma to Charleston. Before the creation of Grenada county people living in the vicinity of Tuscahoma had to go to Charleston for any business necessitating a trip to their county seat, so, many people from that part of Tallahatchie County, continued to cross the river at the defunct town, and perhaps to stop in the Wayside Inn which continued in operation for several years after the town had been very largely abandoned. The Tuscahoma post office was in operation as late as 1873, and the voting precinct was continued there to a much later date. The Tuscahoma ferry was operating as late as December 2, 1882, as evidenced by the following quoted advertisement: "I will pay highest price for cotton and cotton seed at the warehouse near Tuscahoma ferry. Ferriage free to all bringing cotton and cotton seed to warehouse. Walter Crump."

Since Girault was such an important figure in the development of the town of Tuscahoma it is of interest to note that he, like so many other of the early land speculators, eventually lost most of his land. Perhaps his greatest business mistake was in subscribing to a large number of shares of stock in the Mississippi Union Bank. On May 23, 1839, he subscribed for 2155 shares of the stock at one hundred dollars per share. The involved assuming an obligation of two hundred fifteen thousand five hundred dollars, which indebtedness was secured by a deed of trust which Girault gave to the bank. Included in the instrument given to make possible the purchase of the bank stock were the following property items as set out in the deed of trust; nineteen hundred and sixty acres of land situated in several different locations; all of Bellevue plantation containing three hundred and sixty acres; an undivided half interest in thirteen hundred and fifty eight acres of land in two locations known as Black Creek and White Place tracts; and fifty nine Negro slaves whose ages and work qualifications are listed. After a short, illfated operation the bank failed and when those people who had purchased stock were unable to pay for their stock purchases, the men in charge of the liquidation of the assets of the bank began to foreclose on the many deeds of trust given to the bank. Girault was one of those who lost much property in this process. One of the last land transactions relative to property in Tuscahoma will indicate falling land value in the town; the need of Girault for ready cash, and the somewhat ambitious plan for the town. In January 1836 Girault sold to James N. Bryne, Louis T. Harman, and Charles Briggs of New Orleans and Charles A. Lacont of Natchez, thirty six lots in the town of Tuscahoma for a consideration of two thousand four hundred and fifty dollars. These lots were located in twenty different blocks. Since these blocks were the same as town squares, we learn that there were at least twenty squares in the original plan of the town. It is probable that there were squares in which none of the lots listed in the above mentioned transaction were located. Since the sale of these lots took place in 1836 when the town was still a place of some importance we may assume that Girault was in dire financial straits at this time.

We have little, or no, information relative to the people who made up the stockholders and residents of the town. Samuel B. Marsh was a lawyer who practiced in the courts of Yalobousha county and speculated in land. He was probably not a resident of Tuscahoma. William Huntly was an employeé of the land office at Chocchuma who married a daughter of John Smith, one of

the Elliott Station Indian missionaries. John Miller was one of the Trustees of the Spring Hill Methodist church to whom James Marble conveyed eight and a fraction acres of land in the year 1835.

### Troy

The town of Troy, which in the early years of its existence, was expected to contend with Grenada as the chief town of the area, was the optimistic project of one of the most brilliant of the many young men who left their native states and came into Mississippi during the early years of the nineteenth century. They came to engage all branches of endeavor which would give them an opportunity to share in the prosperity of the new state. Robert J. Walker, the founder of the town of Troy, was a native of the state of Pennsylvania. He was graduated from the state university at the age of sixteen years. He studied law and was a practicing attorney at the age of twenty years. At the age of twenty two years he controlled the Democratic state convention of Pennsylvania to the extent that he was able to get that convention to endorse Andrew Jackson as a presidential nominee. In 1826, at the age of twenty five years, he came to Mississippi and began the practice of law at Natchez. In Natchez he became acquainted with Samuel Gwin and W. H. Gwin, two brothers who led the Jackson forces in Mississippi. United States Senator Poindexter had quarreled with President Jackson over federal patronage in Mississippi, Jackson being inclined to appoint friends from Tennessee to the better positions, while Poindexter insisted that these offices should go to Mississippians. Walker was known to be a very close friend of the President, so the Gwin brothers and other prominent men who helped lead the Jackson forces in Mississippi, looked upon this brilliant young lawyer as the logical person to run against Poindexter for re-election. Having broken with Jackson, Poindexter made the race for re-election as a Whig candidate. Walker received the support of the many Jackson supporters in the state and was elected in 1834 as United States Senator instead of Poindexter. He was re-elected in 1841 over his opponent, the brilliant Mississippi orator S. S. Prentiss. While serving in the Senate Walker became a very close friend of Tennessee Congressman James K. Polk and was very active in the campaign which resulted in the election of Polk to the Presidency. It is very probable that it was through the influence and advice of Walker that Congressman Polk had bought up some of the land opened up for settlement by the Treaty of Dancing Rabbit Creek. Polk's Mississippi land was located about three miles southwest of Coffeeville. In 1844 Polk appointed Walker to his cabinet as Secretary of the Treasury. In this capacity Walker financed the war with Mexico which came during Polk's term as President. Later, President Pierce appointed Walker Ambassador to China, which position he resigned after a brief tenure. His last public service was when President Buchanan appointed him Territorial Governor of Kansas. Mississippi historians have failed to recognize the powerful influence which this strange, brilliant, eccentric man exerted in Mississippi from the time he came to Mississippi in 1836 until he left the state in 1844 to accept a position in Polk's cabinet. A contemporary describes Walker in this manner: "a mere whippet of a man slooping and diminutive with a whezy voice and expressionless face." His wife, who stuck by him through both good and ill fortune, was a granddaughter of Benjamin Franklin.

Walker was probably the most extensive land speculator of the period, acquiring large areas of public land in Louisiana, Mississippi and Wisconsin. In 1833 and 1834 Walker bought, either individually or in partnership with Thomas Barnard, over nine thousand acres of land in that area which is now located in Grenada county. He paid from seventy five cents to a dollar and a quarter per acre for this land. At the land office at Chocchuma he, along with a large number of other land speculators, paid down one third of the purchase price of the land to James A. Girault, Receiver of Public Monies, and then had seven years time in which to pay the balance due on the land.

Of course these speculators expected to sell off the land, pay off their debt to the government land office, and still have a tidy fortune left from their land speculations. An indication of this optimism is a power of attorney given by Walker and Bernard to Thomas Ives on January 29, 1836, less than three years after Walker had secured his Mississippi land. By this instrument Ives was given the right to sell any land which Walker and Bernard had in the counties of Carroll, Tallahatchie and Yalobousha, for cash or credit to responsible people. No land was to be sold for less than six dollars per acre. Cash received from the sale of the land was to be deposited with the Receiver of Public Monies at Chocchuma to the credit of Walker and Bernard. Land not sold for cash was to be sold for one third of the purchase price paid at the time of the purchase, and the balance payable on notes due in one and two years after the sale. These notes were to be payable at the Planter's Bank of Natchez. It would seem that Walker and Bernard hoped to sell enough land for cash to settle their obligations to the Federal Land Office, and derive their profit from the notes which were payable at their home town bank.

Because of his friendship with Samuel Gwin, in charge of the Land Office at Chocchuma, and W. H. Gwin United States Marshall for the Northern District of Mississippi, Walker purchased much of the best located land in the counties mentioned above. He entered land about, or in the vicinity, of practically every town or village springing up in the area. Ironically enough, it was an action of his friend Andrew Jackson, which ruined Walker's chance of becoming wealthy through land speculation, and caused him to lose most of the land which he had purchased. Jackson had destroyed the Bank of the United States. As a result, much currency issued by state banks was in circulation. This provided easy credit and encouraged speculation. Jackson, in 1836, endeavored to lessen this speculation by issuing his "Specie Circular." This was a directive to government land offices not to receive any kind of money except gold or silver in payment of public lands. Since there was not much gold or silver in circulation, land speculators still owing the land office two thirds of the purchase price of the lands could not obtain sufficient specie to pay off their obligations to the land office, and many of them including Walker, lost about everything they had, and still were burdened with debt which most of them were never able to pay off.

Having been able to get in on the ground floor, so to speak, in the matter of purchasing so much land in 1833, Walker conceived the idea of founding a town, just as other men were founding towns at Pittsburg and Tullahoma. So Walker had a part of the east quarter of Section thirty three, Township twenty three, Range four east, land which he and Bernard owned, surveyed and platted for a town to be called Troy. The town was located on a bluff above the Yalobousha. Today the only evidence which is visible to indicate the former existence of a town on the location is the ruins of a few building foundations, and under-water snags of former pier piles occasionally noticed at low water stages of the river. For a few brief years Troy was a prosperous business center for a few energetic business firms which capitalized upon the busy river traffic carried on by small river steamers and keelboats. A wealthy class of large plantation owners lived in the vicinity of Troy and, because of the almost impassable state of most of the early county roads, it was advantageous for these people to take their cotton for shipment to Troy, and to receive their plantation supplies there. The swamps north of the Yalobousha river made it more difficult for people north of the river to haul their cotton to Grenada than to get it a greater distance to Troy over better roads. There were no swamps to cross to get to Troy and, for the people north of the river, no ferry charges to cross the river since Troy was on the north side. Much cotton from the vicinity of Coffeerville went to Troy. President James Polk shipped his cotton by way of Troy. Some of the leading families residing on plantations in the vicinity of Troy were the Leighs, Powells, Talberts, Bakers, Minters and Townes.

The plan of the town was rather ambitious, more than two hundred lots being marked off and ready for sale in 1834. On October 23, 1834, just about a year later than the beginning of the two little towns of Pittsburg and Tullahoma, just a few miles up the river, Robert J. Walker appointed Angus Chisholm and William Minter "my true and lawful attorney in fact for me and in my name, place and state, to sell, convey, transfer and convey with full warranty all my right, title and interest in and to the town of Troy and the adjacent land, being the South East Quarter of Section 33, Township 23, Range 4 East." We may accept this date as the beginning of the town, since this was the first time lots were to be sold. Since Walker in 1834 was engaged in his campaign for the United States Senate, he must of necessity depend upon others to conduct the business of the actual development of his town. If Chisholm and Minter were not already in business at the place at the time when they were empowered to begin the sale of lots, they were in business soon thereafter, trading under the firm name of Chisholm & Minter. They evidently did a large credit business since we find many deeds of trust given by different individuals to the firm to secure credit, or to satisfy the firm for some previously contracted debt. For instance, Morelan Myrick gave a deed of trust to the firm on 80 acres of land, one cow, one calf, and one sorrel horse; this instrument was dated June 20, 1836. In June of the same year, a man by the name of Pressley, gave the firm a deed of trust on eighty acres of land to secure his debt to Chisholm and Minter. In August 1837 Moses Wells gave a deed of trust on lots 77 and 78 in Troy to secure an indebtedness due Chisholm and Minter, and also a note in favor of Angus C. Chisholm and William Minter, Agents for Troy Town Company. In January of 1838, Wells gave a warranty deed to the firm because of default in payment of the above mentioned debt. There are many more similar transactions but these few will give some idea of the extensive credit extended by the firm of Chisholm and Minter. As will be shown later this liberality relative to credit, secured largely by deeds of trust on land, proved fatal to the firm when the money panic of 1837 hit with full force. Evidently there was another business firm in the town which was extending credit on deeds of trust on land. On January 21, 1837, in an instrument dated Troy, Mississippi, John Kirkpatrick, in consideration of \$1000 and cancellation of a debt of \$5000, conveyed to S. McMullen & Company "all of Block 7 in the town of Troy, said block containing eight acres." Among those owning lots in the little town were Isaac Brunner, Allen Gattis, William Ross, D. B. Magnard, W. M. Minter, James Minter, Thomas W. Beall, George W. Topp, D. B. Mann, L. C. Gillespie, R. Hammer, W. H. Hammer, J. Holloman, R. L. Jones and Thomas G. Bowles.

Although Troy for a few years was a place of some importance, it is doubtful if it ever was as large a town as some of the claims made by some of the older citizens of the town as they related traditions of the past to succeeding generations. It probably never had more than three hundred inhabitants. It is also improbable that, as some have maintained, Troy was a serious rival to the town of Grenada until the construction of the Mississippi Central Railroad through Grenada dealt a deathblow to the prosperity of Troy. As a matter of fact, Troy had become a ghost town some ten years before the railroad reached Grenada. It is very probable that the union of the two small Yalobousha river towns of Pittsburg and Tullahoma to form Grenada was the beginning of the end of the development of Troy. Dr. Isom who came to the future site of Grenada in 1832 as a representative of a St. Louis trading company and from that point fitted out a trading expedition to go trading into the Chickasaw country, states that when he came back into the area in 1838 he found the town in a bad state of deterioration, with only a few occupied houses remaining.

The few years following the Panic of 1837 evidently took its toll of the business formerly enjoyed by the town. The beginning of the end is probably indicated by the following excerpt from an instrument which indicates the

failure of the firm of Chisholm and Minter, and the assignment of their property to a trustee who was to liquidate their holdings in an attempt to settle their debts. In a document recorded on June 7, 1841, we find the following excerpt:

"James Minter, G. R. Morris and A. C. Chisholm, formerly merchants doing business under the firm and site of Minter Morris & Company grant to William Minter for a consideration of five dollars, all our right, title and interest in and to the following described land and lots situate, lying and being in the county and state aforesaid to-wit: Two twelfths of the Troy tract of land to-wit: The south east quarter of Section 33, Township 23, Range 4 east, and also two eights of a twenty acre tract of land on which the warehouse in the town of Troy now stands, and also the following town lots in the town of Troy, to-wit: Numbers 57, 58, 57, 177, 138, 139, 14, 39, 43, 72, 77, 78, 75, 87, 106, and also all the interest in and to the goods, wares, merchandise, notes, book accounts, belonging to or in any way pertaining to us as merchants trading under the name of Minter Morris & Company as aforesaid, and also the notes and accounts of Chisholm and Minter and G. R. Morris. Now the object of this conveyance and assignment is that the said William Minter is bound for us and liable as our security in the sum of twenty seven thousand eight hundred and twenty dollars as follows, to-wit: Five thousand three hundred and ten dollars to William M. Beal of New Orleans; two thousand dollars to Crutech & Company of Philadelphia, all said sums are now in judgement in the District Court of the United States, and the further sum of four thousand two hundred dollars to the Commercial Bank of Manchester, and seven thousand to the Agricultural Bank of Natchez, these last named two debts are not in judgement in the Circuit Court of Yalobousha County; and thirteen hundred dollars to Joseph Collins, this claim not sued on but now due; and perhaps some other debts now not recollected--William Minter to liquidate the property and to pay the overplus, if any, to the grantors."

This document not only indicates the magnitude of the firm failure, but is also indicative of the ease with which business men obtained credit from banks and business firms as widely separated as Philadelphia, New Orleans and Natchez. In 1844, about the time that Robert J. Walker went to his cabinet position in Washington, L. R. Steward, Yalobousha County Sheriff, began the sale of lots in Troy for failure to pay taxes on the same. It is probable that the date January 9, 1845, may be selected as the end of Troy as a town for on that date the sheriff sold one hundred lots belonging to Robert J. Walker for the high bid by M. L. Maynard of two dollars and thirty cents. This sale marks the end of Walker's dream of a fortune to be made in land speculation and town development. There must have been some activity at Troy for a year or so following this sale since we find on record a deed of trust, dated February 6, 1847, by which John Kirkpatrick gave William Minter, acting for William Clark, the right to sell, in case of default in payment of a stipulated obligation, certain property in the town of Troy, said sale to take place "before the tavern door of Thomas G. Bowles."

It would seem that the departure from Mississippi of Walker, a successful politician, but a financially ruined land speculator, co-incided very closely with the end of Troy as a place of importance as a commercial center, although because of its location at the intersection of several important roads, and the continued ferry service for people wanting to cross to the south side of the river, many people continued to pass through the town site, It was connected

by roads to Charleston, Coffeerville, Grenada, Hardy, on the north side of the river. On the south side of the river roads led to Tuscahoma and to an intersection with the Grenada-Greenwood road. The importance of the ferry is indicated by one of the last important land transactions connected with the town:

"Troy, Mississippi, December 13, 1845. James Minter (surviving partner of the late firm of Chisholm & Minter of Troy) appoints Thomas A. Beall agent in fact to sell or dispose and control in any way all the interest that we have in a certain parcel of land known as the Troy Ferry Lot Block, running from the ferry as it now stands on the Yalobousha river up the said river to the old mill and bound on the west by section line back to the river."

### Graysport

Graysport was settled during the early years of the Choctaw Cession. It came to be a place of considerable importance, and continued so long after the towns of Chocchuma, Troy and Tuscahoma became extinct. It was located at what was then considered the head of navigation on the Yalobousha river. Some of the early settlers came into the region and settled before the sale of Indian lands began. Under the pre-emption provision of the Federal Government these settlers were allowed to purchase the land on which they had settled after the public land sales began. A considerable number of the people who lived in the vicinity of the town also obtained their land by pre-emption.

The original entry book shows that the land on which the town was located, the south east quarter of section thirty six, township twenty three, range six east, was a float reservation of Ray Murdock, who sold his reservation to Thomas I. Porter of the state of Tennessee. In a power of attorney, given by Thomas I. Porter to Thomas C. Porter, the last named individual was authorized to settle any difficulties which had arisen over the fact that some other men were claiming the same land, on the basis of the pre-emption provision. On November 23, 1837, Porter sold this land, for a consideration of three thousand five hundred dollars, to John Williams, Hilliary Talbert, David Mabry, John B. Pass, Nathinael S. Neal, and Allen Gillispie. Since the price paid for this quarter section was a great deal more than other similar tracts of land were bringing, it is very probable that these men who bought the land had already begun a town on the spot and expected to pre-empt the land. Since a "float" or "floating claim" as they were sometimes called, had priority over a pre-emption claim, it was necessary for the purchasers to protect their interests by paying the high price for the land. A float claim allowed the owner to locate his claim anywhere in the cession, while a pre-emption claim could be perfected only if the desired land had not been located as a float. Much of the land in the Yalobousha river bottoms just west of Graysport had been obtained by pre-emption. Among those obtaining land by this method were Nathaniel Ingram, James Weir, A. Chapman, Jesse L. Verhine, Robert Williams, William and Lewis Southery, Richard Koonce, Robert E. Chamley, Berry B. Tillhon, E. Blair and Richard Tillman.

It would seem that John Williams was the person who thought that he would get the quarter section by pre-emption since on April 6, 1836, he conveyed to David Mabry, for a consideration of two hundred fifty dollars, "an undivided half interest in the south east quarter of Section thirty six, township 23, range six east." This transaction occurred over a year before Porter sold the same area to the several individuals who paid him the purchase price of three thousand five hundred dollars. Since both John Williams and David Mabry were members of the group making the purchase it is very probable that Williams and Mabry were the "persons unknown" mentioned in Porter's power

of attorney who were claiming the land. On December 10, 1836, David Mabry sold to the firm of Liard and Neal, a one sixteenth interest in the same land, for a consideration of one hundred twenty five dollars. All the men involved in these transactions were interested in the transaction with Porter by which they cleared their title to their interest in the land. From these several transactions we may date the beginning of the town of Graysport as about 1836 or 1837. In 1841 Allen Gillespie sold to John Williams, for a consideration of one thousand dollars "all my right and interest in the east half of the south east quarter of section 36, township 23, range 6 east commonly known as the town of Graysport." This is the first transaction of record in which the name of the town is given. On March 22, 1850, David Mabry sold to Hilliard Talbert his one eighth and one sixteenth interest in the town.

The rather ambitious plan for the town provided for two wards known as north and south wards, which were separated by Monroe street. The streets in the north ward were Bluff, Congress, Jefferson, Madison, and Monroe. In the south ward there were five streets, Pine, Broad, Sycamore, Cypress and Cane. One hundred fourteen lots were laid off in the north ward and one hundred eight in the south ward. Among those owning lots in the town at some time were Henry Trussell, James S. Trussell, J. L. Obannon, B. F. Johnson, John A. Murray, J. E. Evans, E. Newberger, O. H. Perry, J. B. and A. E. Pass, the firm of Campbell and Aldridge, and E. G. Harris. On April 13, 1858, John J. Gage and wife Elizabeth sold to Harris seventeen lots in the town for a consideration of eighteen hundred dollars. This transaction would seem to indicate the decreasing importance of Graysport as a trade center. Lots in Graysport continued to be sold at a much later date, but the sale price reflected the decreasing importance of the town. For instance, in 1861 James Weir and wife sold to Eli C. Spears for a consideration of fourteen hundred dollars three lots, one of them being described as "the ferry lot." Because of the considerable sum paid for these lots we presume that the transaction included a ferry located adjacent to the ferry lot. We do know that Spears did operate a ferry at Graysport as late as 1875. After the organization of Grenada county in 1870, some citizens of Graysport petitioned the Board of Supervisors to buy this ferry and make it a public ferry, but the board rejected the request. In 1869 O. H. Perry sold Spears four lots for a consideration of sixty dollars.

Graysport was named for a man by the name of Gray who owned the west one half of the south east quarter of the section on which Graysport was located. During the early years keel boats, and perhaps small river steamers, came up the river as far as the town. It was an important cotton shipping point during the early years of its existence. The early town had a Baptist and a Presbyterian church. They also had a nice school building with an eight months school supported, very largely, by the citizens of the town. There was a race track near the town and saloons. J. Obannon continued to sell liquor in the town until well after the establishment of Grenada county. The town was surrounded by a number of prosperous plantations, and the early merchants did considerable business. The importance of Graysport as a cotton shipping point is indicated by the numerous loans made to farmers and merchants in Graysport and vicinity by commission merchants and cotton factors in the city of New Orleans, who wished to induce the people receiving loans to let the New Orleans firms handle their cotton. These commission merchants took deeds of trust on land, livestock and growing crops, and in addition, required the people who borrowed the money to agree to let them handle the sale of their cotton. Two of the New Orleans firms operating in this manner as late as 1870 were J. Chaffee & Brother, and J. Williams & Son. An example of such a loan is the deed of trust, given in 1870 by L. C. Lee to secure a loan of several thousand dollars from J. Chaffee & Brother, in which instrument Lee gives as security for the loan, a deed of trust on certain lands outside

the village of Graysport and "on my residence in Graysport and lots 22 and 23 in the same town, as well as the growing crops on one hundred fifty acres of cotton and about the same number of acres of other crops, as well as a dozen head of horses and the oxen now used on my plantation." Perhaps it is an indication of the harsh financial demands of the early post-Civil War years, that a large planter would have to mortgage everything he had in order to get money to produce his next crop. It is very likely that these New Orleans firms had local agents in places such as Graysport and Grenada. From transactions taking place between the firm of Bodenheimer & Parker, which seems to have begun operations in Graysport, and later moved to Grenada, and J. Chaffee & Brother, we are led to believe that the first named firm acted as agent for the second named firm, in Graysport and Grenada. There are recorded some deeds of trust on lands in the vicinity of Graysport in which L. Newberger is named as Trustee in deeds of trust made out in favor of certain commission merchants in New Orleans. Evidently Newberger was an early merchant in Graysport. The W. P. A. Source Book on Grenada County has an excerpt from a letter, written by Mrs. L. E. Evans of Memphis, in which she writes, relative to the merchants of Graysport: "The few merchants seemed to do a thriving business, as they soon accumulated enough money to move to larger business places. Mr. Newberger, at the close of the Civil War, moved to Louisville, Kentucky to educate his children."

The men referred to in this letter was Leopold Newberger, an immigrant boy from Bavaria. He was set up in business by an uncle who gave him a few dollars to buy supplies needed to become a "back-peddler," that is, a person who wandered over the country roads with a small supply of varied merchandise to sell to the people living in areas remote from trading centers, either by distance or impassable roads. This Newberger became a man of considerable wealth. He was responsible for the establishment of the Newberger Cotton Company, which in the years following the Civil War was domiciled at Coffeetown with agents in Oakland, Hardy, Grenada, Graysport, and other places. Newberger & Company is reported by the Grenada Sentinel of February 1892 to have handled twenty seven thousand bales of cotton during the cotton buying season of 1891-1892. The company in Coffeetown did business as general merchants as well as cotton buyers. Other early business firms in the town were one run by Mrs. McCaslin who seems to have been operating a dry-goods establishment. In the letter from Mrs. Evans from which an excerpt has previously been given: "A. J. McCaslin of Grenada is a grandson of one of the first settlers and a very fine character, Mrs. McCaslin. She ran the town's fashions for more than fifty years." Another firm was that of Parker Brothers.

A letter published by the Grenada Sentinel and dated February 11, 1882, will indicate the continuation of Graysport as a trading center; the identification of two business firms still doing business in that town on that date, and transportation difficulties of the period: "We are expecting a visit soon from a large size craft, a flatboat now at Grenada sails for this point tomorrow morning, as we learned today. The boat is laden with corn, meat, meal, and other necessary supplies purchased by our enterprising merchants Messrs. Parker and J. Walters & Son. The boat, I believe is owned by Captain Perkins, and will probably get a full load of cotton on its downward trip, as the road between here and Grenada is almost impassable with a loaded wagon. This opportunity to move their cotton and bring supplies should be hailed with delight by our farmers along the Yalobusha." Although for a quarter of a century Grenada had been a railroad shipping point for Grenada and adjacent counties, people were still using more primitive methods of getting their supplies from, and their produce to, Grenada.

Among the early settlers in and about Graysport not already mentioned were Dr. L. M. Mays who was family physician to many families of the area, Captain G. F. Ingram who was born in South Carolina. In 1851 he married

Rebecca D. Perry who came to the vicinity of Graysport with her father Zadoc Perry. John C. James came from Watauga county, Alabama, first to Shelby County Tennessee, and then to settle on Horsepen Creek at a point about three miles Southeast of Graysport. Dr. William T. Willis was born in Orange county Virginia but moved with his family into Alabama. In 1832, before the public sale of Choctaw lands began, he settled in the wilderness near the area which later was to become the town of Graysport. Dr. Willis was a graduate of both the Jefferson and Philadelphia Medical Colleges, but upon locating in Mississippi he did little or no medical practice. He became engaged in clearing and cultivating the rich lands upon which he had settled. Nicholas and Sarah Majet came to the vicinity of the Graysport in 1836. He was the descendant of a French Huguenot family of North Carolina. Major Jack Williams came from South Carolina to Mississippi and settled in the area where Graysport was soon to be located. He arrived in May 1835, just about the time the little town had its first beginnings. He assisted in opening the road from Graysport to Grenada. It is said he was a planter, trader and riverboat man. Oliver H. Perry came with his father Zadoc Perry to the Graysport area in 1842. His son, J. C. Perry was a businessman at Graysport and later became Circuit and Chancery Clerk of Grenada county. John B. Pass, heretofore mentioned as one of the men who bought the town site of Graysport from Thomas I. Porter, came to Grenada county in 1832. He evidently first settled at, or in the vicinity, of the future town of Graysport. Afterwards he moved to Grenada and built the first brick building in that town. He engaged in the merchantile business for some-time, and then moved to the farming lands which he owned, and became a successful planter. He owned much land and many slaves. His son W. N. Pass became vice-president of the Merchant's Bank in Grenada, and a director of the Grenada Ice Factory. In the year 1838 William Conly, James S. Gordon, Joseph Ligon, William W. Smith, Joseph Lamon and James Weir owned land in the vicinity of Graysport.

From the early years of its establishment, Graysport seems to have been the center of a very prosperous farming community. The effects of the Civil War and the ensuing period of reconstruction had a demoralizing influence on that prosperity in this, as well as most other communities and towns in the area. One evidence of the harsh financial circumstances of the period is the sale, on August 20, 1866, of five lots in Graysport, by B. F. Johnson to John T. Parker for a consideration of four hundred fifty dollars. Another and a more forceful indication of the financial distress of the time, is the record of thirty two hundred acres of land, largely in the vicinity of Graysport, which Leopold Newberger purchased at various tax sales, for the small total sum of twenty three dollars and sixty cents. It is possible that much of this land may have been redeemed at a later date by their former owners, although Newberger still possessed a considerable acreage of this land at the time of his death. The tax sales under which he purchased this land were held in 1864 and 1868.

Although Graysport was a declining town by the time the hard post-Civil War years took their toll, it continued as a place of some importance for many years to come. In 1888 a newspaper article in the GRENADA SENTINEL gives this description of the town: "It is one of the oldest towns in the state, once an incorporated town, and, at one time, as many as four keel-boats could be seen anchored here, and as many as four thousand bales of cotton in her warehouses. Much horse-racing, gambling and drinking was carried on. The town has no lawyers but two doctors, Dr. Tilman and Dr. Mays, and the following business firms: Parker Bros., Ingram & Willis, James Trussell, Walters & Son, Rayburn Bros. and Keeton & Smith." The construction of the Grenada Reservoir was the final blow in the extinction of the little town, the town site and much of the adjacent farming lands becoming a part of the land acquired by the Federal Government for the reservoir project.

## Chapter III

### TRANSPORTATION

The Choctaw Indians spent most of their time in villages established throughout the area which they controlled until the Treaty of Dancing Rabbit Creek resulted in most of these Indians giving up their lands and migrating west. Since they were social-minded, they visited from one village to another. They frequently gathered together to go on big hunts, and on occasion, assembled to defend against, or make war on other tribes. Because of these several needs for communication between the Choctaw villages, paths had been established between the centers of Indian population. These paths, which were mere trails, and not adapted to wheel traffic, served the Indians for a long time, but were not of much use to the white settlers who came into the area after the land was opened up for settlement.

The only north and south road of any importance which ran through the area which became Grenada County was the Rankin-Memphis road. This road had been established some years before the signing of the Treaty of Dancing Rabbit Creek. Its primary purpose was to give a route by which the people of South and Central Mississippi could cross the Choctaw country and reach Memphis and other Tennessee towns. When the North Mississippi Choctaw lands were made available for purchase by white settlers, this road was the chief route by which settlers from South and Central Mississippi reached the new area. We have been able, by a study of the field notes of D. W. Connely who surveyed the western part of the area which eventually became Grenada county, to establish the approximate location of the Rankin-Memphis road. It came into that part of Carroll County, which is now a part of Grenada county, in the eastern portion of Township 21, Range Two East. In a general way it followed the range of hills just east of the rich delta section of the area. It ran almost due north for a portion of its course across Carroll county, but as it reached the vicinity of the area where the village of LeFlore is now located, it began to bear northeast to a point about two miles south of the town of Chocchuma. At this point the field notes state that it crossed the Rankin-Elliott road. This cross road extended from this point, by way of the place sometimes known as "Duncan's Crossing" to the Elliott Indian Station which was located just a short distance south of the present town of Holcomb. The Memphis-Rankin road then began to bear more to the east, passing near the area where Holcomb is now located and on to the vicinity of Dubard, where Connely notes that the road crossed the farm land of Chief Turnbull. This point was the eastern boundary of the survey made by Connely and the man who surveyed the area on to the east did a much less adequate job in his field notes. He does not note the location of the roads which he crossed in his survey. The route might be lost were it not for the fact that a deed given to Hardy Perry, a half-breed Indian, helps us relocate the road. In that deed Perry received a deed to the land about the place of his residence, which land is described in the deed as being located "on the Rankin-Memphis road about six miles north of the Yalobousha River." By a check of the land records we find that Perry's reservation was in the Riverdale community, a little northwest of Grenada. In Connely's field notes he had mentioned crossing the Rankin-Memphis Road at a point which we discovered to be in the vicinity of Oxberry. Evidently, after reaching the vicinity of Perry's place, the road bore to the northwest passing through that part of Tallahatchie county which is now a part of Grenada county. This would place the road very near to the place where, in 1834, George W. Martin established the Auverigine Plantation. Mr. Martin had been a staff officer with General Jackson in the battle of New Orleans, and was a lifelong friend and supporter of the General in his political battles. He was the grandfather of the late W. B. Hoff who for many years was a prominent

businessman and constant booster of Grenada. Mr. Hoffa's mother, the daughter of Mr. Martin, was born on the plantation mentioned above. From the vicinity of Oxberry the Memphis-Rankin road continued on into the area which is still a part of Tallahatchie county. Oxberry is located on the land reserved for Chief Oxberry and his children. The chief had been one of the interpreters who assisted the land agents at Chocchuma. The only other road mentioned in the field notes was the Elliott-Mayhew road. After the Elliott Indian Mission had been established at Elliott, men from that station went across the country to set up another station somewhat north of the present city of Starkville, so we presume that they established some kind of passable road between these two Indian stations.

We do not have much information relative to the manner of establishing roads in the area after white settlers came to it. We do have an early record relative to the marking out of a road from Parsalia, located on the Yocona River in the northeastern part of Tallahatchie county, to Tusahoma on the Yalobousha River. Another early road was marked out from Charleston on the ferry at Chocchuma which road, after intersected the Rankin-Memphis road a little south of Chocchuma, extended on to Carrollton. It was not until after the founding of the towns of Pittsburg and Tullahoma that any passable road was established through the eastern part of the area. Early settlers who came down the Natchez Trace and turned off that route near Houston reported the trails westward as almost impassable.

As the several towns of the area were founded and developed, roads were marked out between them. The people of the area which now comprises Grenada county had to go to four different countyseats to transact business. Those in the northwestern part of the present county of Grenada went to Charleston for this type of business; those in the southwestern part of the county went to Carrollton; those in the extreme southeastern part of the county went to Greensboro, and those in the remainder of the county went to Coffeeville. Of course these above mentioned towns were county seats of those four counties out of which Grenada county was created. Roads were marked out from the northwestern part of the county to Charleston; from the southwestern part to Carrollton; from the southeastern part to Greensboro, and from the central and northeastern parts of the county to Coffeeville. We do not have any authentic records of the establishment of most of these roads. The Yalobousha County Minutes of the Board of Supervisors were lost in a fire, so we have no official record of the establishment of much of the early road system of the area which is not Grenada county. Since Grenada county was not created until 1870, the Minutes of the Board of Supervisors does not record the time and manner of the establishment of the county roads, but does indicate the existence and names of the several roads, in those parts of the minutes which give the names of the men appointed as "Road Overseers." Overseers were named to supervise the maintenance of the following designated roads: Grenada-Graysport; Grenada-Houston; Grenada-Providence; Grenada-Pittsboro; Center Road branching off the Grenada Providence Road at a point four miles east of Grenada; Grenada-Duck Hill; Grenada-Coffeeville; Graysport-Torrance; Grenada-Carrollton; Grenada-Hardy Station; Grenada-Troy; Grenada-Greenwood; Charleston-Carrollton; Grenada-Greensboro; Troy-Charleston; and Tusahoma-Grenada. It is probable that at the time of the creation of Grenada county these roads were about in the same locations and the same miserable condition as they had been during the early years of their establishment. They were supposed to be maintained by the people living along the various specified sections of the roads. The county did maintain bridges and ferries, but otherwise spent no public funds on road maintenance. This condition was to continue for a quarter of a century after the creation of the county before the supervisors began to let road maintenance be bid in by private contractors. This was a little improvement, but it was not until well in the twentieth century that the roads were graded and covered with gravel. It was still later that some of the roads were paved.

These county roads served, in a measure, to enable the people of the various towns and communities to go from their homes to the other localities in the area. They also served, during several months of the year, to allow farmers to take their produce to markets in the trading centers, and to take home necessary supplies purchased in those trade centers. During the heavy rains of the winter months this transportation over the county roads became very difficult and at times, almost impossible. The merchants in the trading centers who bought farm produce, and supplied the farmers with necessary supplies, needed a better system of transportation than these crude dirt roads. This transportation to the outside world was supplied first by water transportation, and later by railroad transportation.

#### The Yalobousha River--Early Economic Lifeline

Living as we do, in an age of rapid and efficient transportation, it is hard for us to envision the transportation difficulties faced by the early settlers of this area. Lacking all modern facilities such as railroads, well-developed highway systems, and speedy transportation by motorized vehicles, the early settlers had to depend upon un-improved, and at times, impassable trails which were called roads, and upon uncertain water transportation. Today, as we look at the Yalobousha River, shallow and filled with snags and sandbars, it seems a very unlikely channel of commerce, but in the early years of the settlement and development of our area, it was an economic lifeline connecting the settlers with the outside world. An indication of its early importance is the fact that the early towns of the area--Chocchuma, Troy, Tusahoma, Pittsburg, Tullahoma and Graysport--were located on the river. Because of a watershed, much of which contained heavy vegetation, much falling rain was absorbed to a considerable extent, resulting in a more gradual flow of this water into the tributaries of the Yalobousha river. This resulted in a more even level of water in the river channel than we have today, but even so, any heavy river traffic had to be confined to a few months in the winter and spring when heavy rains maintained a sufficient depth of channel to bear heavy traffic. During these months the agricultural products sold in the markets of the outside world went down-stream on the river while the up-stream boat trips carried cargoes to stock the shelves of the river-town merchants. During these early years small steam-boats, keelboats and even flatboats were engaged in Yalobousha river traffic. Some early steamers made the long trip from Grenada to Vicksburg on the Mississippi river, but the keel boats and flatboats, having only manual motive power while going up-stream, confined their trips to the shorter run to Williams Landing on the Yazoo River. This was a transfer point where goods were exchanged by the larger Yazoo river boats, and the smaller Yalobousha river boats. It was located near where Greenwood was later established. The keel boats and flatboats had a comparatively easy trip down-stream, but on the return trip upstream had to use long poles to push their craft up-stream, or to attach ropes to the boat and walk along the banks towing the vessel. This was not conducive to heavy loads being carried up-stream by craft of this sort. For a quarter of a century the Yalobousha bore most of the commerce of the region situated along its banks, and even later, it made a considerable contribution to certain types of transportation. When better methods of transportation began to divert most of the long haul commerce from the river, it continued to serve short haul traffic to Grenada from communities down and up the river during the winter months when impassable roads made it almost impossible for those people to get their cotton and other agricultural products to market by use of the county roads.

So far as we know, the first boats, other than small craft used by Indians and itinerate white traders, to come up the Yalobousha River were the keel boats used by Nat. Howard and Thomas Isom. Although they did not make the journey together, both tied up their boats in the vicinity of the plant of the Mississippi Cotton Seed Products Company. At that time the site was covered

with a cane-break. Later it was to become a part of the town of Pittsburg. Howard set up a tent here and began trading with the Indians. Isom took his goods overland to the territory occupied by the Chickasaw Indians. They came up the river in the spring of 1832, over a year before the sale of the Choctaw Lands began at Chocchuma. We have no information as to the first steamboat to reach this area. The second steamboat to reach the vicinity came after the establishment of the two little towns of Pittsburg and Tullahoma. Its arrival was announced by the PITTSBURG BULLETIN in its issue of December 10, 1835: "Our town was visited on Saturday last, by the steamboat RICHMOND, Capt. Savage. This is the first steam boat which has arrived here this season, and the second that has ever penetrated so far up the Yalobousha as Pittsburg, but surely two experiments are sufficient to test the practicability of navigating the river by steam. The Captain of the RICHMOND informs us, that between this place and Tuscahoma, there are fewer obstructions to steam boat navigation, with the exception of projecting trees, than below the latter place, and that with a small expenditure the navigation of the river to that point might be rendered excellent. With this fact staring them in the face, will not the citizens of Grenada, Pittsburg and Troy unite their efforts for the accomplishment of an enterprise so beneficial to those towns and their vicinities, as would be the improvement of the navigation of the Yalobousha?" Steam boat activity on the river increased from an occasional visit such as the one described above, to the regular schedules runs up and down the stream. We don't know how early regular schedules were established, but do have information to the effect that such a schedule existed in 1842. On January 22, 1842, the WEEKLY REGISTER carried the following advertisement: "YALOBOUSHA PACKET-The new light draught, staunch built steamer YAZOO PLANTER, S. M. Hall, Master, has now commenced her regular trips, and will continue to run as a Weekly Packet, during the season between Williams Landing and Grenada. For freight or passage, having very excellent accomodations, cabin all in state rooms." Steam boats did not oust keel boats as a means of river transportation. On January 29, 1842, the WEEKLY REGISTER carried the following advertisement: "Just arrived the new and splendid Keel Boat HENRY CLAY. From Maysville, Ky., with a full cargo of produce consisting of the following articles, Viz.; Four, best quality, best rectivied whiskey, Bulk Pork, Lard, Bourbon Whiskey, five years old, assorted stoneware, cheese, wooden ware, small lots of medicine suitable for families, Window Glass large sizes, blue and black ink, Tin Ware, Books, Cog., Brandy, Pipes, Ploughs, Cigars, good quality chairs, Beef in bbls., a few barrels of best Ale, Salt in bbls., and various other articles which will be sold low for cash. The planters and citizens are invited to call and examine them. I will also take freight for New Orleans on low terms with privilege of re-shipping at Williams Landing." The above quoted advertisement is interesting, not only as it contributes information relative to Yalobousha River transportation, but also as an indication of the kind of goods in demand in Grenada nine years after the first white settlers came into the area. Bourbon whiskey and cigars were not usually found in pioneer settlements so soon after their establishment.

As the river began to get low during the late spring, river traffic gradually lessened, and did not pick up until the fall rains caused the river to rise to a satisfactory level. During the dull summer months the boat owners repaired their craft, and solicited business for the fall and winter season. On June 4, 1842, the WEEKLY REGISTER carried the following advertisement: "To Planters: The undersigned will run their good and substantial Keel-Boat 'NORTH STAR' between this place and Williams Landing and the ensuing season, and will be ready to take COTTON, or other Freight, and give Bills of Laden through to New Orleans as soon as the river rises." River boats were owned by local residents of Grenada, and engaged in competition with boats not locally owned. Some of the local boat owners were in the business merely for the money to be earned, but we learn that other citizens banded together to build or purchase

boats in order that they might give enough competition to other owners to keep rates from becoming exorbitant. We learn that in 1840, three prominent local citizens were involved in a boat trade. William O. Bryan sold to A. C. Baine and George P. Morton a one-half interest in "the Keel-Boat MONROE, and the Flat-Boat S. S. PRENTISS."

Since most all cotton produced was shipped by river, the problem of storage of bales of cotton, ginned before there was enough water in the river to justify navigation of the river, was a problem which was met by rough sheds called cotton sheds. At one time one of these cotton sheds was located on the lot at the intersection of Depot and Doak streets on which is located what is known as the Roane Building. It is probable that this shed was constructed after the traffic on the river ceased to be of importance, since during the hey-day of the river traffic it was more convenient to have the cotton sheds located on the banks of the river. On September 24, 1842, one of the owners of such a cotton shed solicited business in the following advertisement carried by the WEEKLY REGISTER: "Having procured a good Cotton Shed, lately occupied by Col. Morton, and put it in first rate order for the reception and preservation of Cotton, we are prepared to Store any Freight which may be consigned to our care, and will preserve it in good condition Free of Charge for storage, if shipped this season on our boats--if shipped on any other, the charge being at the usual rate. We will take cotton through to New Orleans at the lowest customary prices." The advertisement indicated that A. White and J. D. Jackson were agents for the owners of the enterprise. No indication is given as to the location of the above-mentioned shed, but it was probably on the river. We do have positive information relative to the location of cotton sheds on the banks of the river. This information is derived from an advertisement inserted in the WEEKLY REGISTER on November 5, 1842. In this advertisement George W. Lake informs the public: "Freight Storage: I have a cotton shed on each side of the river; and planters and others who may wish to haul cotton to this place can have their cotton stored on either side of the river at customary rates. I have also two good Keel-Boats, 'HENRY CLAY' and 'NEPTUNE' that will run between this place and Williams Landing through the ensuing season, and freight cotton and merchandise at customary rates." In the early fall of 1842, the river traffic was in full swing. On October 7 of that year, the following news item was printed in a local paper: "Something New: The Keel Boat NORTH STATE started in gallant trim from our wharf on Thursday last with a load of cotton for New Orleans and a market. Capt. E. Kerwin had the honor of commanding the first boat that ever descended the Yalobousha in the month of October." As late as March 11, 1843, the river was still navigable. On that date the newspaper HERALD ran the following news item: "The river is still in good boating order. Most of the cotton had been carried off and the boats are all returning with rich cargoes to our merchants and others. By the way, our friend Munford has some of the finest apples ever brought to this place only \$1.75 per bbl. Oats, Potatoes, Flour, Onions etc. are plenty in town, and low, for cash." On May 27, 1843, THE HERALD had an editorial relative to the prospect for increased river navigation: "The experiences of the last ten years have demonstrated the practicability of navigating the YALOBOUSHA RIVER from Williams Landing to this place, with STEAM BOATS from four to five months during the business season of the year, with as much regularity and certainty, and with much more rapidity, than half the expense, than it is now done with Keel Boats. Then why not have a regular packet between this place and Yazoo? Why do not planters & merchants of this vicinity unite together as one man and encourage the construction of a Steamboat especially adapted to their wants? The saving to the country in down and up freights in a single season would be greater than the outlay of capital necessary to effect so desirable an object. We are glad to perceive that the public mind is already directed to this subject by our enterprising fellow-citizen, W. W. Munford, whose proposition to raise one hundred hands for ten days in the month of August (a season when the planters are generally at

leisure) to remove obstructions on the banks of the river from this place to the mouth of the river. We understand that Maj. Munford, if properly encouraged, will have a regular Steamboat Packet from this place to Williams Landing the next freighting season." The editorial writer states that the greatest obstacle to a united front among business leaders to encourage the establishment of a regular steam river packet, would probably be the opposition of the owners of Keel Boats who had rather large financial investments in these boats. The editorial continued in the following words: "Some of our most enterprising merchants have withdrawn a portion of their capital from their regular business and invested in Keel Boats in order to prevent exorbitant rates in the transportation of their own freight."

Captain Munford must have succeeded in receiving the necessary encouragement to justify his project since on July 27, 1844, the paper HARRY OF THE WEST reports: "We are glad to learn that Capt. Munford has a Steam-Boat now building at Cincinnati expressly for this river, and will be in the Yazoo in October ready for the first rise to come up to Grenada. There are still some little funds yet on hand, and there are several who subscribed last year, both in labor and money, that have not yet paid. Capt. Munford intends commencing work again on the river in the first part of August, and is desirous that all who intend to help him, should come forward with their labor or money next month." From the above quoted news item it appears that a number of interested people had joined hands with Captain Munford in the project to clear out obstructions to river navigation. On August 17, 1844, the above named newspaper gives a progress report: "THE RIVER: we understand that the little company under the direction of Maj. Munford has proceeded as far as Troy, sweeping the river clean as they go. It shows what a little perseverance will do, and how easy the Yalobousha might be put in such order as to become an invaluable auxiliary in the prosperity of this part of the country. Let us all then put our shoulders to the wheel; Now is the time."

On December 14, 1844, the same paper proudly tells of the successful termination of the efforts to make the river safe for steam boat navigation: "The fine Stean Boat ENTERPRISE, Munford Master, arrived here on Thursday last. The ENTERPRISE carries 800 bales of cotton and was built expressly for the navigation of the Yalobousha river from this place. Captain Munford deserves great credit for his spirited efforts to improve our river and to put in trade so fine a boat. We hope that he will be liberally patronized and amply rewarded for his efforts. The ENTERPRISE left Tuesday on her downward trip." On January 18, 1845, the editor boasts of the speedy river transportation now available to the people of Grenada and vicinity: "Arrived on Sunday last, the Steam Boat ENTERPRISE, Capt. Munford, 18 hours from the mouth of the river. This is the quickest trip we believe that has ever been made. She brought freight to sundry merchants of this palce, but as they don't advertise we shall not name who they were. She may be expected to make trips weekly as long as the water is sufficient; of which there is an abundance, and more at this time falling." On November 15, of that same year, the editor was concerned about the lack of water in the river channel: "The Yazoo River is so low at this time that our merchants cannot procure their goods; some are waggoning from Memphis, some from Yazoo City. Our Majestic Yalobousha is many feet below low water mark; but no danger of starving yet--wild ducks, squirrels, fish and rabbits are in abundance."

It is probable that Yalobousha River traffic followed the uncertain pattern given above until the arrival of railroads to Grenada. After that date, river traffic practically ceased, with the exception of some short-haul Keel Boat runs up and down the Yalobousha and Schooner river, to carry supplies and bring to Grenada cotton for the benefit of planters who lived near the rivers, and who had difficulty in making trips to and from town over

the roads which were usually almost impassable for any considerable load during the winter months. There were also spasmodic attempts made to run cargo to the Yazoo River, which continued to serve as an important channel of commerce. These attempts were made in protest to rates sometimes charged by the railroads on freight shipments.

In 1879 the Grenada County Board of Supervisors made a feeble attempt to improve the river channel. They passed the following quoted order: "Ordered by any money in the County Treasury not otherwise appropriated for the purpose of cleaning out the Yalobousha River in the County of Grenada, and that Dr. William Mcswine, Capt. R. H. Turner, and Capt. R. N. Hall, be and are hereby appointed a Committee to authorize the drawing of the said money when the work is done, or as it is being done." A report in the GRENADA SENTINEL, published in February, 1882, may indicate that this effort on the part of the Supervisors to clear part of the river from obstructions, was made in behalf of the short-haul Keel Boat traffic on the river. That report in the form of a letter written from Graysport reads: "We are expecting a visit soon from a large size craft, a flatboat now in Grenada, sails for this place tomorrow morning, as we learned today. The boat is laden with corn, meal and other necessary supplies purchased by our enterprising merchants Messers, Parker and J. Walters & Son. The boat, I believe, is owned by Captain Perkins, and will probably get a full load of cotton on its downward trip, as the roads between here and Grenada are almost impassable with a loaded wagon. This opportunity to move their cotton and bring supplies should be hailed with delight by the farmers along the Yalobousha." Another account of the influence which the bad winter roads had on short-haul traffic on the river was given by the GRENADA SENTINEL on February 25, 1882: "The Keel Boats plying the Yalobousha river and the Schooner east of this place, came down last Sunday afternoon loaded with cotton. One of the boats takes freight up the Yalobousha River and the other up the Schooner, and we understand, both are doing a profitable business. The boats ought to be encouraged in their undertaking, as it saves our farmers a great deal of hauling over the bad roads. The boats on their return trip carried over two thousand dollars worth of goods purchased from two of our popular merchants."

In December, 1883, the GRENADA SENTINEL reports another venture at Steamboat navigation of the river: "The Steamboat J. H. Williams, recently purchased by the Grenada Oil & Compress Company to run between this point and Greenwood for the purpose of bringing cotton seed here, landed at our town on Wednesday the 19th inst., loaded with 1300 sacks of cottonseed. The boat is 92 feet long; 22 feet wide and one hundred tons burden." Evidently this attempt to bring delta cotton seed to the Grenada mill was not profitable, since the March 1, 1884, issue of the SENTINEL reports the boat as operating under a new owner: "The steamer J. H. Williams, Capt. Walter Crump Commanding, is now making regular semi-weekly trips between this place and Greenwood. The WILLIAMS was formerly owned, the Grenada Oil Mill, but is now the exclusive property of her Commander, and prepared to do a general freighting business between here and Greenwood. She makes connection at that place with packets for New Orleans and all intermediate points." In a late, and final report on the steamer, the SENTINEL passes on this information: "The steamer J. H. Williams has transported 488 bales of cotton during the cotton season on 1883-1884." This very small use of the steamboat for the transportation of cotton probably put an end to this venture. At least, the newspaper had no further new items relative to it. In order to explain this continued effort to use the river as a transportation channel to Greenwood, we should remember that Grenada had no railroad connection with Greenwood until April, 1901.

Keeping in mind the fact that railroad connection had been made with Greenwood in the spring of 1901, we are a little surprised to find that some of the best businessmen of Grenada organized a company for the purpose of

transporting freight to and from Greenwood by way of the river. On January 3, 1903, the GRENADA SENTINEL printed the following quoted news item: "Grenada Transportation Company was organized last Wednesday with the following officers: Joe Newburger, President; Robert Doak, Vice President; J. P. Broadstreet, Secretary; George W. Field, General Traffic Manager and Treasurer; Board of Directors: Joe Newburger, K. W. Hornsby, Robert Doak, D. L. Holcomb and E. L. Gerard. The steam tug MOLLETTA has been purchased from J. W. Stipe and will tow as many as two barges...The promoters of this enterprise are determined that they will ply the waters of the Yalobousha for at least two years." Since the completion of the Illinois Central branch line to Parsons, thereby giving Grenada Rail connection with Greenwood, would seem to mitigate against the success of the river transportation venture, it would seem that this was a very foolish move on the part of hard-headed businessmen such as those mentioned above. We find the explanation of the cause for the venture in an out-of-town newspaper. In January, 1898, the CARROLLTON CONSERVATIVE printed the following quoted news item: "The citizens of Grenada held a meeting last week for the purpose of discussing propositions looking to the establishment of a steamboat line between Grenada and Yazoo City. This is a good move, and should they succeed no doubt would prove a great benefit to Grenada. The greatest object in opening the steamboat line is to secure a cheaper freight rate which will be a great saving to the people." It is rather ironical that the last service which the river rendered the community should have been its use as a threat against the monopolistic freight charges when the railroads had superseded the river as the economic lifeline of the region.

#### Railroad Development in Grenada County

Railroad development in North Mississippi came at least a quarter of a century later than such development in South Mississippi. Until the removal of the Choctaw and Chickasaw Indians from the north part of the state there was little white settlement in the area. After the land was opened for purchase by white settlers, it would take almost twenty-five years for the economy of the region to justify the construction of railroad lines into the area. For this period of time Grenada and Grenada county would have to continue to look upon the Yalobousha River as the principle channel of transportation to and from outside points of importance. South Mississippi had been settled at an early date, and by the year 1831 some of the planters whose property was not located upon or near navigable streams, began to advocate construction of short railroad lines to transport their cotton to Mississippi River Ports. In 1831 Judge Edward McGehee and other planters of Wilkinson county organized, and had chartered, the Woodville & St. Francisville Railroad. This twenty nine mile railroad line was completed just about the time the Federal Land Office began operation at Chocchuma. When the first settlers in this region were obtaining their land, the planters in Wilkinson county were shipping their cotton by rail to a Mississippi River port. In 1834, the year when the little towns of Pittsburg and Tullahoma were organized, a group of Natchez businessmen applied for a charter for the Natchez & Jackson Railroad, and actually constructed seven miles off the road in anticipation of the granting of the charter. By 1836, the year Pittsburg and Tullahoma united to form Grenada, three other proposed railroads had been chartered. They were the Vicksburg Commercial & Banking Company; the Grand Gulf and Port Gibson; and the Lake Washington & Deercreek. Although these roads were chartered in different geographical locations they had two things in common: each line ran roughly in a east and west direction, connecting the interior of the state with the Mississippi River, and each had, as a part of its operation, a Banking House to finance railroad construction. The building constructed in Woodville to house the offices and banking business of the Woodville and St. Francisville Railroad is still standing. It was for many years the location of the town post office. The Grand Gulf & Port Gibson road was designed to connect the interior of Claiborne county with the then thriving river port of Grand Gulf

which was an important river town until the 1850's. The Mississippi & Alabama road, chartered in 1836 was organized for the purpose of linking the river port of Vicksburg with the country east in the direction of the new capital of the state which was just coming into being. In the early 1830's the L & N road, the only road of that period which proposed any extensive mileage, was being built across the south part of the state in the direction of New Orleans. All the chartered lines were not constructed, but all of them, constructed or proposed, were intended to connect the interior of the state with the Mississippi River, which for many years thereafter would continue to be the main route of transportation for the commerce of a large portion of the nation.

This philosophy of considering railroads as merely feeder lines for the more important Mississippi River transportation system prevailed for a quarter of a century, and it was not until a few years before the outbreak of the Civil War, that railroad men were bold enough to begin thinking of establishing a north and south system which would challenge the river as the chief means of transportation of the traffic which was following the river in these directions. The first Mississippi railroad to begin construction of a line which was not constructed to feed traffic to the Mississippi River, was the New Orleans, Jackson & Great Northern. Early in the 1850's this road began construction, working north from New Orleans in the direction of Jackson. By 1856 it had completed its line north to Canton, Mississippi. One hundred and eighteen miles of this road was in Mississippi. This was the first serious railroad threat to the dominant position which the Mississippi River had held in attracting to its waters the commerce of the south part of the state. Just a little after the above mentioned railroad began construction of its line, the Mississippi Central Railroad began construction of 187 miles of rail line from Canton, Mississippi to Jackson, Tennessee. This line reached Grenada in 1860. When it reached Jackson, Tennessee, a little later, the three hundred and sixty-five miles of the two roads, offering convenient and rapid means of transportation, was a serious blow to the river transportation of the time. The arrival of the Mississippi Central line in Grenada changed the mode of life in the area. The cotton warehouses were moved from the river bank to the railroad line. The people who had formerly gathered to watch the arrival or departure of small river steamers and keel boats now went to the railroad station to watch the arrival and departure of the trains. The Mississippi & Tennessee Railroad was organized to connect the Mississippi Central line with the city of Memphis. This last named road was organized and constructed by a different group of men than those who had built the Mississippi Central, and for a considerable period of time, was independent of that line. The Mississippi & Tennessee line covered a distance of approximately one hundred miles. The charter stipulated a capital stock of \$825,455. Two hundred and fifty thousand dollars of this stock was subscribed by the city of Memphis, which was anxious to attract to its cotton offices and merchants, trade which was now going south along the railroad. The remaining \$575,455 of stock was subscribed by planters and other businessmen along the railroad line. The line had been chartered by a Mississippi Legislative Act of October 16, 1852. On December 5, 1853, the Tennessee Legislature approved the charter which had been issued by the Mississippi Legislature, so the line was thereby authorized to do business in both Mississippi and Tennessee. The officers of the line were authorized by the Legislature to issue \$125,000 in scrip to help finance the construction of the road. Some of the individuals who subscribed for stock in the Mississippi and Tennessee Railroad were: Dr. Henry Dockery, T. W. White and General C. N. Robinson of DeSoto County; Colonel F. L. White, Donald White and C. F. Vance of Panola County; and Joyn G. Brady, Samuel Garner and Nathaniel Howard of the town of Grenada. All of the above named stockholders were railroad directors. The Directors elected F. M. White as President of the Railroad; C. F. Vance, Secretary & Treasurer; and Minor Merriweather as Chief Engineer. In 1854 a contract was let for the grading of

fifty miles of the road-bed. The one hundred miles road was completed early in 1861, shortly before the outbreak of the Civil War. Early in the year 1862 marked the last trip of a train over the whole distance from Memphis to Grenada until late in 1865. During this period military action of the Federal and Confederate forces caused much of the line to be unusable.

The Mississippi Central Railroad was financed by stock subscription, script, of the road in the amount of \$300,000, and about two million dollars derived from the sale of bonds. We have very little information relative to the men who organized and constructed the Mississippi Central Line. Perhaps they weren't in control of the line long enough for any of them to become well known. Soon after the outbreak of the Civil War the Confederate government took over control of the southern railroads. When the Mississippi Central was returned to its officers after the war it was in such bad physical and financial shape that the original owners found it advisable to sell the line. The state Legislature tried to help the road during the last days of the war by providing that an indebtedness of a million and a half dollars could be paid off in depreciated Confederate currency, but this action was eventually declared unconstitutional when it was subjected to judicial review. The impoverished condition of the Southern states made it impossible for many of the railroads to pay off indebtedness contracted in the more prosperous years before the war, and to meet the expense of repairing the very extensive damage done to the roads by the contending military forces. In 1871 Colonel H. S. McComb of Wilmington, Delaware organized a syndicate which linked up the New Orleans, Jackson and Great Northern road with the Mississippi Central. Both of these roads had been built by Southern capital but had been obtained by Northern interests during the period of financial hardship suffered by the Southern states just after the close of the war. Although each of these roads continued to operate as separate entities, they were made part of an organization called the Chicago, St. Louis & New Orleans line. The ultimate objective of this organization was to link Chicago with New Orleans by a consolidation of and extension of existing lines. It would take some years to achieve this objective. When the Northern capitalists secured the possession of the Mississippi Central, it was indebted in the amount of \$1,350,000 for mortgage bonds issued in 1854; for \$1,279,000 in bonds advanced by the state of Tennessee authorized to do so by a legislative act entitled "An act to establish a system of internal improvement in the state of Tennessee," and \$2,000,000 in mortgage bonds issued to Jacob Ryer, Daniel Raverl and William Sharkey, trustees for the capitalists who had bought the bonds. Soon after acquiring the road, eight million dollars in mortgage bonds were issued by the road for the purpose of "paying off existing bonded indebtedness and to extend the Mississippi Central Line to the left bank of the Ohio River opposite the southern terminus of the Illinois Central so as to make a contiguous line of railroad from its southern terminus at Canton to the Ohio." A little later the Mississippi Central and New Orleans, Jackson and Great Northern lines were leased to the Illinois Central, thereby placing under the control of the last named road a rail system reaching from Chicago to New Orleans.

For a few years after the end of the war, the Mississippi & Tennessee Line continued a precarious independent existence. It had been hard hit by the ravages of war. The road had been badly damaged except for a stretch between Grenada and the Tallahatchie River over which stretch some attempt was made to run trains during the war years. In a report made in late 1865, the Superintendent of the line gives an account of the condition of the road. "We are operating thirty miles off the road. The remaining seventy miles of the road is a mere wreck of a railroad, bridges destroyed, trestle work and culverts rotted by time and disuse, depots, water tanks and station houses destroyed, crossties rotted, track torn up, embankments reduced to a mere skeleton with barely enough rolling stock to make up one train." In October, 1874, McComb purchased a controlling interest in the road, but allowed it to remain in the