

Rollins & Thomas, completed a new three-story building for the county. This was used until 1845, when the present classic and stately court house was erected in the new town of Lexington, by Hunter & Alford, contractors. The old building in old Lexington was eventually sold to the Baptist Female College, and used by that institution until the war of the rebellion. During the turmoil it was used by the United States troops as a hospital, and finally as a pest-house for small-pox cases; hence after the war it was not used again for a school house, or any other public purpose, but was torn down and sold as old brick.

The transition from Lillard to Lafayette county is a little curious. The session of county court June 27, 1825, called it Lillard county. The session on July 11, makes its entry, "Lillard or Lafayette county." This occurs twice. Then the August term again uses Lillard county only. The November term does not once in any way name the county. The next term, February 6, 1826, says, "county of Lafayette, and so it has stood ever since.

August 6, 1822, the court examined and adopted a county seal. It bore the figure of a plow, and words, "Missouri, Lillard county."

FIRST ROADS, FERRIES, LICENSES, ETC.

The first mention of a road in the county occurs under date of April 24, 1821. Abner Graham was appointed overseer of the road leading from Fort Osage through Sniabar township, from opposite where James Connor then lived, to Fort Osage. He was required to keep the road in good repair, clear and smooth, twenty feet wide. At the same time James Young was appointed overseer of the road from Little Sniabar to James Connor's. Wm. F. Simmons was appointed overseer of the road from the Tabbo Creek crossing near Mount Vernon, to the range line between ranges 26 and 27; and from this latter point Thos. Fristoe was appointed overseer westward to Little Sniabar Creek. George Parkerson was appointed for the road from Tabo Creek eastward through Mount Vernon to east end of Tabo township.

On the same day Gillead Rupe, Markham Fristoe, Wm. Robertson, and Reuben Riggs were appointed commissioners to view the best and nearest route for a road leading from Jack's ferry to intersect the road leading from Fort Osage to Mount Vernon. Fort Osage was near where the town of Sibley now stands, in Jackson county, and was the nearest post of U. S. soldiers, in case of an attack upon the settlement by Indians.

At the same time also a license was issued to Adam Lightner to keep a ferry across Tabo Creek, for which he paid a tax of two dollars. The ferriage rates fixed by the court were: For one passenger, three cents; horse, three cents; cattle, three cents each; hogs or sheep, two cents

each; carriage or cart, twenty-five cents; wagon and team, thirty-seven and a half cents:

July 9 a license was granted to Robert Castles to retail merchandise in this county, for which privilege he paid \$30 per year. This is the first license of the kind on record, and it is presumed he was the first merchant in the county. The location of his store is not named.

July 23, 1821, license was granted to Thomas Stokely to keep a ferry across the Missouri River about three miles below Fort Osage, for which he had to give bonds to the amount of \$2,000. Abel Owen was his bondsman. The rates fixed by court for this ferry were: Passenger, twelve and a half cents; man and horse, twenty-five cents; neat cattle, ten cents each; hogs or sheep, three cents each; carriages, thirty-seven and a half cents; carts, fifty cents; wagons, one dollar; lumber or goods not in vehicle, six cents per hundred weight. Mr. Stokely also procured the appointment of Abner Graham, James Hicklin, William Y. C. Ewing and Wm. Renick as commissioners to lay out "a road from the bridge on Fire Prairie creek to said Stokely's ferry on the Missouri river."

There does not appear any record as to how or when or where Jack's ferry was established, but we learn from General Graham that it was at the original steamboat landing which afterwards became the foot of Commercial street of the city of Lexington, although now (1881) there is solid land for half a mile out from this old landing.

July 23, Ira Bidwell, Benjamin Gooch, Jesse Demaster and Pink Hudson were appointed to lay out a road, giving Jack's ferry a shorter connection with the Ft. Osage road. Also Gillead Rupe, Richard Fristoe, John Allison, and John Young were appointed to lay out a road from Jack's ferry to the county line toward Revis salt works.

July 24, Abel Owen and Henry Renick were appointed to lay off Sniabar township into suitable and convenient road districts. And the same day a license was granted to Adam Lightner, to keep a tavern; for this license he paid \$12 per year. The same day also Michael Ely was licensed to sell merchandise; this license cost \$30 per year.

August 6, 1822, Alfred K. Stevens was granted a permit to build a warehouse on the Missouri river, on the northwest fractional quarter of section 24, fractional township 51. This was for the storage and inspection of tobacco, and appears to have been the first commercial enterprise in the county.

November 5, record is made of license issued to Abner Graham to retail wines and spirituous liquors; also to James Rathwell for the same purpose—each paying \$5 for six months' license. In August, 1823, a renewal of Rathwell's license to sell liquors is recorded as "J. Rathwell's