

Midwest Open Air Museums Magazine



Vol. XXXVII, No. 2

Fall, 2016

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Mahaffie Stagecoach Stop and Farm
Olathe, Kansas



In This Issue: **Mahaffie Stagecoach Stop and Farm**
 Shawnee Town 1929
 Incorporating Youth Volunteers Into an Ag Program
 Journeys On the Missouri
 The Steamboat Arabia Museum
 Furnishing Your Victorian Tool House

Midwest Open Air Museums Coordinating Council

Midwest Region of ALHFAM

**Midwest Open-Air Museums Coordinating Council
Mountain Plains ALHFAM**

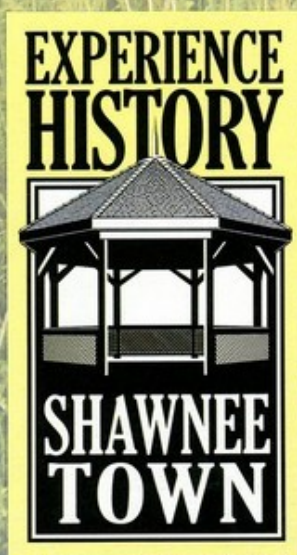
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Cover Photo - Mahaffie Stage Coach Stop and Farm's Mahaffie House and Stage Coach. (*Mahaffie Stage Coach Stop and Farm*)



MOMCC is the Midwest Regional Affiliate of

ALHFAM 
The Association for Living History, Farm and Agricultural Museums

FROM THE EDITOR

By Tom Vance

If you've never been to an annual ALHFAM meeting before, you need to put it on your radar screen. My first ALHFAM meeting was in 1978 at Upper Canada Village in Ontario, Canada, located just across the river from up-state New York. I was fairly new to historic site work at the time and what an amazing introduction to living history and open air museums!

My second ALHFAM meeting in 1980 was at Old Sturbridge Village in Massachusetts. ALHFAM was founded at Sturbridge in 1970, so on every 10th anniversary year, the annual meeting returns "home." If I wasn't hooked on open air museums in 1978, I certainly was by 1980.

This past June, I attended the ALHFAM meeting in Baton Rouge, Louisiana. Again, it was a great experience seeing lots of old friends, making new ones, attending interesting sessions, and seeing lots of first-rate museums. The auction wasn't the same without Blake Hayes' famous ear stand, but the food, the beer, and the Southern hospitality were outstanding.

The meeting was hosted by Louisiana State University Rural Life Museum. Sessions were held at the Museum and field trips included the World War II Museum and the French Quarter in New Orleans and various museums in Baton Rouge. Hats off to the Museum staff and volunteers for a great conference.

The 2017 ALHFAM meeting will be held at Genesee Country Village and Museum in Rochester, New York. This is another incredible open-air museum that among other things, is home to the extensive Susan Greene historic clothing collection.

In this issue of the magazine, we are taking a look at the host sites for the Fall Conference to be held in Olathe, Kansas. This will be a joint meeting with the Mountain Plains region of ALHFAM. An amazing museum that would be well worth the time to see before or after the conference is the Steamboat Arabia Museum in Kansas City.

The fall season is now upon us. One of the things I loved about working on a living history farm was being attuned to the changing seasons and annual farm cycles. We had a 10 acre field that was surrounded by trees. One fall in particular, the field was filled with corn shocks and all the trees were filled with fall colors. It's one of the most vivid pictures I have of my years at Lincoln Log Cabin.



Only on Bourbon Street. The ALHFAM take on this might be that mules drink lots of beer.



The annual ALHFAM plowing contest was held at the Rural Life Museum. Mules were used in the South for farming because they had greater stamina in the hot weather than horses. (Photo by Tom Vance)

2017 MOMCC Spring Conference

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MOMCC Magazine Submission Guidelines

Midwest Open Air Museums Magazine is the printed publication for MOMCC and Midwest ALHFAM members. Articles, reviews, monographs and opinion pieces that reflect the diverse practical, research and activity interests of the membership are welcome. These may relate to museum and historic site concerns, historical research, skill development in historic trades and domestic arts, interpretive techniques, living history practice, farming, rural industries, historic houses, collections, historic administration and a host of other topics. While issues may have focal topics, not all articles and reviews directly reflect those topics. As planning and formatting for each issue proceeds, sometimes articles are added or shifted to another issue depending on the space available. Submissions are welcome any time before, and sometimes after the stated deadlines.

- **Articles:** Range in length from 1 to 6 pages, single-spaced, 11-point, Times New Roman, plus up to six photographs or illustrations. Average word count: 550-3,500.
- **Reviews:** Books, websites, audio recordings, DVDs, exhibits or performances are all welcome to be reviewed. Review length is 1 to 2 pages, single-spaced, 11-point, Times New Roman. Average word count: 500-1,800.
- **Opinion Letters or Articles:** Range in length from 1 to 2 pages, single-spaced, 11-point, Times New Roman. Average word count: 500-1,800.
- **Reports or practical monographs** from MOMCC Interest Groups, and other MOMCC committees and groups range from 1 paragraph to 1 page in length, single-spaced, 11-point, Times New Roman.
- **Submissions** should be made to: Tom Vance, editor, at tsevance@mchsi.com in MS Word. Follow the requirements of the MOMCC style sheet which may be found on the MOMCC website: www.momcc.org, or emailed upon request.

Upcoming Deadlines: Winter 2016 Issue - November 1st; Spring 2017 Issue - February 15th.

PRESIDENT'S PERSPECTIVE

By Betsey Urven

The end of summer is upon us and the fall conference is right around the corner. Make plans to join us in Olathe, Kansas for a joint conference with the Mountain Plains region of ALHFAM. The program looks great and includes lots of interesting workshops and sessions. The Fall conference includes our annual meeting where we elect new officers and board members, so make sure to vote when you receive your ballot. Join us for new ideas to take back and share with your organizations, to expand your own knowledge, or to just renew yourself.

You can go to the new MOMCC website at www.momcc.org, to register and pay for the conference. The new site is up and we hope that it will be easy for all to access and to share information. It is a work in progress and can be continuously updated, so let us know what you think and share your ideas to make it more workable for you. Thank you to Dan Hess, our webmaster, for all his hard work in putting it together.

This is the second issue featuring the new format for the magazine. The magazine is a forum for our members to share information and experiences so please think about what you can contribute to future issues. As with all aspects of MOMCC, the magazine depends on member involvement.

Also, mark the dates of the Spring Conference, March 9-11, 2017, on your calendar. Hosted by Buckley Homestead, the conference will actually be held at the Hilton Garden Inn in Kankakee, Illinois. The Fall, 2017 conference will be at Sauder Village in Archbold, in Northwestern Ohio.

See you in Olathe.



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MOMCC was established in 1978 with the goal of furthering the interchange of materials, information and ideas within the history museum field.

Membership

We welcome membership and participation from administrators, volunteers, interpreters, curators, historians, educators, maintenance/facilities staff, gift shop workers, facilitators, docents and anyone else with an interest in history and public education. Membership is \$30 per year for individuals, \$35 for families and \$50 for institutions. Membership application can be found at www.momcc.org.

Our Purpose

The purpose of MOMCC is to further promote excellence and to provide a forum for the interchange of materials, information, ideas and consideration of issues within the open air, interactive and historical museum profession.

MIDWEST REGION: The Midwest is defined as the eight states of Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Ohio and Wisconsin.

OPEN-AIR MUSEUM: Interpreting life as material culture in the context of buildings, objects and open space. A site or facility that interprets history through exhibits, living history interpretation and/or educational programs.

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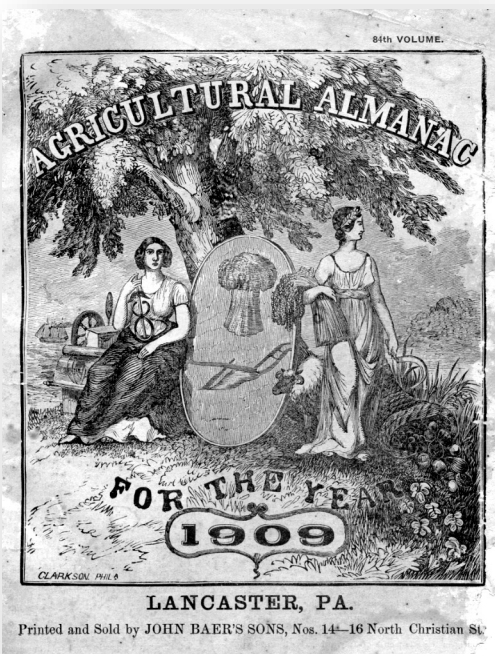
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YOUR PATRONAGE IS APPRECIATED!

Look for James Country Mercantile in the vendor's area at the MOMCC Fall Conference



From the 1909 Agricultural Almanac

The Farmer Boy

Temper the Work to His Strength
and Let Him Have His Play Time

Every farmer desires to keep his boy at home as long as he can do so, that he may thus live a protected life as long as possible. This is right. It is a mistake to permit the farm boy to launch out for himself at too tender an age. The farmer of the boy must remember that the muscles of the boy are not hard like his own and that he cannot do the same amount of work as he himself can so, with equal ease. The muscles of a growing boy are soft, for they are constantly being increased in size by the addition of new material.

Many farm boys are driven from the farm by too hard work. They are made

to take the place of a hired man at a very early age and the father often forgets that they have not the same indifference to pleasure as himself. The boy needs a good deal of recreation and a chance to mingle with other farm boys. The farm boy should have a fair chance at the pleasures of childhood and youth, as the city boy has. His work should be carefully limited.

The usual farm boy is a worker anyway. He early learns to do the most difficult task on the farm, and is worth much more to his parents than any hired man is worth. His parents should therefore study him and his needs. His needs include many things beside the food he gets and the clothes he wears. "All work and no play makes Jack a dull boy," is an old saying, but strictly true. Many a farm boy has been overworked into a dullness that has lasted him his life through.



Fenimore Art Museum, Cooperstown, NY

REMEMBERING RON SCHNELL AND BLAKE HAYES

FARMER RON SCHNELL

By Larry Hackett

Ron Schnell, also known as “Farmer Ron,” passed away on the morning of Saturday May 21 at his home in Vassar, Michigan at the age of 76. Farmer Ron operated the Mott Children’s Farm and then Ron’s Children’s Farm for many years and was a familiar and friendly face at MOMCC Conferences for many years also.

Ron received his Master’s Degree from Concordia University, Michigan, and taught first at St. Paul’s Lutheran School in Millington, Michigan. He then taught in the Flint, Michigan, Community Schools starting in 1970. Ron became director of the Mott-Hashbarger Children’s Farm in 1990. The Farm was funded by the Flint Community Schools, but budget shortages necessitated the closing of the farm in 2005. It wasn’t long, however, before Ron was organizing volunteers and formed a foundation to find funding to start his own children’s farm. He ran Ron’s Children’s Farm from 2005 until 2008 when his health prompted his retirement.

Ron was also a talented vocalist, sharing his singing abilities with people at weddings and other events. He was part of The Forester’s Quartet, a religious musical group that performed all over the world.

Ron’s first conference was the ALHFAM conference held at Conner Prairie Interactive History Park near Indianapolis, Indiana in 1989. His last conference was this past spring in Lafayette, Indiana. Ron considered himself

a living historian who, if he didn’t know something about history, pursued it until he did know. He considered both ALHFAM and MOMCC conferences to be a potential wealth of new knowledge.

Ron always looked forward to and enjoyed talking with old friends at conferences. In particular were friends from Historic Point Basse including Michael Hitner, Tom Brehmer and Mary Michau. Others he particularly enjoyed talking with were Dawn Muehler, Jon Kuester, Jim Patton, and Rick Musselman.

In a memorable moment at one conference, Ron practiced the shoddish with a partner in the hallway for a long time in preparation for the Friday night dance. As it turned out, the band never did play a shoddish that night.

Farmer Ron’s smiling face will be missed at future MOMCC conferences. □



Farmer Ron Schnell

"WHAT WOULD BLAKE EAT?"

By Katie Boardman

Editor, *ALHFAM Bulletin* and *eUpdate*
Principal, The Cherry Valley Group

I am only one of many who could reflect and write about the talents, skills, and professional friendships that many shared with Blake Hayes. I would hope that this reflection will spark recollections, conversations and tributes.

My connection to Blake for many years was as a distant colleague and fellow ALHFAM member and conference participant. After he left The Henry Ford, I joined him in 2013 in a business endeavor of several independent museum professionals to form The Cherry Valley Group (CVG). Originally dreamed of as a kind of co-op of professionals, it formally became a limited liability company of folks with different skill sets to perform contract work for museums, historical societies, historic sites, and non-profit arts organizations. It was a wonderful adventure as business partners and friends right up to his death from pancreatic cancer in early July 2016.

Before departing for the ALHFAM Annual Meeting in Baton Rouge this June, the word about Blake's health began to be shared on Facebook and by phone, to a broader group of his many friends and colleagues. At the request of Blake's family, the posting of memories, stories, tributes, photographs, and videos picked up momentum after the conference and continued after his passing. It was the best use of Facebook I have ever experienced. It was helpful and healing to family, friends, and colleagues. We laughed. We cried. We laughed some more.

For those not on Facebook, such sharing takes place in articles like this one, as well as meetings and phone conversations. For all of us, giving a toast in his honor or sharing a meal with colleagues that he would have enjoyed can continue as tributes. Of course, his cooking skills and interest in all aspects of food - gardening, ethnic styles, regional variations, recipes, cooking, and the search for the perfect Reuben sandwich - were well-known. This was so much a part of his character that at a work lunch shortly before Blake's death, a CVG colleague of mine answered the question of what to order by selecting a tribute meal. The phrase "What would Blake eat?" has gained some traction among family and friends.

In addition to his well-known delight in things gastronomic, Blake was known among ALHFAM and other professional friends and colleagues for his hospitality, quick wit, genuine interest in others, and generosity. By his antics, amusing attire, and heroic ear stands he raised thousands of dollars for ALHFAM as he volunteered to be the Annual Meeting auctioneer. A common thread among the Facebook tributes was about how inviting he was to people by email, phone, or in person at the conferences - for both old-timers and newbies.

He was passionate about open air museums, historic farming, history in general, and ALHFAM specifically.

His generosity extended to his volunteer hours as the ALHFAM webmaster, especially as the tech team transferred ALHFAM's public and membership websites to a new platform and membership management system.

He routinely put in many hours over those allotted for by the honorarium for this work as well as setting up and assisting with the production of the *ALHFAM eUpdate*. It was the same situation with *The ALHFAM Bulletin*. He wanted it that way. He was quite clear about how important this donation of skill and time was to him. It is not surprising that he was awarded the John T. Schlebecker Award in 2004.

Beyond ALHFAM work and the jovial side of his personality, he was a brilliant, organized, challenging, skilled, and creative professional. It was both a joy and frustration to work with him. A "verbal thinker," he had a knack for seeing details and the broad picture at the same time. When working with clients, he usually ran at a very high RPM, especially before a presentation.

Blake's formal education included an undergraduate degree in American history and training in historic preservation technology from St. Lawrence College in Brockville, Ontario, Canada. Throughout his professional and volunteer careers, he put this knowledge and skill to good use. As one person said about his work, "Take a step onto the grounds of Greenfield Village and into the galleries of The Henry Ford Museum. Look around. Blake's legacy in historic structures is all around you." Whether he was caring for historic buildings at the Georgia Agrirama or Henry Ford Museum, or where he lived in Ypsilanti or Cherry Valley, he immersed himself with joy and energy into the journey of discovery and craft of preservation.

Blake is missed by many colleagues, friends and family members. We were fortunate that he was among us. (Memorial donations in his memory may be made to ALHFAM at www.alhfam.org. Earmark it for Blake Hayes memorial.) □



Blake Hayes

"I Knew It Was A Fine Country..."

Mahaffie Stagecoach Stop and Farm, Olathe Kansas

By Tim Talbot

In May, 1857, I sold my farm of 300 acres, in Jasper county, Indiana, for \$4,400. Much had been said about the border war in Kansas, in 1856, and in the early summer of 1857, in company with three other men, I started in a wagon from Indiana for Kansas Territory. We went to Lawrence, to see what had been done there. We found everything torn up, but the Free State men had come off victorious. From Lawrence we went to Hickory Point, north of Lawrence, where there had been a fight between the Missourians, under Capt. John Evans, and the Free State men... We tried to take claims in Leavenworth, Douglas and Johnson counties, but failed as the Missourians had the land all taken. We then started back to Indiana. At Westport, we sold our team and took a train and went back home to northwest Indiana. This was in June.

From what I had seen of the territory, **I knew it was a fine country and we prepared to return.** I wrote to William Dixon, my brother's brother-in-law, at Independence, Mo. I took my family along on this trip and we started *with* four teams. I had three teams of horses, two wagons and a carriage, and James Welsh had one team.¹

James Beatty Mahaffie, writing for Ed Blair's History of Johnson County [Kansas] in 1905

James, or "Beatty," Mahaffie, as he was called, and his wife, Lucinda, went on to establish the farm that is today preserved as the Mahaffie Stagecoach Stop and Farm Historic Site and the co-host of the 2016 MOMCC Fall Conference.

Like many historic sites and house museums, Mahaffie Historic Site was established in the years following the American Bicentennial when interest in local history ran high; not all history had to be of colonial vintage. Through the efforts of interested citizens and city officials, the City of Olathe was able to acquire the Mahaffies' stone farmhouse, ice house, and a small barn, along with the remaining twelve acres of the original farm, in 1979. Had this effort not succeeded, the site would have become a shopping plaza or housing division as Olathe entered the start-up years of boom growth that continues to this day.

The Mahaffie farm, however, was not preserved as a monument to a local prominent founding father, but rather because of its connection to the Santa Fe Trail. Mahaffie Historic Site is the only stagecoach stop left on the Santa Fe Trail that is preserved as a public museum. Additional research in recent years also bears out how prominent the Mahaffie family was in the development of Olathe and Johnson County.



*James "Beatty" and Lucinda Mahaffie, carte de visite c.1870.
(Mahaffie Stagecoach Stop and Farm)*

Beatty Mahaffie is typical of the entrepreneurial settlers who truly impacted the development of the frontier. Mahaffie came to the Kansas frontier to better his circumstances, and he had the means to do it. When he made his scouting trip to the Kansas/Missouri border in 1857, Beatty was already a successful, 38-year-old Indiana farmer. By 1865, the cash value of Beatty's farm was \$6000; by 1870, it was \$12,000. The value of an average Johnson County farm in 1865 was \$1,650.

Farming and raising stock, along with Beatty's land dealings, accounted for most of the Mahaffies' livelihood. Local history remembers them best, though, for operating their farm home as a country inn and stagecoach stop. According to family stories, on the night the Mahaffies arrived at their new farm site, a wagon train passing by asked to purchase supplies and camp for the night.

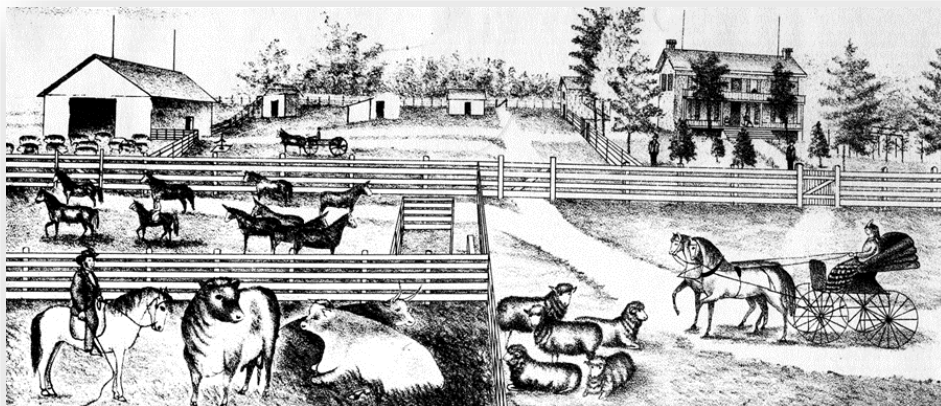
The Mahaffies were in the business of serving travelers from that time on. The date when the farm began serving as a stagecoach stop is not known for certain. Records of the Sanderson – later the Barlow, Sanderson, and Company – stagecoach line no longer exist – but local lore says about 1864.

1. Blair, Ed, *The History of Johnson County, Kansas* (Lawrence, KS: Standard Publishing Co., 1915) 236-238.

When Beatty and Lucinda built the existing stone farm house in 1865, it featured a large cellar to function as dining hall and kitchen for the travel trade. The arrival of the railroads brought an end to stagecoach travel in Johnson County by 1870 or thereabouts, but we do not know when the Mahaffies stopped serving travelers. Did Beatty deliberately select his new farm site with an eye to operating it as an inn and stagecoach stop? Was it an afterthought, seizing on an opportunity that presented itself? We have no way to be sure, but Beatty seems to have done little by chance.

Historian Patton Yoder wrote *Inns and Taverns of the Old Northwest* in 1969. He had never heard of Beatty Mahaffie, yet his book describes Mahaffie perfectly – and while Kansas is hardly in the old Northwest Territory, the Mahaffies originally hailed from Indiana and Ohio.

A successful taverner... was almost certain to be one of the leading citizens of his community... active in promoting town growth and in speculating in local real estate... As a kind of unofficial village center, his inn was an emblem of civic pride and a center for its expression... Many innkeepers were leaders in their communities [and enjoyed] wealth, land ownership, and public office holding... Taverners were in a position to get inside information of all kinds and they had ample opportunity to make the right friends and influence the right people... He knew everyone and he knew the power structure of the town... His house was the informal center for the informal dissemination of informal news and gossip; ... his house was the natural meeting place for political groups...it is not surprising that the taverner became a local political figure. Often this leadership led in turn to elective or appointive office. Landlords became justices of the peace, county commissioners,



The earliest image of the Mahaffie farm from the 1874 Atlas of Johnson County. (Mahaffie Stagecoach Stop and Farm)

sheriffs, judges, surveyors, United States marshals and members of state legislatures... innkeepers were often drawn into many activities other than politics. Particularly on the frontier, the successful innkeeper could be expected to diversify considerably. Unless the area was unsuited to agriculture he was certain to farm and to raise his own supplies. The reference by a traveler to "those mongrel establishments, half inn, half farm house" probably characterizes correctly most rural inns, whether they were on the frontier or not...² [Remember that historically, the terms inn and tavern are relatively interchangeable.]

"Beatty doesn't do things by halves..." said the editor of the Olathe newspaper, reporting on Mahaffie's new barn under construction in the summer of 1872. It was an apt description of the man. He was a farmer, an innkeeper, a county supervisor, a member of the Odd Fellows fraternal lodge, and, with this oldest son, among the founding members of the Grange and the Johnson County Old Settlers' Association. He helped establish the Johnson County Fair and sometimes acted as an agent of the

2. Yoder, Paton, *Taverns and Travelers: Inns of the Early Midwest* (Bloomington, IN: University of Indiana Press, 1969) 34-36.



Operating a stagecoach and offering rides to visitors as part of the daily living history program is a cornerstone of Mahaffie's interpretive program. (Mahaffie Stagecoach Stop and Farm)



Training future oxen on the Mahaffie farm. (Mahaffie Stagecoach Stop and Farm)

county court. He also speculated in land and served on the board of the Kansas and Neosho Valley Railroad Company.

Space does not allow sharing all of the stories found at Mahaffie, but an interesting one, discovered only in recent years, involves a connection to John Brown. Family tradition has it that Lucinda Mahaffie did not want to live on the Missouri side of the border where slavery was permitted. While this is a good story, there was no hard evidence to back up the tale.

That is, until a descendant provided the details in 2008. It appears that Lucinda indeed had ties to the abolitionist cause. Most notably, Lucinda Mahaffie was a first cousin of Samuel Adair. Adair was an abolitionist and Congregationalist minister active in Kansas during the Border War era. He was also brother-in-law to none other than John Brown.

Brown used the Adair cabin in nearby Osawatimie as a base for some of his Border War activity. Conference attendees will have an opportunity to visit that cabin and other sites associated with the Border War/Civil War era by taking part in the bus tour organized by conference supporter and co-sponsor, the Freedom's Frontier National Heritage Area. This year's tour will visit sites not explored by the bus trip offered at the 2010 conference.

Today, Mahaffie Historic Site is a community resource that plays an important role in Olathe's quality of life and, through promoting tourism, its economic development. Mahaffie Stagecoach Stop and Farm Historic Site is administered by the City of Olathe's Department of Parks and Recreation. Neighboring Stagecoach Park, now home to the new Olathe Community Center, was acquired in 1996 to protect the surrounding environs of the historic property.

The city first opened Mahaffie as a traditional house museum, with the intention to eventually develop it as a living history facility. A major step in this direction was made in 1998 with the purchase of a reproduction stagecoach and a team of horses. More animals appropriate to

a mid-nineteenth century farm were added over time. Then in 2006 and 2007, the site moved to full living history programming, which includes foodways demonstrations, stagecoach operations, farming and gardening, and other activities on a regular basis.

By 2010, the transformation to a working 1860s farm was well underway with the acquisition of original and reproduction farm equipment of the era and more livestock. Mahaffie is currently home to three teams of horses and a yoke of young working steers (future oxen) along with sheep, goats, chickens, and hogs (and one neighbor cat).

In 2014, a donor provided for a wonderful new facility, the Moore Agricultural Heritage Barn. This large barn anchors the site on its west end and is sited in the location of the Mahaffie's largest barn, which, unfortunately, is long-gone. Featuring modern construction underneath, the barn is not a reconstruction of that original barn, but it is harmonious with the historic landscape. The new barn provides winter housing for livestock, storage for tack and feed, display space for implements and rolling stock, and protected programming space. It also offers interpretive panels with more details on the Mahaffie farm and mid-nineteenth century agriculture.

The current living history program operates on weekends in April, May, September and October and Wednesday through Sunday, from Memorial Day through Labor Day. Events and programs like maple sugaring, hog butchering, and, when it snows, horse-drawn sleigh rides, keep the living history program in front of the public year-around.

Interactive activities on the Mahaffie farm. (Mahaffie Stagecoach Stop and Farm)



The staff at Mahaffie are particularly proud of their commitment to offering as many hands-on opportunities to visitors as possible. The success of this effort was born out in 2010 when Mahaffie Historic Site participated in the Visitors Count! survey program offered by the American Association for State and Local History. Visitors rated their experience at Mahaffie exceptionally high, citing interaction with the staff and interactive opportunities as the reasons.

The Mahaffie Heritage Center (visitor center) opened in 2008 and offers guests an orientation to the Mahaffie story through exhibits and electronic media. It also serves as a popular rental venue for local groups which helps support operations. With the Heritage Center in place, Mahaffie is now open year-round. Along with the exhibits, signs on the grounds provide an interpretive experience for visitors in the off-season; house tours are offered on winter weekends.

Mahaffie currently serves more than 42,000 visitors annually through daily programs, special events, rentals, and outreach programs. This past spring, almost 7000 school children attended focused, curriculum-based education programs. Since January of this year, visitors from 31 states and seven foreign countries have stopped in to discover the many stories told at Mahaffie.



The site's Heritage Center opened in 2008 and offers orientation exhibits as well as community meeting space. (Mahaffie Stagecoach Stop and Farm)



Early secondary sources claim Beatty Mahaffie was the first farmer in Johnson County to raise wheat on a commercial scale. In developing the agricultural program to interpret this affluent farm, the site has acquired appropriate implements over the last ten years, including this c.1870 Champion reaper that is used to harvest the wheat crop each summer. Generally done on a Thursday night in late July, visitors help tie up the wheat and "bring in the sheaves," providing an excellent hands-on and engaging activity. Over 200 visitors attended this year's harvest. (Mahaffie Stagecoach Stop and Farm)

In November, we look forward to co-hosting the MOMCC fall conference with Shawnee Town 1929 and Freedom's Frontier National Heritage Area.

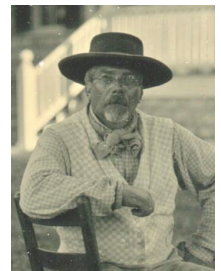
In 2010, Mahaffie Historic Site was the venue for the Friday night dinner at the MOMCC spring conference. This time, the dinner will take place at the Embassy Suites Conference Center, which is only three miles north of Mahaffie. Rest assured you can still visit on Thursday and get that coach ride! The farmhouse will be open for tours, and we'll have a stagecoach ready. See you in November! □

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Tim Talbott is site manager of Mahaffie Stagecoach Stop & Farm Historic Site. Prior to starting work for the City of Olathe in 2004, Tim was site manager of Lower Sioux Agency and Fort Ridgley State Historic Sites for the Minnesota Historical Society from 1998 to 2003, and Curator of History at the Early American Museum (now the Museum of the Grand Prairie) at Mahomet, Illinois from 1986 to 1997. He is a 1985 graduate of the Historical Administration Program at Eastern Illinois University.



Pursuing the Frontiers of Freedom Together

Freedom's Frontier National Heritage Area

By Liz Hobson, Education & Interpretation Manager

Designated by Congress in 2006, Freedom's Frontier is a National Heritage Area that encompasses 41 counties of eastern Kansas and western Missouri. Recognized by Congress, such areas tell a nationally important story through geography, man-made structures, and cultural traditions that have evolved within the landscape. Freedom's Frontier National Heritage Area (FFNHA) shares the stage with 48 other National Heritage Areas throughout the country and works to promote stories within three themes: Shaping the Frontier, the Missouri Kansas Border War, and the Enduring Struggle for Freedom. These themes, along with the following mission statement, help guide and shape the work plan yearly.

Freedom's Frontier National Heritage Area (FFNHA) is dedicated to building awareness of the struggles for freedom in western Missouri and eastern Kansas. These diverse, interwoven, and nationally important stories grew from a unique physical and cultural landscape. FFNHA inspires respect for multiple perspectives and empowers residents to preserve and share these stories. We achieve our goals through interpretation, preservation, conservation, and education for all residents and visitors.

The work of Freedom's Frontier is rooted in partnership with more than 150 partner sites within their 41 counties of eastern Kansas and western Missouri. These partners include historic sites, museums, schools, cultural institutions, convention and visitor bureaus, libraries, and other non-profit organizations.

Freedom's Frontier is run by a staff of four and a half employees: executive director, managing director, marketing and outreach coordinator, education and interpretation manager, and a part-time partnership coordinator. With the resources of Freedom's Frontier and the commitment from their partners to the unique stories of the region, the heritage area helps interpret the significance of the region and continues discussions of freedom so important to our present time.

This October, Freedom's Frontier turns 10 years old. To celebrate this anniversary with our partners, staff created a 10th Anniversary Grant program. These grants offer partners a chance to try out a new programming idea or enhance an already established program. The celebration began January, 2016, and will continue until Freedom's Frontier turns 11 in October, 2017. Supporting exciting interpretive elements and educational promotion demonstrates



Fort Scott
National Historic Site;
Fort Scott, KS
(photo credit:
Fort Scott
NHS)

Freedom's Frontier's commitment to its partners and the importance of events throughout the 41-county heritage area. The 10th Anniversary Grants made it possible to have a stagecoach hit the road and visit the State Museum of History in Topeka, Kansas, and to have enhanced promotion for Bushwhacker Days in Lexington, Missouri. Much of the funded programming emphasizes the importance of collaboration between all partner sites. With so much overlap in the significant stories of the region, it is only fitting to connect partners through events, helping one another better interpret history.

Freedom's Frontier is proud to assist in supporting the 2016 Midwest Open-Air Museums Coordinating Council/Mountain Plains ALHFAM Conference in Olathe, Kansas. The conference theme, "Pursuing the Frontiers of Freedom," speaks directly to the mission of Freedom's Frontier. The two host sites, Mahaffie Stagecoach Stop & Farm and Shawnee Town 1929 are both FFNHA partners.

A dedicated track of sessions that speak to the multifaceted stories of Freedom's Frontier will provide conference attendees a look at the unique programming and significant history of the region and nation. These sessions include the interpretation of people who were formerly enslaved at historic house museums in Missouri; the unique and award winning Native American interpretive program model, "Native Neighbors;" the collaborative programming between Brown V. Board National Historic Site and The Historic Ritchie House spanning the Civil War to the Civil Rights era; and a look at Underground Railroad research that spans several states. The conference keynote speaker, Dr. Kristen Epps, University of Central Arkansas, will also shed new light on the stories of the region and encourage historic sites and museums to continue to interpret their significance.

Freedom's Frontier is also sponsoring a bus tour of the region on Thursday of the conference. Participants will travel south from Olathe to explore sites on both sides of the state line between Kansas and Missouri. Stops include The John Brown Cabin (KS), Mine Creek State Historic Site (KS), Fort Scott National Historic Site (KS), the



The Mahaffie Stagecoach traveled to the Kansas Museum of History in Topeka, Kansas for West Fest, a designated FFNHA 10th anniversary event. (Mahaffie Stagecoach Stop and Farm)

Battle of Island Mound State (MO) Historic Site (marking the first time African American troops engaged in the Civil War), and a tour of "Wayside Rest," a relatively untouched, privately owned historic house built c.1850 with intact cabins for the enslaved.

We hope you will come to Kansas and celebrate the 10th anniversary of Freedom's Frontier while "Pursuing the Frontiers of Freedom" with us in Olathe! See you in November! □

**Freedom's
Frontier**
NATIONAL HERITAGE AREA



Liz Hobson is the Education & Interpretation Manager for Freedom's Frontier National Heritage Area (FFNHA). Before joining the heritage area, Liz worked for several historical sites and museums, including Mahaffie Stagecoach Stop & Farm. She holds a Master's degree in Public History from Middle Tennessee State University.





Shawnee Town 1929

The First 50 Years

By Charlie Pautler



The museum offers special events throughout the season that take place both on the farm and in the seven completed town buildings. (Shawnee Town 1929)

In 1966, the post-war building boom was eliminating much of the early architecture across the nation. In Shawnee, Kansas (a formerly sleepy town just west of Kansas City, Missouri), new housing developments and businesses were exploding westward, swallowing the once-historic landscape. The hundreds of small truck farms, and their way of life, were disappearing. A grass-roots group of volunteers saw the early buildings of Shawnee falling to the bulldozer, and decided to preserve their herit-

age before it was too late. This group, who called itself the Shawnee Historical Society, saved a small stone building standing in the way of a pots-and-pans factory, and moved it to a local park stone-by-stone. Naming the new park Old Shawnee Town, the building was to serve as a catalyst for the reconstruction of a "pioneer town." Over the years the town was built up with a combination of relocated original buildings and modern replications. By the 1990s it consisted of a smattering of buildings representing 1855-1930.



The barber shop and typewriter shop showcase trades and occupations that changed greatly in the early 20th Century. Interpretive topics range from health code establishment to women in the 1920's workforce. (Shawnee Town 1929)

Because the volunteer board could no longer adequately care for the aging collection of buildings, the museum was given to the City of Shawnee, Kansas in 1997, and the first professional staff was hired. With the help of key stakeholders including teachers, local government, city staff, historical society members, and other interested parties, the first strategic plan was put together and approved by the City Council in 2004. With it came focus on a new mission and a desire to reach new audiences. The 1920s was selected as the time period of focus, because that was the height of the truck-farm era, when most of Shawnee was either a farm dedicated to trucking its produce to the Kansas City market, or a business which supported truck farming.

Rebranded Shawnee Town 1929, the museum started on a course of drastic physical and program changes. Dilapidated and inappropriate (for the time period) buildings were taken down and new ones put in their place, one at a time. Reams of

historical research on each structure's relevance to the program and strategic plan was done prior to construction. Building construction will be ongoing until at least 2025, but to-date, seven buildings in town and a nine-building farmstead have been completed. The town buildings include a grocery store, ice house, undertaker establishment, typewriter repair shop, barbershop, school, and city jail. Farm buildings consist of a farmhouse, market barn, livestock barn, root cellar, smokehouse, garage, tool shed, outhouse, and chicken house. Great attention to historical accuracy and detail is apparent throughout the site.

The interpretive program was deconstructed and born anew, with curriculum-driven educational programs in the spring and fall, and a viable participation-driven living history program in the summer. Other interpretive programs go year-round and include classes, speakeasies, lectures, concerts, and a wide variety of community-based events. In addition to the historical mission-based programs, the museum also serves as a safe gathering place for community events throughout the year. The events are many and include Old Shawnee Days in early June, Historical Hauntings in October, and Christmas Around Town in December. The annual visitation in 2015 was 145,000.

Shawnee Town 1929 is pleased to co-host the 2016 Fall MOMCC Conference. The opening reception on Thursday evening will be held at Shawnee Town and will include lantern tours of the farm and town along with period music, food, and drink. □



Left - The living history program is participatory, and children learn by doing historical chores that were once commonplace, all of which tie in to state curriculum standards. (Photo credits - Shawnee Town 1929)

Right - students learn first-hand about the science and math skills necessary to be a successful truck farmer. Here they learn about seed saving and corn pollination in the 1920's garden.



Charlie Pautler is Director at Shawnee Town 1929. From 1996-2012, he worked for the Minnesota Historical Society as site manager at Historic Forestville and the Charles A. Lindbergh Historic Site. He started his career at The Homeplace-1850 in Tennessee and Burritt Museum in Alabama. He is a graduate of the Historical Administration Program at Eastern Illinois University.

The heirloom truck garden depicts varieties of vegetables grown in Johnson County, Kansas in the late 1920's, mostly by German and Belgian immigrant families. They are planted and maintained by interpreters with the help of school children.
(Shawnee Town 1929)



LEARNING AND LEADING

Incorporating Youth Volunteers Into An Agriculture Program

By Stephanie M. Buchanan

If your site has youth volunteers, inevitably they have asked if they could help you brush a horse or feed the hogs. Youth are eager to learn, and livestock tends to be an enormous draw. Agriculture is a fantastic way to engage youth and teach them valuable life skills, but adding another layer to a site's agriculture program can seem like a daunting task for already overstretched agriculture staff. Your youth may want to be more involved with agriculture and genuinely want to help, but how do you make them truly useful without just creating busy work and causing more stress for yourself? Conner Prairie's agriculture department faced the same dilemma and created a solution, discovering that with proper management, youth volunteers can be a fantastic addition to an agriculture program.

Conner Prairie Interactive History Park in Fishers, Indiana, maintains roughly 130 head of eight species of livestock year-round. Three full-time staff members manage the stock and the daily agriculture exhibits and programs across the grounds. Part-time staff and youth volunteers assist the Ag Staff in both the first-person costumed areas and Animal Encounters, a third-person interactive livestock exhibit. Animal experiences are extremely popular with guests; because these interactions include the unpredictability of both animals and humans, however, staff must be trained to handle both livestock and guests to prevent dangerous situations and deal with potential emergencies. As our agriculture program has expanded, we have needed more trained, reliable people in order to maintain the utmost quality. Our Youth Ag Captains stepped up to meet that need and became an integral part of our Ag program.

While we primarily focus on heritage breeds of livestock, the Conner Prairie Ag program strives to educate about both modern and historic agriculture in order to help people understand agriculture as a whole. This helps provide context for guests to begin to understand where agriculture came from and what it is today, as well as educate them about heritage breeds and their importance in the



Several former and current YACs. (Conner Prairie)

modern world. To do that, the Ag program uses two primary areas – Animal Encounters and 1836 Prairietown – to tell the story of agriculture.

Animal Encounters is a third-person exhibit where guests learn about the rare breeds program and interact with a variety of livestock. Calves, sheep, lambs, kids and goats nap and wander throughout the barn. Guests are invited to pet the animals and may have the opportunity to milk a goat, watch eggs hatch, bottle-feed a calf, or many other activities. Staff members and youth volunteers supervise and facilitate interactions in order to ensure guest and animal safety.

Interpreters follow the guests' interests; interactions can range from a child simply petting a sheep and learning about wool to an in-depth discussion of the genetics of the rare breeds of livestock. This barn allows guests to dive as deeply and learn as much about agriculture as they would like. Because of this, staff and volunteers must be able to comfortably engage in discussions of myriad topics while still being able to handle livestock, so having youth volunteers who are well-trained, well-spoken, and reliable is vital.

In the historic areas, primarily 1836 Prairietown, costumed interpreters tell the story of agriculture as well, but focus more on 19th-century farming methods, livestock breeds, etc. Ag staff and youth volunteers in costume may drive the oxen, harness the horse, scythe the hay field, harvest crops, drive turkeys, or gather eggs, all while staying in first-person character and encouraging guests to help with the chores or interact with the animals. The goal of the agricultural experiences in the historic areas is to allow guests to experience a taste of what agriculture was like during the early 1800s and help them understand where the farming methods and rare breeds of today fit in that picture. Youth volunteers helping with Ag in this area must be well-versed in 19th-century Indiana history and historic farming methods in addition to being comfortable working with the larger cattle, horses, hogs, etc.

Whether they are working in the modern or historic areas, youth volunteers are exceedingly important to Conner Prairie as a whole, and having trustworthy, specialized youth to help tell the story of agriculture is vital to the Ag program. The first Youth Agriculture Captain (YAC) program attempted to incorporate the youth volunteers Conner Prairie already had (around 100 youth from ages ten to 18), and train them to help with ag programming. The first trial included approximately 50 kids with varying levels of “proficiency.” Each proficiency level brought further responsibilities and allowed the youth to engage in more complex chores and activities. Youth primarily worked in what was, at that time, an 1886 farm and in 1836 Prairietown. Though the program was created with good intentions, unfortunately it was not really help. Anyone interested could join, which meant that in addition to the youth who genuinely wanted to learn and work, there were also many youth who just wanted to lead a horse around and were not eager to help in any other way. This

made it difficult to sort through those who were reliable and those who were not. There was little communication between Ag staff and youth, and even less continuity from day to day. A youth who worked one day a month might be scheduled to help with Ag, but would have no idea what stock had moved where, what current

YACs present current event topics during a trip to Elanco. (Conner Prairie)

feeding schedules were, etc., meaning he could not jump in and help without guidance. Some youth had previous experience and preferred to do things “their way” instead of following Ag staff standards. While some trainings were offered, much of the program consisted of on-the-job learning. This is not necessarily a bad thing; however, it meant that some youth got great amounts of experience while others got very little, based on how many days a youth was



A YAC driving a four-hitch of English Longhorn Oxen. (Conner Prairie)

scheduled to help and what staff was scheduled on a given day. Other staff members were unclear regarding youth responsibilities, and some youth were determined to do things they were not trained (nor had the “proficiency”) to do, simply because they wanted to and were envious of the youth who had earned the proficiency. This could potentially lead to dangerous situations for youth, guests, and animals. Despite its shortcomings, however, the program was a good idea and a good place to start, and it did inspire many youth to become more involved in agriculture. However, as it was designed, the program created more work for both the youth volunteer coordinator and the Ag Staff, the exact opposite of what the program was trying to accomplish.

After putting the program on a short hiatus, Ag staff went back to the drawing board and decided to focus on quality rather than quantity. With the opening of Animal Encounters in 2007, Ag staff once again realized the need for reliable, well-trained youth who could be counted on to provide safe, educational agriculture experiences for guests. This time, they hand-picked a small group of youth who demonstrated leadership ability, interest in agriculture, and reliability. These youth worked primarily in Animal Encounters and Prairietown, and they received trainings, hands-on experience, and field trips to educate them about agriculture, enrich their interpretation skills, and develop them as leaders. Early YACs were given expectations and goals including topics such as how to handle difficult guests, how to praise someone, how to be a leader, how to become a stronger interpreter, etc. Early trainings included leadership development, animal handling, interpretation, ox driving, etc., and trips included places such as a local dairy farm. YACs were also invited to help with behind-the-scenes projects as well, such as building fence, stacking hay, or cleaning out barns, with the goal of taking already hard-working, curious youth and giving



them an extra layer of knowledge, or more tools for their interpretation tool box. Although there was no set number of hours YACs were required to volunteer, most of them were eager to work as much as they could as they were excited to learn and help. Since then, the YAC program has grown and evolved, and the YACs have become an enormous asset to Conner Prairie.

To become YACs today, youth must exhibit leadership potential, work ethic, a desire to learn, and an interest in agriculture. Farming background is not required; this works in our favor as the youth have no bad habits picked up elsewhere, allowing us to create uniformity in our operations. YACs are selected each fall, and current YACs meet with Ag Staff and the youth volunteer coordinator to discuss potential candidates. This process is done in a professional manner and allows the YACs and staff to ensure that candidates are a good fit for the program. To remain in the program, YACs must operate by a set of high standards. YACs understand that the program is a privilege, not a right, and strive to meet and exceed our expectations.

How They Help

Perhaps your site has the volunteers and you have their interest. The question still remains: how can teenagers be helpful in an ag program? Youth can serve your site in a variety of ways. I use Conner Prairie's YAC program as a model of success. While trial and error has made it something that works well for Conner Prairie, there is no "one size fits all" approach. However, by using the YAC program as an example, other sites can take parts that work and tweak them to design a program that fits their needs.

YACs serve as ambassadors. People love hearing from youth. Donors love investing in youth and are eager to contribute if they see their support is helping young people. Having youth involved is a perfect way to get everyone, from the public to the board of directors, interested in supporting your ag program.

YACs serve as mentors. YACs help other volunteers and less experienced staff, teaching them to safely work with the livestock and interact with guests. Some youth are nervous around adult staff, while they may be comfortable with someone their own age. YACs are excellent teachers and are eager to pass on what they have learned.

YACs serve as assistants. YACs are an extra set of eyes. As vigilant as you may be about tracking your livestock's health, it is easy to overlook things occasionally. YACs, when trained, can help notice if an animal is not acting well, is injured, is close to lambing, etc. It never hurts to have knowledgeable assistants to maintain your herd's health.



YACs with lambs they delivered. Despite being large and backwards, both lambs were born alive and healthy thanks to the YAC's training and quick thinking . (Conner Prairie)

YACs serve as laborers. Most youth want to help in any way they can and will eagerly look for projects around your site. We have work days where the youth help us do everything from tear down sheds to build fence to stack hay. Youth can even be helpful with moving stock during rotational grazing, as well as helping with basic veterinary practices such as castrating, hoof trimming, vaccinating, etc.

YACs serve as interpreters. All of our youth volunteers interact with the public, but YACs are able to engage guests in discussions of agriculture-related topics on a deeper level than most youth volunteers are. By offering them intensive trainings on a wide variety of subjects, we prepare them to not only answer guests' questions, but also to educate them on farming practices (both modern and historic), and clear up misconceptions about agriculture. Further, YACs can often more easily connect with younger guests who might be intimidated by adult staff.

YACs serve as programmers. YACs help develop programs for both the public and staff. For example, each year the YACs implement our Cattle Auction, which takes place in 1836 Prairietown. Guests can earn 1836 paper "money" by engaging in activities, interacting with costumed staff, partnering with other guests, brushing calves, and completing chores throughout Prairietown. They can then use the money they have earned to bid on and "purchase" several of Conner Prairie's cattle at the simulated auction, after which they receive a personalized bill of sale indicating that they "own" their animal throughout the year 1836. While adult staff help when needed, the YACs do much of the work planning, organizing, setting up, and implementing this extremely popular program.

How You Help Them

While this list of ways youth can be beneficial for your site is impressive, it begs the question, “What would my program do for THEM?” Why would a young person who is heavily involved in school, sports, and extracurricular activities want to give up their time to help my site? The truth is, volunteering in an ag program is extremely beneficial for youth. Whether they pursue a career in agriculture or a completely unrelated field, the skills they develop through being a part of such a program will serve them well throughout their lives in whatever they choose to do.

It prepares them for college and careers. Being part of an elite volunteer program with challenging standards can make a student or job applicant stand out. Perhaps more importantly is the fact that it exposes them to new career options. Many youth think they want to be veterinarians because they want to work with animals, but have no idea that there are thousands of other fields of study which may be a better fit for them than vet school. A youth ag program is a fantastic way to introduce them to careers in everything from museums to meat science, and help them find their passion. Further, many introductory courses in agriculture cover basics already taught through your youth ag program, giving youth a strong foundation and a head start in college.



YACs don't mind getting dirty as they help tear down fence in a hog lot. (Conner Prairie)

It builds leadership. If you set high standards, the youth will rise to meet them. Give them problems to solve and they will find solutions. Give them new volunteers and they will become mentors. These types of programs build leaders, and the youth will work together to create the best program they can.

It teaches observation skills and problem solving. We want them to be curious, to think critically, and to challenge preconceived notions through research and study. We teach them to use their observation skills to find answers and solve problems. Further, we do not need to micromanage these youth. They can walk into the barn and observe that the water tank needs to be filled, pens need to be picked, or the floor needs to be swept, and they will take action, which makes daily operations far easier.

It allows them to network. Through trips, meetings with donors and conferences, youth have the chance to meet and connect with people in all fields. These connections can help them find jobs, be admitted to college, etc. The more contacts they build, the more exposure your youth and your site receive and the more opportunities open up for both. Employers are looking for people with skills typically learned on a farm and are desperate for people with strong work ethic, integrity, leadership, and problem solving. You have the power to connect your qualified youth with these employers.

It is clear that involving youth in your ag program can be mutually beneficial, but what makes this type of program stand out over other leadership building programs?

Hands-on experience. We use our YACs for everything. They are always beside us, delivering calves, giving shots, presenting at conferences, or talking to guests. We try to make everything a learning opportunity, giving them a strong foundation for college and careers.

Individualized learning experiences. By having a small group of volunteers, you know each one individually and learn their preferences and learning styles. You can develop your program to meet the needs of each one of your volunteers and help maximize their learning potential.

Sense of ownership. By treating the youth as equals and as adults, and by giving them responsibilities and leadership roles, the youth feel as though they are an important part of your ag program. They take pride in their accomplishments and strive to work even harder to create an even more effective program.

Perhaps the most interesting part of involving youth is deciding what you want to do with them. The options are endless, but the following are some methods we use:

Field trips: YACs visit tourist sites such as Fair Oaks Farms, the Museum of Science and Industry in Chicago, other living history sites, small local dairies and hog farms, the University of Illinois, and Elanco among numerous other places. After trips, we discuss what we learned, what methods we observed that were similar or different to ours, and ideas we could incorporate into our work at Conner Prairie.

Trainings: Throughout the year we host hands-on trainings on a wide variety of topics, including animal reproduction, crop science, animal handling, rotational grazing, leadership, genetics, food labels, ox driving, livestock judging, veterinary science, and résumé writing, just to name a few. We make trainings as hands-on as possible, so that the youth are not just talking about things; they actually have experience doing them. We work with their interests while also exposing them to a wide range of relevant topics.

Career Counseling: We meet with college advisors to help the youth define their interests and talents, in addition to discovering the vast number of careers available in agriculture and learning about what academic paths they need to follow to get there.

Presentations: The youth have opportunities to speak at conferences (such as MOMCC), board meetings, etc. YACs also design and lead trainings for youth and employees. They represent themselves, the program, and Conner Prairie extremely well, and it is great practice for them for their future college and career experience.

What next?

If using your youth volunteers to enrich your agriculture program sounds like something your site would like to do, congratulations! Though it may seem daunting, it is an incredibly rewarding experience for your site and your volunteers. Consider the following while asking yourself: “In what areas do we need help, and how can youth fill that need?”

Number of kids: Small numbers work best in order to make sure they receive individual attention and help ensure clear communication. While a large group of volunteers can be nice, be careful not to sacrifice quality for quantity. Do not take on more youth than your site can effectively handle. Keeping the program elite encourages youth who are not a part of it to work harder in order to be selected for next year.



Mentoring at its best: a YAC teaches a younger youth how to shear sheep . (Conner Prairie)

Expectations: I cannot stress enough the importance of having clearly outlined expectations for your youth. Also crucial is holding your youth to these standards. If you do not, it makes it very difficult to correct your youth (if need be), and even more difficult to prevent perceived favoritism if a youth believes they do not have the same opportunities as another youth. What will your youth be doing? What will they be allowed to do, individually and with staff, and what will be off-limits? Can they work animals alone? Should they come in early or stay late to help with chores? It is important to have clear responsibilities so that there is safety for everyone and no confusion on the part of the youth or other staff members.

Cost/funding: More money means more ability to purchase training aids and trips, but you can have a successful program for relatively little expense. Use your site's resources and call on experts within your site to lead trainings. Do not overlook the educational opportunities you have in your own community. Start small. Some local farms are happy to host visits and talk to youth, so take advantage of those opportunities. If you are successful, donors will be happy to fund your program to help it grow.

Selection process: Will you select youth yourself, have them apply, or let your older youth help? It is important to have clearly outlined criteria for becoming part of the program so no one feels unfairly left out. If an issue arises, you can point to specific expectations a youth is not meeting and encourage them to improve in those areas.

Trainings and Meetings: Will you have weekly meetings? How many trainings per year will you have? Is attendance mandatory? While this can change on a yearly basis, it is important to have an idea of how often you will meet in order to ensure continuity.

Safety and best practices: Communicate with parents; make sure they know what their child is doing, and what is expected of them. In addition, it is important to know your state's rules and regulations regarding minors volunteering for an organization. Talk to your site's human resources representative. Primarily, just use common sense. If it is 100 degrees with 100% humidity, or ten degrees below zero, do not have your kids outside for extended periods of time. Supervise animal/youth interactions. Don't allow them to use chemicals without gloves. Don't give them chainsaws and leave them unattended. Don't throw them the keys to the tractor and tell them to haul a round bale out to the stock. Your kids' and your animals' safety is paramount, so use common sense and avoid dangerous situations. Of course, some activities can be based on youth experience and comfort level. For example, one youth might be totally comfortable haltering a cow and bringing her in for milking, while another might not have enough experience or confidence yet. While pushing your youth to learn

new skills and step outside their comfort zone to grow is important, it is just as important not to throw a youth into a situation for which they are not prepared. Read your kids, know their skill levels, and assign them appropriate tasks. Most importantly, train them how to handle issues so that no matter what they are doing, they are prepared if an emergency arises.

While this article gives you a foundation for starting a youth ag program, there will always be trial and error to make the program fit your needs. Remember, it is an investment. Creating a program requires time, money, resources, and energy, and you will need dedication, problem solving, and perseverance to become successful. Fortunately, that investment is mutual. The more you invest in youth, the more they will invest in your organization. If you treat them as equals and as valuable members of your team, they will rise to meet (and exceed) your challenge. Consider in what you are investing - in lives, in futures, in careers. Right now, you are creating assistants, better students, eager laborers, enthusiastic ambassadors, and future employees. Further down the road, you are creating future leaders and future difference-makers. You have the opportunity to make a positive difference in so many lives. To me there is no better return on investment.

For more information, or if you have any questions about starting your own program, feel free to contact the author at Buchanan@connerprairie.org. □



The author and five YACs present a session at the 2016 MOMCC Spring Conference in Lafayette, Indiana. (Photo by Tom Vance)

About the author: Stephanie Buchanan is the Assistant Livestock Manager at Conner Prairie Interactive History Park in Fishers, Indiana. She started as a youth volunteer in 2005 and discovered her passion for teaching youth about agriculture. She since earned a B.S. in Historic Preservation from Southeast Missouri State University. As a MOMCC member for several years, she presented for the first time at MOMCC in March, and this is her first MOMCC magazine article submission.

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Journeys on the Missouri: Thaddeus Culbertson and His Not-So-Unusual 1850 Excursion

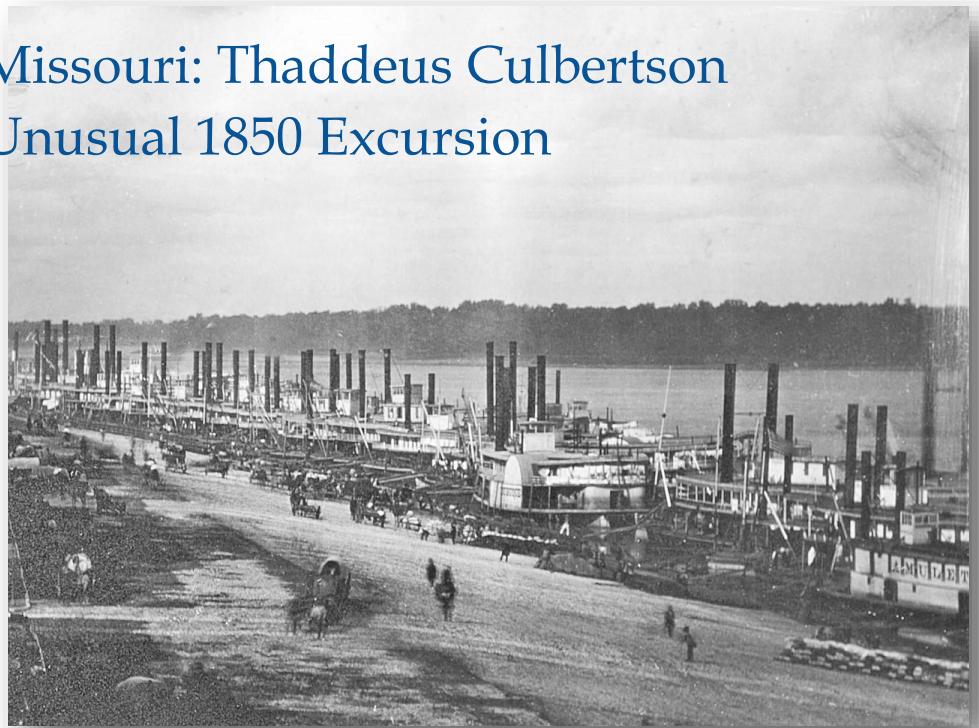
By Sean Visintainer

Thaddeus A. Culbertson set out from St. Louis bound for St. Joseph, Missouri, on March 19, 1850, at the height of the “Golden Age” of steamboating, as the first part of a larger land and river journey into the *Mauvaises Terres* (now known as The Badlands) and the Upper Missouri. Mr. Culbertson traveled with his brother, Alexander, and “three voyageurs, one black servant.”¹ An easterner, college educated, and sickly, young Thaddeus probably didn't appear to be much of a frontiersman. Still, a variety of factors in Culbertson's life conspired to make his journey a reality.

Foremost was Culbertson's brother, Alexander, who worked for the American Fur Company; Alexander's letters to his younger brother out east surely stoked the younger Culbertson's imagination. Thaddeus' imagination was further fired by the great natural history collections being developed in the 1840s and 1850s for some of America's foremost cultural institutions – including the Smithsonian, which would come to underwrite \$200 of the Culbertson expedition.

Thaddeus traveled to the Upper Missouri not only to collect fossils and specimens and to catalog plants, but also for the climate, which was hoped to bring him relief from a “distressing cough” and “threatening consumption.”² And it did; Thaddeus returned to the east “in renewed health to gladden the hearts of his parents and friends,”³ although the young man still seemed particularly susceptible to disease. Not long after his arrival home, in August, Thaddeus Culbertson would contract an unusual form of “bilious dysentery, then prevalent in the neighborhood,”⁴ which would ultimately claim his life.⁵

Still, as the young man set out from St. Louis, he must have been hopeful that his health would improve, and thrilled with the possibilities of his trip. The initial segment of his journey was accomplished by traveling aboard the steamboat *Mary Blane*, a “fine light draught passenger boat,” and although he was able to secure accommodation



The St. Louis levee in 1852. Daguerreotype taken by St. Louis photographer Thomas Easterly (1809-1882). Probably the oldest known photo of the levee showing steamers Dubuque Express, Highland Chief and Amulet. (Missouri Historical Society, Columbia)

in the pilot's room for himself and his companions, in most other respects, Culbertson's journey was like countless others taken aboard steamboats on the Missouri River in that era.

Culbertson writes that the mass of humanity on the *Mary Blane* “is crowded to overflowing having about 250-300 cabin besides 200 deck passengers and certainly she cannot accommodate more than 100 with much comfort.” He also found it “exceedingly difficult, on account of the crowd, to get to the table and when there it was very unpleasant because of the rough characters aboard.”⁶ Culbertson, an easterner of means, probably found most of the travelers on western waters, even those wealthy enough to afford cabin passage, which included meal service as well as most likely laundry and maid service, “rough.”

1. Thaddeus Culbertson. *Journal of an Expedition to the Mauvaises Terres and the Upper Missouri in 1850* (Washington: Government Printing Office, 1952), 15.

2. Spencer F. Baird. “Report of the Assistant Secretary in Charge of the Natural History Department, for the Year 1850” (Washington, n.p., 1851), 44.

3. Baird, *Annual Report of the Smithsonian*, 20.

4. *Ibid*, 44.

5. Culbertson, *Journal*, 15.

6. *Ibid*

Still, at least the meal service was good. The wild duck was “admirably cooked, and it was admirably eaten too.”⁷ The deck passengers aboard the *Mary Blane* would not have had it so well – they would have brought their own food on board, as well as their bedding, and set up sleeping arrangements on the main deck of the steamboat. The deck passengers would have claimed any little space as their own, given the overburdened nature of the steamer, as the boat was filled to as much as four times its comfortable capacity. A deck passenger’s “personal space” could be on top of cargo, next to livestock, or near the deck crew. The deck passengers would have likely been exposed to the elements, which, given the nature of the Missouri Valley in late winter or early spring, could bring rain, snow, and frigid temperatures.

The *Mary Blane* was built in 1847 at St. Louis, Missouri. A sidewheeler steamboat, a style of boat with two paddle-wheels, one constructed on each side of the vessel, the *Mary Blane* had a wooden hull and ran the St. Louis to Galena, Illinois, trade on the wide Mississippi River. Eventually she was pressed into service on the Muddy Missouri.⁸

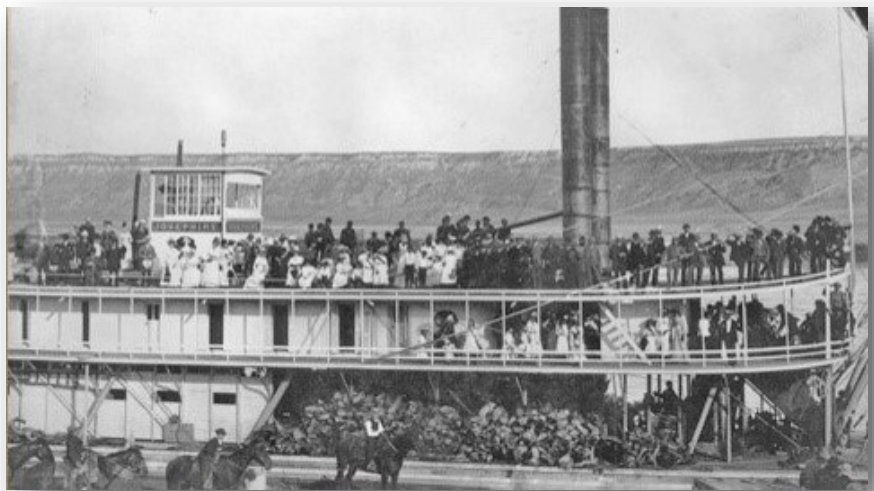
The *Mary Blane* made her way from St. Louis; heading up the Missouri River and at the confluence passed St. Charles City, “a small place” of “plain appearance, bearing no comparison to that of Hannibal on the Mississippi.”⁹ In so far as the journey itself, Culbertson’s trip aboard the *Mary Blane* was, again, not unusual. It was slow going, the *Mary Blane* unable to navigate the Missouri at night; like any trip on that river, the *Mary Blane*’s was difficult, filled with “danger from snags, sand bars &c.”¹⁰

Snags and sand bars were among some of the most common hazards of steamboating on the western rivers, and no more so than on the Missouri, a tricky river to navigate. Hiram Chittenden, in his *History of Early Steamboat Navigation on the Missouri River*, writes:

As with most of our Western streams the principal arboreal growths along the banks of the Missouri are the willow and cottonwood... Every year great numbers of trees that line the river bank are undermined and fall into the stream. They are borne along by the current until they become anchored in the bottom, where they remain with one end sticking up and point downstream, sometimes above and sometimes below the surface. These trunks or branches have always been the most formidable dangers to navigation on the river. They are called snags or sawyers, though sometimes, from the ripple or break in the surface of the

water, “breaks.” It is, in fact, only by the appearance of these breaks that a submerged snag can be discovered by the pilot; and fortunately, in a rapid current, like that of the Missouri, a snag will cause such a break if it is near enough to the surface to touch the bottom of the boat. These snags were the terror of the pilot, as well they might be. The record of steamboat wrecks on the Missouri, and it is an appalling one, shows that about seventy per cent were due to this cause.¹¹

Historian William Lass finds that the average achieved age of 23 of the 25 steamboats that operated on the Missouri River in 1841 was 4.16 years. Eleven of these boats were destroyed and 12 were abandoned as they became no longer functional. The destroyed boats lasted an average of only



The steamer Josephine docked at Fort Benton, Montana. At 178 feet long, 31 feet wide, six foot hold, and capacity of 300 tons, she drew only a foot of water. (Montana Historical Society, Helena)

2.91 years, while abandoned boats lasted an average of 5.33 years.¹² By this measurement, the *Mary Blane* was, again, a very typical boat, her lifespan encompassing about four years before she was consumed in a fire at St. Louis.¹³

7. Culbertson, *Journal*, 16.

8. Frederick Way, Jr., *Way's Packet Directory 1848-1893: Passenger Steamboats of the Mississippi River System Since the Advent of Photography in Mid-Continent America* (Athens: Ohio University, 1983), 311.

9. Culbertson, *Journal*, 16.

10. Ibid

11. Hiram Martin Chittenden, *History of Early Steamboat Navigation on the Missouri River* (Minneapolis: Ross & Haines, Inc., 1962), 81.

12. William Lass, *Navigating the Missouri: Steamboating on Nature's Highway, 1819-1935* (Norman: University of Oklahoma Press, 2008), 107.

13. Way, *Packet Directory*, 311.

The *Mary Blane* was very nearly lost on Culbertson's trip. On Sunday, March 24, she ran aground before reaching Lexington, Missouri, and was stuck for "an hour or two." While she floundered, two steamers passed her, the crew and passengers of those boats apparently unconcerned with the fate of the stranded steamer. Later in the same day, about noon, "when in passing through a dangerous place filled with large snags," one snag pierced the steamboat above the waterline, at the kitchen. Though the *Mary Blane* was in considerable peril, she got underway again with no further damage, save a little "interfering with the dinner."¹⁴ The *Mary Blane* managed to reach St. Joseph on Wednesday, March 26, seven days after starting out from St. Louis, without further harm.¹⁵

Snags were the most common obstacle on the river, but they weren't the only danger that could befall a steamboat. Collisions with other boats were uncommon, but happened nonetheless, most often in inclement weather. Ice gorges – massive sheets of ice, breaking up in warmer weather and floating downstream in grinding, tumbling masses – could wipe out a whole levee of boats, as happened in St. Louis on February 27, 1856. Reported the next day in the *Missouri Republican* as causing an estimated \$100,000 damage to steamboats docked on the levee and destroying the *New St. Paul*, *Highland Mary*, *Federal Arch*, *Bon Accord*, *Lamartine*, *G. W. Sparhawk*, *Sam Cloon*, and *Shenandoah*, the ice flow of 1856 was a spectacular event, witnessed by most of the citizens of the city, who turned out *en masse* to watch the steamers get swept clear of the riverfront.¹⁶

Fires were greatly feared aboard steamboats. Not quite a year before Culbertson's journey, on May 17, 1849, a spark drifting on the wind from a passing steamer's smokestacks landed on some mattresses set out to sun aboard the steamer *White Cloud*. Soon, the entire riverfront of St. Louis was ablaze in a conflagration that claimed at least three lives, as well as an estimated three to six million dollars of property damage, including steamboats, cargo, and buildings near the levee, from which the fire spread.¹⁷

Baking in the sun, day after day and year after year, the wood superstructure of a steamboat was particularly flammable; a tipped-over lamp or careless smoker could be the metaphorical match to set a boat alight. Few people in the 19th century could swim; a fire while on a flooded or fast-flowing river could be particularly fearsome. In such cases, the crew and passengers would often resort to throwing overboard anything they could find that was buoyant and jumping into the river after it, hoping to use this floating flotsam and jetsam as an impromptu life raft.

Beyond a doubt, however, the most fearsome accident to befall a steamboat was the dreaded boiler explosion. The boilers, long, cast-iron tubes filled with river water brought to a boil and thus creating steam and powering the boat, were prone to rupturing along their seams or exploding when the pressure in the boiler built up to an uncontrollable level. When this happened, the results could be catastrophic. One of the worst Missouri River disasters was the boiler explosion on board the *Saluda*, on April 9, 1852.



The steamer *Montana*, at 300 feet long and carrying 600 tons of cargo, was the largest steamer ever to navigate the Mississippi and Missouri Rivers. She became the symbol of the end of the steamboat era in 1884 when she met her fate at the railroad bridge in St. Charles, Missouri. (Herman T. Pott National Inland Waterways Library)

The *Saluda* struggled against the current near Lexington, Missouri. After two days of little progress, Captain Francis Belt ordered an increase of steam pressure, causing the boilers to burst at about 8 a.m., due to what the *Missouri Republican* on May 12 reported as "engineer negligence." Almost 100 people died in the explosion, while the boat sank in a matter of minutes, a total loss. Among the dead were a great number of Mormon immigrants from England and Wales on their way to Salt Lake City.¹⁸ Also among the dead was Captain Belt. The co-owner of the vessel, Mr. Peter Conrad, who was on board serving as a bar-keep, was noted by the *Republican* as badly scalded and mortally wounded.¹⁹

14. Culbertson, *Journal*, 18.

15. *Ibid.*, 21.

16. "Further Particulars." *Missouri Republican* (St. Louis, MO), Feb. 27, 1856.

17. Laura Wilson, *The Great Fire of St. Louis in 1849* (n.p., 1938), 15.

18. *Missouri Republican* (St. Louis, MO), Apr. 12, 1852.

19. *Ibid.*, Apr. 10, 1852.

Two years before on his way downriver, Thaddeus Culbertson would pass the *Saluda*. At the end of his journey to the *Mauvaises Terres* and Upper Missouri, Culbertson was headed downstream from Council Bluffs aboard the steamer *Saranak* and passed the *Saluda* at Fort Kearny. Just as the day she would blow two years later, the *Saluda* was then involved in the Mormon trade, taking emigrants and supplies to Kanesville.²⁰

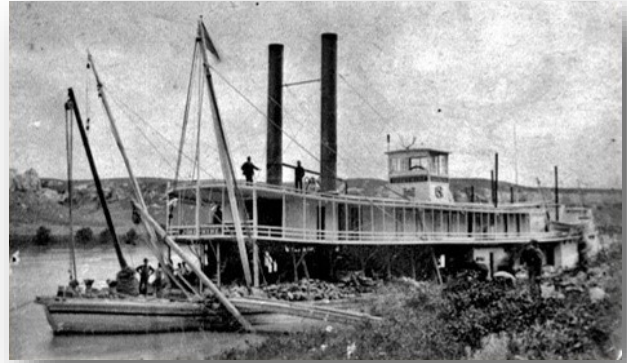
Thaddeus Culbertson would have known the risks of steamboat travel, as would most everyone else that boarded one of these magnificent boats during that golden age of steamboating. Knowing that one could be blown up, or burned up, or drowned, or one's possessions could be lost – and that lives and possessions were lost with alarming regularity – a question must be asked: Why? Why take a steamboat on the western rivers?

There is a prosaic answer to that question. Simply put, steamboats could move more people and cargo, more quickly, than any of the predecessor vessels along America's western rivers. Whenever possible, until the railroads began stretching across the west, one always took the rivers, as land journeys took longer and were more dangerous and costly.

There is a poetic answer as well. Imagine that you are living in a small town along the Missouri River the early 1820s. Your town likely produces commodities such as pork or lumber or grain, your craftsmen use hand tools, and there is little in the way of imported or luxury goods available in the town's general store. One day, you are down at the riverbank. Perhaps you are fishing for dinner or washing your family's clothes. Around a bend in the river comes something wondrous: a large and oddly shaped boat, stacked with tiered decks and fanciful woodwork gingerbreading. The boat is likely taller than any building in your town. It is crawling with activity and filled with crewmen and passengers from towns and cities afar, as well as goods never seen in your part of the world. The boat is moving under its own power upstream, against the current, black smoke spewing from its smokestacks, gigantic paddlewheels churning through the water. The steamer even seems to be alive, its piping and pistons coursing with sounds akin to breathing.

To someone living along the Missouri River, in the hinterlands of a county just beginning to flex its muscle on the world stage, the steamboat must have seemed full of promise – promise of a young and powerful nation coming into its own, promise of manifest destiny and God's plan fulfilled, promise of a potential greatness just beginning to be realized. And who wouldn't want to take part in that? □

20. Culbertson, *Journal*, 150.



The steamer *Josephine*, “*Dame of the Yellowstone*,” at Fort Benton, Montana. (Montana Historical Society, Helena)

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THE ARABIA STEAMBOAT MUSEUM

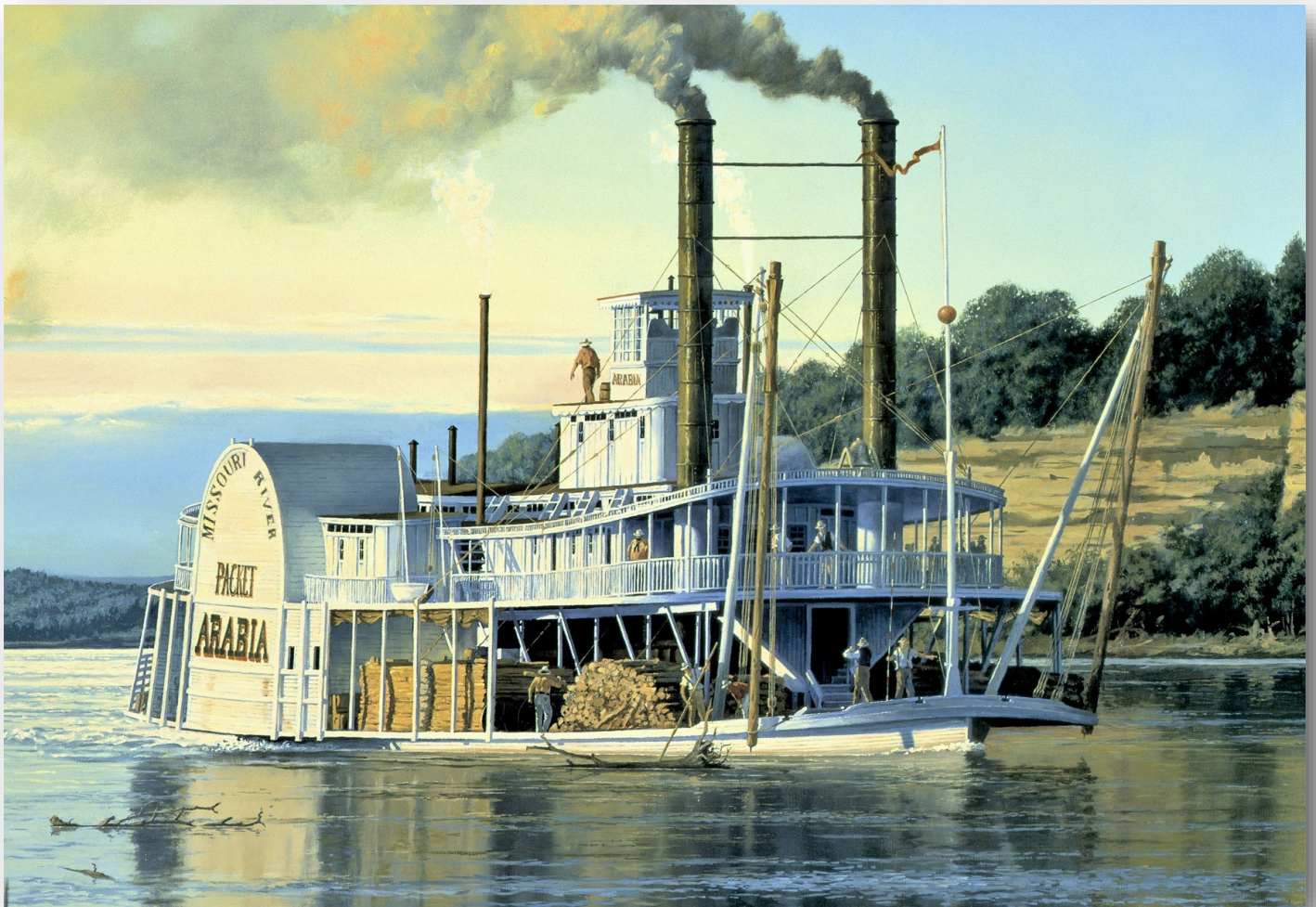
Kansas City, Missouri

By Tom Vance

With her twin stacks belching smoke and ash, the big, side-wheel steamboat *Arabia* churned her way upriver past Kansas City, Missouri, loaded with winter supplies. Her passengers had just settled down for dinner, when the steamer's hull was suddenly ripped open by a large, sunken tree hidden from sight beneath the river's surface.

As water poured into the gaping hole, over 100 passengers scrambled to safety leaving behind most of their personal belongings and over 200 tons of precious frontier cargo. Gathered on the riverbank, the travelers watched helplessly as the boat and her cargo disappeared quickly and silently beneath the cold, dark Missouri River. Soon all was lost from sight.

David Hawley, *Treasures of the Steamboat Arabia*



The Steamboat Arabia as depicted in a painting done for the Arabia Steamboat Museum by Gary Lucy, artist from Washington, Missouri (www.garylucy.com). The museum is an unprecedented primary source documentation of 1850s material culture. It's a perfect add-on visit before or after the conference while you are in Kansas City. The museum is located at 400 Grand Boulevard, Kansas City, MO, phone: 816-471-1856, website: www.1856.com. (Photo credit: Arabia Steamboat Museum)

Imagine, as a historian, the opportunity to actually visit the past. At house and open-air museums, we meticulously research the past to make our restorations as historically accurate as possible, but even the best restorations involve educated guesswork. What if we could actually visit the past and take the guesswork out of presenting history.

One of my favorite books and movies, *Timeline* by Michael Crichton, is based on medieval archaeologists actually going back in time and visiting the 14th century French castle and surrounding village that they are digging in the 20th century. My one great fantasy in life is visiting 1845 Charleston, Illinois, with a camera and enough period money bought on eBay to bring back lots of pictures and period items, including clothing to wear at MOMCC.

But imagine if you could travel to the past, specifically the year 1856, and bring back 200 tons of period goods and merchandise, right from the hold of a steamboat heading west on the Missouri River. Then imagine it being laid out for you in a spectacular exhibit, and you could take all the time you wanted to look at and study it. If you were visiting the steamboat, it would all be stored away in the hold. If you were visiting a period store, it would all be stored on shelves. But here, its all right there in front of you.

At a museum in Kansas City, you can actually visit the past without any of the inherent dangers of time travel. On exhibit there, is over half of the 200 tons of cargo that just recently arrived directly from the year 1856.

The Arabia Steamboat Museum is what could be considered a “primary source” museum. Most museums are “secondary source,” but the *Arabia* museum is pure 1856 - as pure as it gets. Furnishing an 1850s house, barn, tool house, or store? Clothing 1850s interpreters? This should be your primary research source!

The museum is located in the revitalized Old City Market area, originally founded in 1857, in downtown Kansas City. Its near the waterfront where the *Arabia* made it's last port of call in September, 1856. Opened in 1991, the museum provides an intimate look into life in mid-19th century America, and has fundamentally altered our perception of what life was like on the western American frontier.

The 200 ton cargo from the steamer *Arabia* encompasses some 200,000 artifacts covering every aspect of everyday life in the 1850s. About half are currently on display and approximately 700 more are being conserved and added each year. The museum has a state-of-the-art

conservation lab that is actually part of the museum's exhibits.

The story of the resurrection of the *Arabia* began in 1987 when David Hawley, his brother Greg and father Bob decided to find and excavate a Missouri River steamboat. After looking at a dozen or more possibilities, they settled on the steamboat *Arabia* as the best prospect. Buried 45 feet beneath a farm field half a mile from the current river bank, they began excavation. The biggest problem was ground water; a dozen large pumps had to be set up, each removing 1,000 gallons of water a minute.

From the sand and mud, they recovered barrel after barrel, case after case of the cargo that was meant for 16 upstream river towns. They found everything - china, to tools, hardware, clothing, shoes, hats, lumber and even two pre-fab houses. They also recovered the steam engine, paddle wheels, a section of the boat's stern, and the snag that sunk the *Arabia*.

The Hawleys began the project as “treasure hunters” who planned to sell what they found. They soon, however, realized that the value of the collection was in it's entirety and they needed to preserve it as the “national treasure” that it is in a permanent museum. □

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The Arabia Steamboat Museum opened in 1991 and is located in the revitalized Old City Market area in downtown Kansas City, close to the waterfront where the Arabia last docked on September 5, 1856. (Steamboat Arabia Museum)

Treasures of the Steamboat *Arabia*



The collection includes hundreds of pieces of period clothing from men's pants, shirts, coats and hats to women's dresses. The cotton thread on many of the woolen garments had dissolved so garments were hand-sewn back together. Hundreds of pairs of shoes, boots and other leather goods were found along with calico buttons, bolts of brightly colored fabrics and sewing supplies.



The first barrels uncovered and opened by the Hawleys contained over 200 pieces of chinaware. Hundreds more were found along with tin-ware, buckets, and every other kind of household item imaginable. Bottles of pickles, cherry and blueberry pie filling, and other food items look as fresh as the day they were packed. The Hawleys even tried the pickles and found them quite edible.



The Arabia carried a huge supply of hardware and materials for building homes and towns on the frontier: hinges, box locks and keys, over a million cut nails, panes of glass, and every other type of hardware and tool imaginable - even two prefab houses. Here is primary documentation for furnishing your 1850s carpenter shop or tool house. (All photo credits: Arabia Steamboat Museum).

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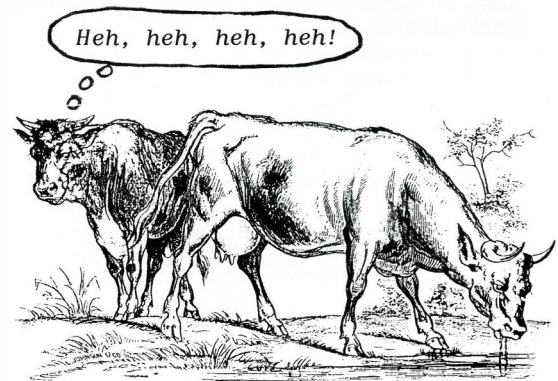
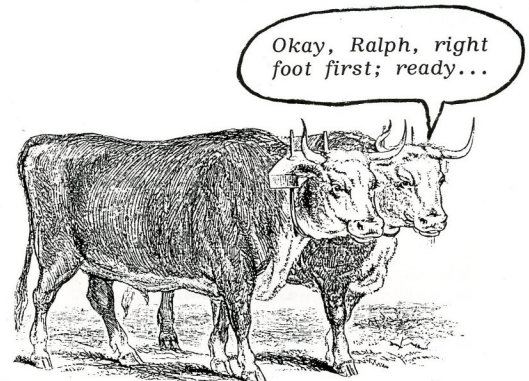
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On the Lighter Side



Furnishing Your Victorian Tool House

“A Place for Farm Tools.”

Introduction by Jonathan Kuester

“Every tool upon the farm should have its place when not in use. A well-arranged tool house is not only gratifying to the eye, but it also tells a story of forethought, care and thrift that all enjoy.” (*American Agriculturalist*, February 1881)

The arrangement of a tool house, like many Victorian notions, was likely more of an ideal than a reality. Few farmers had the time or inclination to arrange tools and hardware in geometric patterns on the wall of their shed. This should not discourage us from heeding the good and reasonable advice of Jonathan Periam and the editors and contributors of countless periodicals such as the *American Agriculturist*. Farming, after all, is a trade as much as carpentry or joinery and the tools of this trade deserve the care and well-being befitting the tools of a civilized trade.

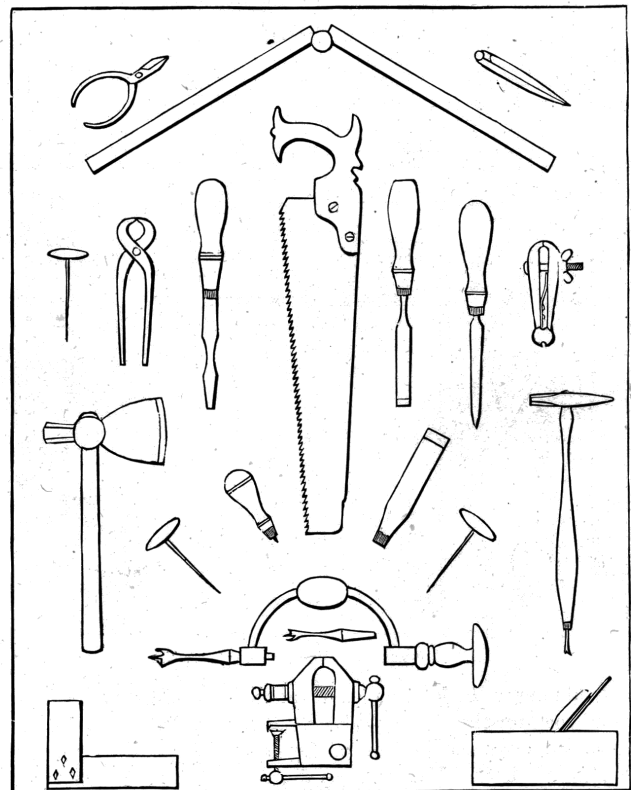
Periam's *The Home and Farm Manual*, introduces us to a system and methodology of tool care on the farm. The systematic care and forethought described in the text are the roots of modern production agriculture and signify the shift to systematic, scientific agriculture. Periam's arrangement of tools on the wall may not be realistic, but his suggestions on the care and use of the tools are; they are as relevant to us at living history sites today as they were to the yeoman farmers of the late 19th century.

I. The Farm Workshop

Each farmer must decide for himself how much purely mechanical work it will repay him to perform or have done on the farm. Where population is dense, the division of labor must necessarily be more minute than where it is scattered. Hence, in thickly settled districts, the farmer may find it cheaper to buy everything he does not grow on the farm rather than make it himself. On large estates there are generally carpenters, a blacksmith, and other artisans hired by the year; often a book-keeper, engineer and miller are required, until at last these employees, together with the farm laborers proper, and their families, form the nucleus of a village. We have seen all this happen in Illinois, and once on a farm of less than 3,000 acres. In the South, on some of the large estates, especially on sugar plantations, where the crop must be manufactured, and, in the North, where ever sorghum is produced in large quantities, it will repay the planter to do much of the repairing at home.

In thinly settled districts the farmer should himself know how to do simple repairing. Making rails and posts and fitting them for use, is strictly a mechanical art, yet on timbered farms this is also a part of the necessary farm labor. On every farm some fencing is always to be done; there are gates to be made and hung, and rough sheds to be put up. The repair of the ordinary tools used is a natural application of mechanics to agriculture. The tightening, and even fitting, of horse-shoes, is often important. This only requires dexterity and observation to render its performance easy; and the same may be said of simple repairs to iron-work.

If skilled labor is near it will be cheaper, as a rule, to hire mechanics for all important repairs; yet every farmer should have some simple tools and a workshop. Many needed mendings and changes may be done at times unfitted for out-door labor. If the workshop be kept supplied with the necessary materials for such work there is little time that may not be profitably employed by those necessary to work the farm.



A FAMILY SET OF TOOLS.

II. Mechanics' Tools on the Farm

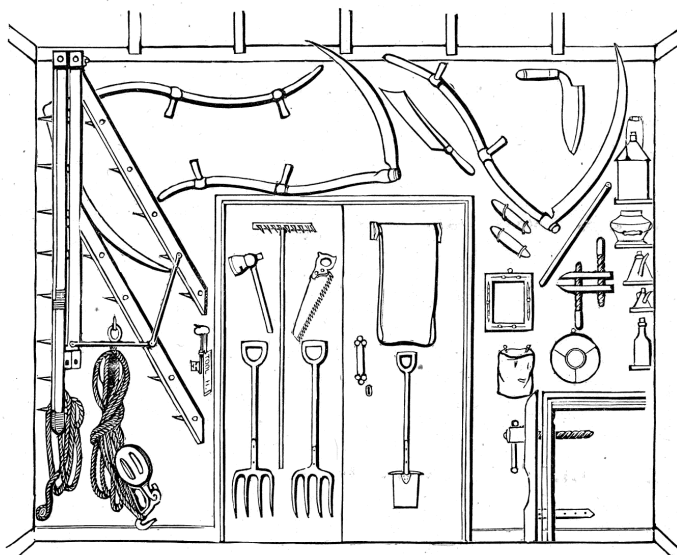
The necessary tools are chopping-axes, hatchets, hammers, a broad-axe, grind-stone, an oil-stone, augers from one inch to two inches, a brace and bits, a set of chisels, rip-saw, one or more cross-cut saws, a tenon saw, square, a spirit-level, two foot rule, tape-line, dividers, jack-plane, jointer and smoothing-plane, screw-driver, awls, a drawing-knife, a vise to hold boards and one for holding iron implements, a set of files for wood and one for iron work, an iron "claw," sand-paper, wire, and an assortment of nails, a few of which should be of wrought-iron to be used in clamping, screws and lumber. With these all simple repairs may be made at home.

With perseverance the necessary skill will soon come, and there are many things to be done, that take less time in the doing, than would the sending for a skilled workman. Thus, certain mechanical work is as necessary for the farmer to know how to do as to plow or reap. A shed or lean-to is to be built. It may be done at times when the land is unfit for working. A door is out of level; in ten minutes it may be rehung. Windows pinch or become loose in their fittings; it is the work of a few minutes to remedy the defect. A broken pane of glass, either in house or outbuilding, may, if one depends entirely upon mechanics, be a serious matter, yet with a putty knife, a little putty, a few glazier's tins and the necessary glass, which should always be kept on hand, the loss can easily be made right. The wife requires a bench for the washing-tub; a stool, or light box, for covering and stuffing to form an ornamental piece of furniture. They are made almost while they are being talked about. Harness may be mended. The irons from a broken whipple-tree or other implement, may be fitted to a new wood. Rustic structures may be made, and valuable work done, from time to time – even an important building, under direction of a regular builder. To accomplish all this successfully, tools must be kept in perfect order, and not be lent, except to those who know how to use them, and such persons generally have their own. A neighbor may, perhaps, think it hard to be denied; he may prefer to use your bright, sharp tools in place of his rusty and dull ones. Why should he not take care of his own tools?

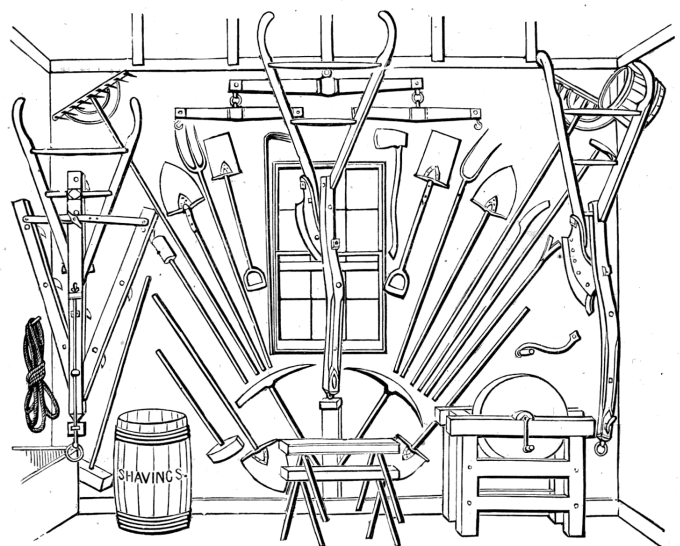
III. Arrangement and Care of Tools

There should be a place for every tool and every tool should be in its place. Such tools as will not easily rust may be arranged on the wall over and around the work-bench, but all tools with bright surfaces, as saws, chisels, etc., unless inside a case, should be kept in a chest, in their appropriate niches, and if not to be used for some time, lightly oiled when put away. Thus kept, the implements are always bright, only requiring to be wiped for use, when wanted.

Our cuts illustrative of the tool-keeping are: first, an inside view of closet for the simple tools necessary for the farmer of few acres, as shown in the cut entitled, "A Family Set of Tools," and also the four walls of a complete tool-house attached to a work-shop, 30 x 14 feet, and which is now in use upon a farm of 2,400 acres in Illinois. This contains all the minor hand tools and implements required by the farmer.



ONE END OF TOOL-HOUSE.



SECOND END OF TOOL-HOUSE.

IV. How to Keep Farm Implements

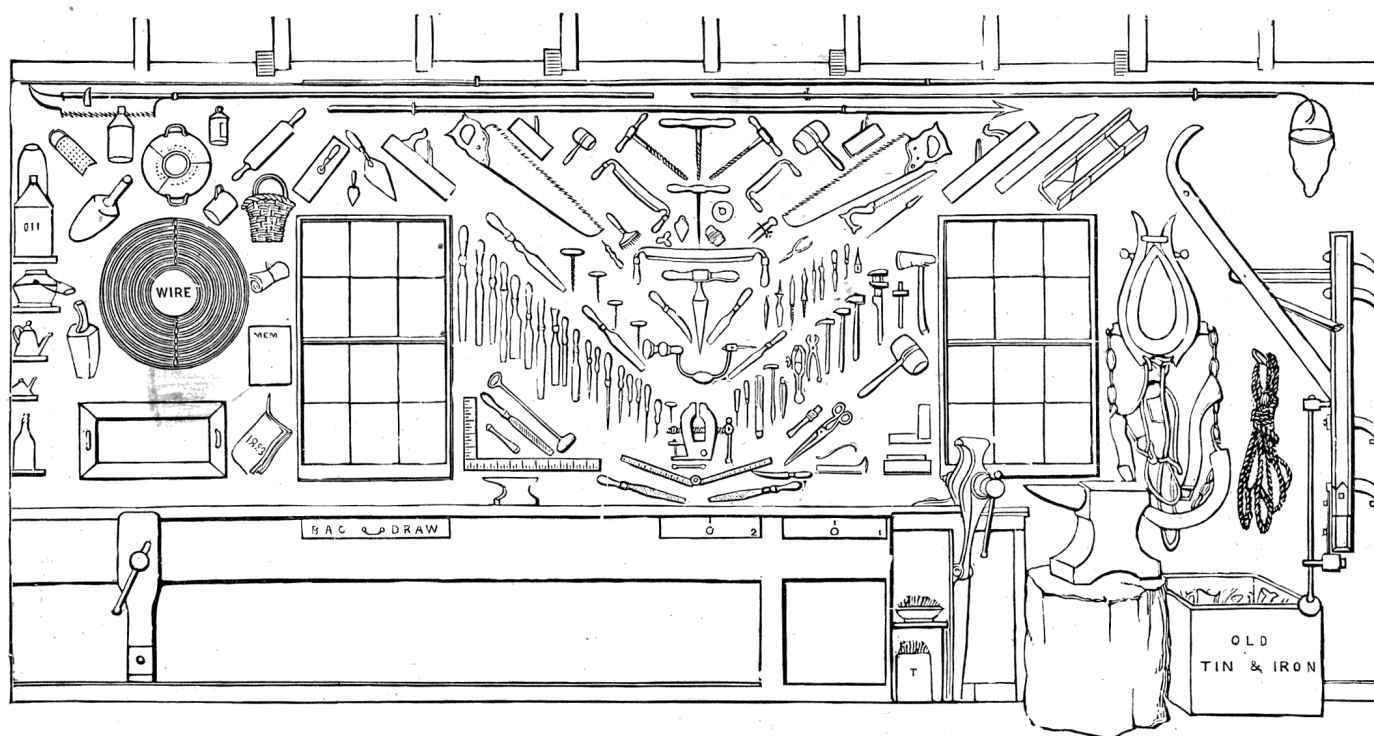
All farm implements should be kept under cover and cared for when not in use. The mowing machine, reaper, plows and all other implements having bright surfaces should have these covered with a mixture of kerosene and lampblack, when put away. It is easily rubbed off when they are again wanted, and the surfaces thus retain their polish. When left in the field overnight they should be rubbed with an oiled cloth. Only pure oil, unsalted, should be used. A pint will last long and save many dollars.

You will be surprised, on trial, how small a space is really required to store all tools and small farm implements from the weather. An open shed will do for wagons, sleds, harrows, and that class of machinery; but a closed room is necessary for plows and other implements having bright surfaces. If they are exposed under an unenclosed roof and moisture of the atmosphere is apt to rust them in damp weather, to say nothing of injury from dust and the danger that they will be stolen by night prowlers while the farmer is asleep.

In this day of improved implements successful farming cannot be carried on without perfect tools and implements. They cost much money; with care they wear a long time; without care their life is short. The abuse of implements costs ten times their wear. A wise man looks to economy. Study the object-lessons presented, and learn to economize by care. When first a tool is properly hung on the wall, as represented, outline its form with paint; or better, paste up its name clearly written. It will save time in properly replacing them. □

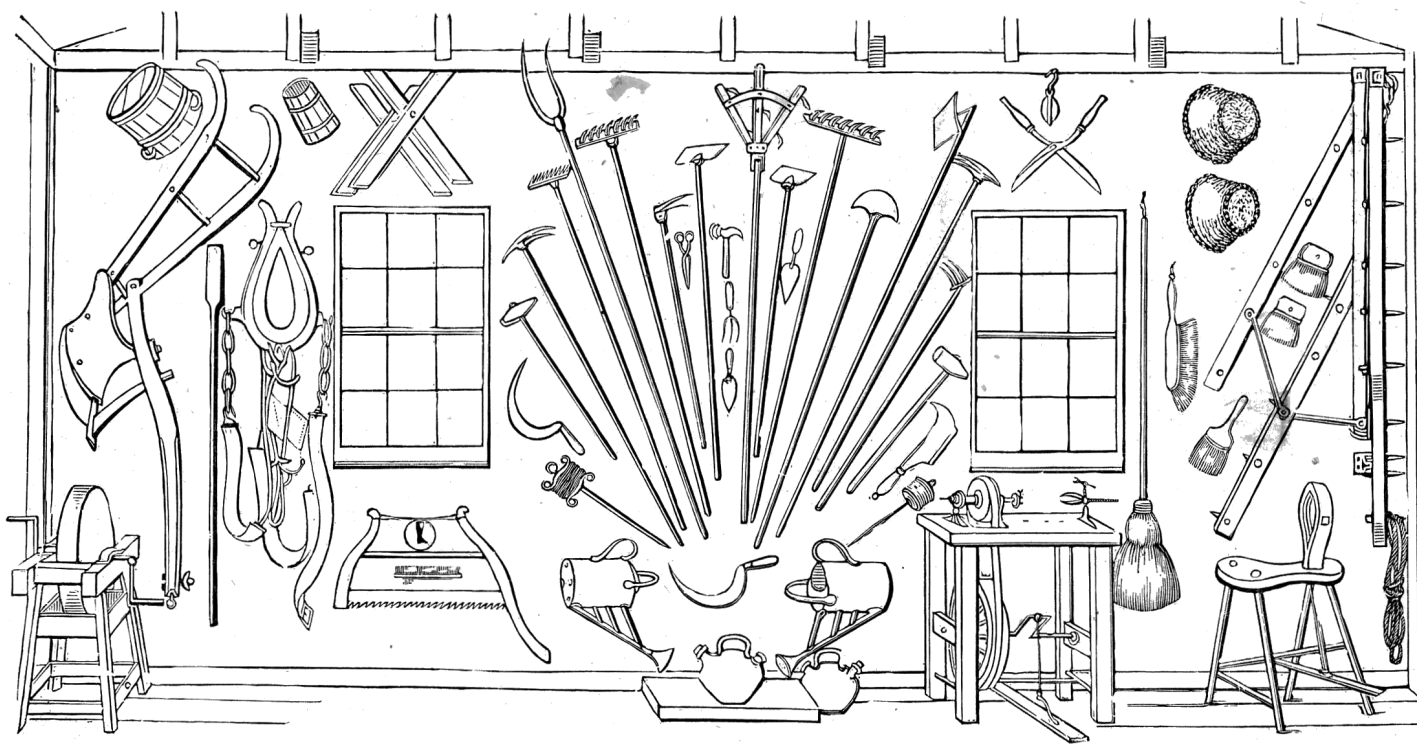
Reference Cited:

Periam, Jonathan. *The Home and Farm Manual; A New and Complete Pictorial Cyclopedia of Farm, Garden, Household, Architectural, Legal, Medical and Social Information*. New York and St. Louis: N.D. Thompson & Co. Publishers, 1884, 393-401.



VIEW OF ONE SIDE OF TOOL-HOUSE AND WORKSHOP.

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In 2015, Mahaffie Historic Site had the opportunity to acquire an original mudwagon style of stagecoach. Compared to the more elaborate Concord style of coach, mudwagons were lighter, more open and simply built, and used in muddy, steep, and rugged terrain. The body appears to date between 1850 and 1875 and is quite possibly a product of the Abbott and Downing Company of New Hampshire, one of the premier coach manufacturers of the day. While the site's reproduction Concord style of coach is our primary vehicle for rides, the mudwagon is used at peak times and for education programs (Photo courtesy: Mahaffie Stagecoach Stop and Farm H.S.)