7. Alexander Crawford, an immigrant from Scotland, was then in his last year as head of the Port Huron Union School. His school was known in Port Huron simply as "Crawford's school." Edison recalled that he was highly respected and a strict disciplinarian. *History of St. Clair County* 1883, 566; *Port Huron Commercial*, 7 Apr. 1855, 2; ibid., 18 Aug. 1855, 2; *Norwalk (Ohio) Reflector*, 10 Mar. 1896, copy in EBC.

**WEEKLY HERALD** Doc. 2

Edison published the *Weekly Herald* while working as a newsboy on the Grand Trunk Railroad during the winter and spring of 1862.¹ He later claimed 500 subscribers for the single sheet, which contained news and advertising from towns on the line. With some editorial assistance from train conductor Alexander Stevenson, Edison printed the newspaper in the baggage car on a galley proof press bought from J. A. Roys, a Detroit bookseller and stationer.² In his autobiographical reminiscences, Edison stated that he bought the type from a junkman, but he later recalled that he purchased "upper and lower case type from William F. Stor[e]y of the Detroit Free Press."³ When Edison discontinued the paper, he and an apprentice at the *Port Huron Commercial* published an apparently scurrilous and short-lived gossip sheet called *Paul Pry.*⁴


² Alexander Stevenson to TAE, 2 Mar. 1881, DF (TAEM 57:76); Jones 1924, 20–33; TAE marginalia, including a drawing of the press, on William Meadowcroft to TAE, n.d., Port Huron Museum of Arts and History.

³ App. 1.A6; TAE marginalia, R. H. Gore to TAE, 12 Oct. 1914, GF. Storey, owner and editor of the *Detroit Free Press*, had left Detroit for Chicago before Edison began his work on the railroad (Walsh 1968, 115). Edison's official biography indicates that he continued printing the *Weekly Herald* at his home in Port Huron after being thrown off the baggage car following a fire caused by one of his chemical experiments. The discovery of 185 pieces of type during an archaeological excavation of the homesite lends credence to this story. Dyer and Martin 1910, 37–38; Stamps and Wright 1982, 35–39.

⁴ The apprentice, William Wright, later referred to this paper as the *Blowhard* and stated that they surreptitiously printed it on Saturday nights in the *Commercial* office. Wright referred to the paper as "peppery" and "hot stuff." Wright to TAE, 10 Oct. 1878, DF (TAEM 16:210); Wright to TAE, 29 June 1900, GF; App. 1.D52; Dyer and Martin 1910, 38–39.
Port Huron, February 3, 1862

HERALD

Professor Powers has returned to Canada after entertaining distinguished audiences at New Baltimore for the past two weeks listening to his monestic lectures.

Didn't succeed.—A gentleman by the name of Watkins agent for the Haytian government, recently tried to swindle the Grand Trunk Railroad company out of sixty-seven dollars, the price of a valuable claim to have been sold at auction, and was very high in the undertaking. But the indefatigable perseverance and energy of Mr. W. Smith, detective of the company, the case was cleared up in a very different style. It seems that the would-be gentleman, while crossing the river on the ferry boat, took off the check of all his valuables, and carried the value of his bag, not forgetting to put the check in his pocket, the bagman missed the baggage after leaving Port Huron, while looking over his book to see if he had everything with him, but to his great surprise he had lost one piece, he telegraphed back stating so, but no baggage could be found. It was therefore given into the hands of Mr. Smith, to look after, in the meantime Mr. Watkins, wrote a letter to Mr. Talman, Agent at Detroit asking to be satisfied for the loss he had sustained in consequence, and referring Mr. Tubby to Mr. W. A. Howard Esq. of Detroit, and the Hon. Messrs Brown & Wilson of Toronto, for reference. We hardly know how many men are taken in with such traveling villains, but such is the case, meantime Mr. Smith, cleared up the whole mystery by finding the lost value in his possession, and the Haytian Agent offered to pay twenty dollars for the trouble he had put the company to, and have the matter buried over.

Not so, we feel that the villain should have his name posted up in the various R. R. Offices.

RIDGEWAY STATION.
A Daily Stage leaves the above named Station for St Clair, every day, Fare 75 cents.

A Daily stage leaves the above named Station for Utica and Rome. Fare $1.00.

RIDGEWAY STATION.

A Daily Stage leaves Ridgeway Station on arrival of all passenger trains from Detroit, for Memphis. B. Quick propietor.

CIVIL STATION.
A Daily Stage leaves the above named Station, on arrival of all passenger trains from Detroit for Utica, Diso., Washington, and Rome. S. A. Priket, Proprietor. Mr. Priket is one of the oldest and most valued drivers known in the State.

NEW BALTIMORE STATION.
A daily stage leaves the above named Station, for Romeo. On arrival of the morning train from Detroit, our stage arrives at Romeo two hours before any other stage. Hicks & Hailey, prop. of THE NEWS.

Cenisus M. Clay, will enter the way on his return home.

The thousandth birthday of the Emperor of China will be celebrated at Peiping in August.

"Let me be declared as the man said when he was blown up by a powder mill, I was not mistaken in my word!"

PD, NJWOE, DF (TAEM 12:6).

1. See headnote above.

Edison's Boyhood and Itinerant Years 26