

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

1. Another issue, dated “June,” was photographically reproduced in “The Genesis of a Genius,” *Magazine of Michigan* 1 (Oct. 1929): 21. Close but not precise copies of that issue are at MiDbEI. Simonds 1940, 322.

2. Alexander Stevenson to TAE, 2 Mar. 1881, DF (TAE 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 (TAE 16:210); Wright to TAE, 29 June 1900, GF; App. 1.D52; Dyer and Martin 1910, 38–39.

Issue of the Weekly Herald

HERALD

THE WEEKLY HERALD. PUBLISHED BY A. EDISON. TERMS. THE WEEKLY Eight Cents Per Month. LOCAL INTELLIGENCE.

Premiums—We believe, that the Grand Trunk Railway, give premiums, every 6 months to their Engineers, who use the least Wood and Oil, running the usual journey. Now we have role with Mr. E. L. Northrop, one of their Engineers and we do not believe you could fall in with another Engineer, more careful, or attentive to his Engine, being the most steady driver that we have ever rode behind [and we consider ourselves some judges, having been Railway riding for over two years constantly.] always kind, and obliging, and ever at his post. His Engine we understand does not cost one-fourth for repairs what the other Engines do. We would respectfully recommend him to the kindest consideration of the G. T. R. Officers.

The more to do the more done—We have observed along the line of railway at the different stations where there is only one Porter, such as at Utica, where he is fully engaged, from morning until late at night, that he has everything clean, and in first class order, even the platforms the snow does not lie for a week after it has fallen, but is swept off before it is almost done, at other stations where there is two Porters things are visa a versa.

J. S. P. Hathaway runs a daily Stage from the station, to New Baltimore in connection with all Passenger Trains.

Professor Power has returned to Canada after entertaining delighted audiences at New Baltimore for the past two weeks listening to his comical lectures etc.

Didn't succeed—A gentleman by the name of Watkins agent for the Haytian government, recently tried to swindle the Grand Trunk Railway company out of sixty seven dollars the price of a valise he claimed to have lost at Sarnis, and he was well nigh successful in the undertaking. But by the indomitable 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 the check off of his valise, and carried the valise in his hand, not forgetting to put the check in his pocket, the baggage man missed the baggage after leaving Port Huron, while looking over his book to see if he had every thing 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 Tulman, Agent at Detroit asking to be satisfied for the loss he had sustained in consequence, and referring Mr Tulman to Mr W. A. Howaad Esq. of Detroit, and the Hon. Messrs Brown & Wilson of Toronto, for reference. We hardly know how such men are taken in with such traveling villians, but such is the case, meantime Mr Smith, cleared up the whole mystery by finding the lost valise in his possession, and the Haytian Agent offered to pay ten dollars for the trouble he had put the company to, and have the matter hushed over.

Not so, we feel that the villian should have his name posted up in the verious R. R. in the

country, and then he will be able to travel in his true colors.

We have noticed of late, the large quantities of men, taken by Lieutenant Donahue, 14 regt. over the G. T. R. to their rendezvous at Ypsalanta, and on inquiring find that he has recruited more men than any other man in the regiment. If his energy and perseverance in the field when he meets the sevch, is as good as it was in his recruiting on the line of the Grand Trunk R. he will make a mark that the sevch wont soon forget.

Heavy Shipments at Baltimore—We were delayload the other day at New Baltimore Station, waiting for a friend, and while waiting, took upon ourselves to have a peep at things generally: we saw in the freight house of the GTR 400 bbis of flour and 150 hogs, waiting for shipment to Portland

BIRTH At Detroit Junction G. T. R. Refreshment Rooms on the 29 inst, the wife of A Little of a daughter.

We expect to enlarge our paper in a few weeks

In a few weeks each subscriber will have his name printed on his paper.

Reason Justice and Equity, never had weight enough on the face of the earth, to govern the councils of men.

NOTICE. A very large business is done at M. V. Millards Waggon and Carriage shop, New Baltimore, Station. All orders promptly attended to. Particular attention paid to repairing.

Port Huron February 3rd 1862.

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

A Daily stage leaves the above named place for Utica and Romeo. Fare \$1.00. Rate & Burrell, proprietors

OPPOSITION LINE. A Daily Stage leaves Ridgeway Station, for Burkes Cor. Armada Cor. and Romeo.

A Daily stage leaves Ridgeway station on arrival of all passenger trains from Detroit, for Memphis. R. Quick proprietor.

UTICA STATION. A daily Stage leaves the above named Station, on arrival of Accommodation Train from Detroit for Utica, Dixon, Washington, and Romeo. S. A. Frank driver. Mr. Frank is one of the oldest and most careful driver known in the State [EJ]

Mr CLEMENS. 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 & Halsey, prop, if

THE NEWS, Cassius M. Clay, will enter the army on his return home. The thousandth birthday of the Empire of Russia will be celebrated at Novgorod in august. Let me collect myself as the man said when he was blown up by a powder mill.

GRAND TRUNK RAILROAD



CHANGE OF TIME

Going west.

Express, leaves Port Huron, 7.05 PM

Mixed For Detroit, leaves Pt. Huron at 7.40 AM

GOING EAST.

Express leaves Detroit, For Toronto, at 8 15 AM

Mixed, For Pt. Huron, leaves at 4.00 PM

Two Freight Trains each way.

C. R. Christie, Supt.

STAGES.

NEW BALTIMORE STATION

A tri-weekly stage leaves the above named Station every day for New Baltimore, Algonac, Swan Creek, and Newport.

S. Graves proprietor.

MAIL EXPRESS.

Daily Express leaves New Baltimore Station every morning on arrival of the Train from Detroit. For Baltimore, Algonac, Swan Creek, and Newport. Clark & Bennett, prop.

Pt. HURON STATION.

An Omnibus leaves the station for Pt. Huron, on the arrival of all Trains.

Fare 3 cents. Oley Agent

LOST LOST LOST.

A small parcel of Cloth was lost on the cars The Finder will be liberally rewarded.

MARKETS.

New Baltimore Feb 9th.

Butter at 10 to 12 cts per lb

Eggs, at 12 cts. per doz.

Lard at 7 to 9 cents per lb.

Dressed Hogs, at 3.00 to 3.25 per 100 lbs.

Flour—at 4.50 to 4.75 per bbl.

Backsuet at 1.50 per 100 lbs.

Mutton—at 4 to 5 cts per lb.

Beans—at 1.00 to 1.20 per bush.

Potatoes at 30 to 35 " " each

Corn at 30 to 35 cts. per bush.

Turkeys at 50 to 95 cts each.

Chickens at 10 to 12 cts a lb.

Geese at 25 to 35 cents each

Ducks at 30 cents per pair.

ADVERTISEMENTS

RAILROAD EXCHANGE.

At Baltimore Station

The above named Hotel is now open for the reception of Travelers. The Bar will be supplied with the best of Liquors, and every exertion will be made to the comfort of the Guests

S. Davis Proprietor.

SPLENDID PORTABLE COPYING PRESSES FOR SALE AT Mr. CLEMENS ORDERS TAKEN. BY THE NEWS AGENT ON THE MIXED.

Ridgeway Refreshment Rooms—I would inform my friends that I have opened a refreshment room for the accommodation of the traveling public R. Allen, proprietor.

TO THE RAILROAD MEN

Railroad Men send in your orders for Butter, Eggs, Lard, Cheese, Turkeys, Chickens, and Geese. W. C. Hulets, New Baltimore Station

PD, NjWoe, DF (TAEM 12:6). Place and date taken from text; form of date altered.

1. See headnote above.