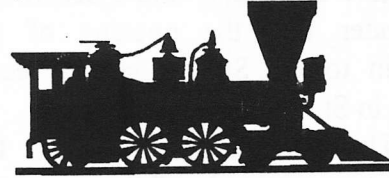


THE HERITAGE NEWS

Issue 24 Jefferson County Historical Society April 2001
Jefferson County, Missouri

President: Rebecca Gagnon
Vice-President: Lisa Thompson
Secretary-Treasurer: Betty Olson
Newsletter: Society members



WHOOOOo!! HERE COMES THE TRAIN!

ANNUAL SOCIETY MEETING SUNDAY APRIL 25 2:00 P.M. DE SOTO PUBLIC LIBRARY

Program: Rock Township Cemeteries
Slide presentation and narration
by Nadine Garland and Glee
Heiligtag-Naes

Business meeting following

All members are encouraged to come.

Yearly dues of \$10.00 now payable. You can pay them at the meeting or send your check to Betty Olson, 712 South Main, De Soto, MO 63020.

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Books available

Jefferson County Post Offices \$7.00
1876 Atlas soft cover \$15.00
1898 Atlas soft cover \$15.00
Jefferson County Country Schools \$29.95
1907 Jefferson County Directory \$10.00

There are also some copies of Norma Hoelzel's books on Vineland, Blackwell and Valle Mines still available at \$25.00 per book.
Shipping and handling \$3.00 for first book, \$1.00 for each additional book.

The St. Louis and Iron Mountain Company, was incorporated on March 3, 1851, by a group of prominent St. Louis businessmen for the purpose of bringing the mineral and forest products from the area around Pilot Knob and Iron Mountain to St. Louis.

The charter granted the "Iron Mountain" as it was familiarly known, the power to "survey, locate and construct a railroad from any point within the city of St. Louis, to Iron Mountain and Pilot Knob, or to the vicinity of said points last named, and if at any time within ten years, they should resolve to extend said railroad to the Mississippi River at Cape Girardeau or at any point below that city, within the limits of the State, or should they resolve to extend said road into the southwestern part of the State, they shall have the right to extend said road in either direction."

Construction work began in St. Louis on November 16, 1853. The first section from Lami Street to the River des Peres, was placed in operation in July, 1856. The railroad was completed to Sulphur Springs in June 1857, to Pevely in July, and to De Soto in September of the same year. Passenger service was inaugurated to De Soto on October 20, 1857, with one train a day making a round trip, leaving St. Louis (Lami Street Station) at 8:30 A.M. and leaving De Soto on the return trip at 1:00 P.M. The fare was \$1.70 one way and \$3.00 for the round trip.

The year 1857 was marked as a period of financial panic, and nearly all the financial institutions in St. Louis were forced to close down their doors---many permanently. With bank failure after bank failure occurring, it was no wonder that the opening of the Iron Mountain to De Soto failed to receive any mention in St. Louis papers.

The early locomotives of the Iron Mountain were named as follows:

- No. 1 - Carondelet
- No. 2 - Potosi
- No. 3 - St. Louis
- No. 4 - Comet
- No. 5 - Mineral Point
- No. 6 - St. Francois
- No. 7 - De Soto
- No. 8 - Colonel Ziegler
- No. 9 - Meramec
- No. 10 - Black Forest

These locomotives were placed in service between July 1856 and February 1858. The first five were built in St. Louis by the firm of Palm and Robertson. The De Soto was built by Fairbanks.

The top officials of the Iron Mountain in 1857 were Madison Miller, President; Lewis V. Bogy, Vice-President, and J. B. Moulton, Chief Engineer. (It was no coincidence that Thomas Fletcher named streets Miller, Bogy and Moulton when he laid out the town of De Soto.)

The records state that on April 24, 1858, the directorate of the railroad received a communication from Thomas C. Fletcher and Louis J. Rankin of De Soto, "in relation to the erection, at their expense of a station house in De Soto.....Resolved that the proposition of Messrs. Fletcher and Rankin is hereby accepted, with the distinct understanding and condition, that this company shall have the right at any time it may be deemed for the interest of the road to take said buildings at their fair cash value and use the same as the company's

property." The company exercised that right one year later. Water for the locomotives at De Soto was obtained from a well by means of a windmill.

During the early 1870's the main line was double tracked between Carondelet and De Soto. In 1874 a 16 stall roundhouse was built at De Soto and that city became a division headquarters. Four years later, traffic had increased to the point where an additional 17 stalls were needed at the roundhouse and a turntable, capable of handling the largest locomotives then owned by the Iron Mountain, was installed. In 1878 the locomotive shop was built and placed in operation for the necessary repairs to locomotive power. De Soto remained a division point until May 1910, when the Missouri Division headquarters were moved to Poplar Bluff.

In 1917, the Iron Mountain and the Missouri Pacific were merged into the Missouri Pacific Railroad Company. The two roads had been closely associated ever since their inception, and the Iron Mountain became an affiliate of the Missouri Pacific in 1881 when Jay Gould, the famed New York financier and president of the Missouri Pacific, acquired the road. (The above information was obtained from Harry Hammer, Public Relations Department of the Missouri Pacific Lines in November of 1968.)

MERAMEC RIVER BRIDGE

Another key piece of the railroad construction was the bridge over the Meramec River. This was completed in time for an excursion train to Sulphur Springs on July 4, 1857.

The newspapers also carried this item: There will be a passenger train run daily from St. Louis to Sulphur Springs to connect with the Mail Stage to Potosi in Washington County. This arrangement to take effect on Monday the 6th day of July 1857. Leave St. Louis 8:30 A.M. arrive Sulphur Springs 9:30.

Evangelical Lutheran Cross Church

By Dave Hallemann

Have you heard of this church? I hadn't until recently.

While doing cemetery research in the courthouse basement, I came across a deed recorded in book 52 at page 202 for this cemetery. As I am familiar with most of the cemeteries in Jefferson County this one was new to me.

The deed was date June 6th, 1901 from "...C. W. Hesse, last surviving trustee for the Evangelical Lutheran Cross Church, Fredericka Hesse his wife, William C. Kerckhoff and Louisa Kerckhoff devisees under the will of C. H. Kerckhoff (deceased) trustee for the Evangelical Lutheran Cross Church of Jefferson County...", sold the three and one-half acres to Henry Dipple. The land being described as "...beginning at a point at the NW corner of an acre of land owned by the District Number One School Township Number Seven, thence east to the NE corner of said acre of land, thence N three acres in length to a stone corner, thence along the Sandy Mines and Pevely County Road to where said road crosses the W line of Survey 1980 in Township 41 Range 5 *excepting and reserving the graveyard containing one half acre located on the south of the above described tract and conveying the entire with thereof...*"

I knew School District #1 of Township #7 was Sandy School. This school was purchased from the county by the Sandy Baptist Church and torn down to make way for the new church building. I have lived in Sandy Valley area since the 1970s but was unfamiliar with a Lutheran church in this area.

I first contacted the owners of the house that is still standing on the church tract. They were not aware of any church or cemetery on their land.

I next contacted the pastor of Zion Lutheran Church located a couple of miles away. He informed me that the Zion Lutheran Church underwent a split around the 1880s over doctrine and two thirds of its members left. He knew nothing of Evangelical Lutheran Cross Church.

Next I tried the minister at Sandy Baptist Church. As he was not at home I looked around and found a small cemetery located about 30 feet *behind the new church building*. This cemetery looked different than the cemetery sitting beside the old church.

Examining the names on the monuments I discovered, Kerckhoffs, Steinbachs, Schubels, Roesch, Moss, Linhorsts, Stupp, Whipples, and Lippmans listed. This cemetery also had concrete corner post that at one time held a fence.

I next contacted Mrs. Alice Winters who lives next to the three and one-half acre tract. She informed me that, yes the cemetery behind the Baptist Church was indeed a Lutheran cemetery. As she has lived in this area all her life she was well acquainted with it. And the Kerckhoff and others were part of the group that split from Zion Lutheran.

Finally I caught the Baptist Minister at home and he knew that this was indeed a Lutheran cemetery. He also informed me that in the past the church was used by various denominations as their meeting place. I assume that the Lutherans who split from Zion used Sandy Baptist to meet and were trying to start a Lutheran church in this area. It never materialized and after the trustees started to pass away they sold the property and "excepted out" the cemetery for use of its members. The Baptist Minister also informed me that some one living out of state pays for the upkeep of the cemetery and there are modern burials in it.

So with an obscure mention in a deed book we now have another small portion of Jefferson County's great history.

Things are not always what they seem. The persons of this cemetery are listed as being in Sandy Baptist Cemetery in cemetery records. This is an error, as the finding of this deed clearly shows they should be listed in Evangelical Lutheran Cross Cemetery.

The next time you drive past Sandy Baptist Church look behind the new church building. You will see a little known piece of Jefferson County History.

"A HUNTING YOU SHALL GO"

Even if you aren't a genealogist there are many interesting items that are found in old wills and other probate records. Recently I was sorting out an assortment of photocopied papers that a patron donated to the library. Most of them were Jefferson County probate records, some of them dating back to 1837. I was intrigued by the writing and spelling and inventories of real estate and personal property.

One listing of assets had this:

"one brown cow	\$5.00
one do do	\$4.00"

On down the page I again came across the term one do do and an amount. Now what could someone be calling a do do? Some piece of farm equipment, or could it be another name for a commode, an item I remembered well from visits to my country cousin. Our bedroom had one so we girls did not have to make that journey out into the dark night to visit the outhouse.

Continuing my search through these papers I came across this in an inventory in 1862:

"one Negro boy named Frank
one do do named Gordon
one do do named Alonzo"

Now I had my answer- do do meant ditto. I guess the " for ditto hadn't come into use yet,

or perhaps it was an old abbreviation, like Jno meaning John.

There was also an **indenture record** in the probate records: "This indenture made this 4th day of December 1884 by and between Sarah Elizabeth *S_____ of Jefferson County Missouri, party of the first part, and John T_____, of the same county and state, of the other part witnesseth:

That the said Sarah Elizabeth S. of her own free will doth by these presents bind unto said John T. as apprentices her two children namely: Jennie S. aged three years and three months, a daughter, and Charles S. aged nine months, a son, to the end that her said two children may learn the trades and arts as follows to wit: That said Jennie S. may learn the trade and art of house keeping and general house work suitable to her condition in life, and that said Charles S. may learn the trade and art of farming and said Sarah Elizabeth S. hereby agrees and binds herself that her said two children, the said Jennie S. and the said Charles S. shall each faithfully serve and perform all the duties of apprentices to him the said John T. respectively in said business from the date hereof until they respectively shall arrive at the following ages: namely until said Jennie S. shall arrive at the age of eighteen years or marry which arrival at said age will be on the 7th day of September 1899 and until said Charles S. shall arrive at the age of twenty-one years which will be on the 6th day of March 1905, and that they each shall and will in all cases keep their said master's secrets, work to their said master's interest, and benefit and obey, perform and do as such apprentices all lawful requirement of said John T. their said master.

In consideration whereof I the said John T. on my part agree and bind myself to furnish suitable clothing, food, attention in sickness, and to teach them as fully and completely as may be in the power of the respective parties to teach and receive." (Signed by both parties.)

*last names omitted for privacy reasons.

REPORT OF THE COMMITTEE ON LANDMARKS, OLD SETTLERS ASSOCIATION OF JEFFERSON COUNTY, MISSOURI 1899.

(This report appeared in the Missouri Historical Review 1907 P.140-146)

Dave Hallemann Collection

POINTS WHICH SHOULD BE COMMEMORATED:

So far as we are able to learn, John Hildebrand, of French descent, was the first white settler on Jefferson County soil. In 1774 he built a cabin and opened a clearing on the Meramec near the farm of the late Judge Issac Sullens. Hildebrand went to that point under the auspices of the Spanish government and took up a homestead of (?) arpents which was after-wards confirmed by our government as United States Survey No. (?). The exact spot where he erected his cabin we have not been able to ascertain. Hildebrand lived in what was known as the "Meramec Settlement."

It may interest you to know that Jefferson County was settled as early as Kentucky. The Hildebrand settlement was in the same year as the first settlement in Kentucky which was at that time Harrodsburg in 1774.

In 1778 Thomas Tyler was in possession of the Hildebrand farm, having eighty arpents (about 68 acres) in cultivation forty acres of which were in corn and tobacco.

In 1776 the King of Spain, Charles V, in order to open a way overland from St. Louis to Ste. Genevieve, offered 1,050 arpents of land to anyone who would establish and maintain a ferry across the Meramec. Jean Baptiste Gomache accepted the offer, established the ferry in that year and located the 1,050 arpents of land at the mouth of that river. The ferry was established about a mile above the mouth of the river and the place is still known as the "lower ferry." in the same year *1776) a trail, called the "King's Trace," was opened from St. Louis by way of the Gomache ferry and thence running near Kimmswick, Sulphur Springs, Pevely, Horine and Rockfort Hill, thence across the hills to the Platte River, thence up that river to the Madison bridge and thence across the hills to Ste. Genevieve. There is a place where this trail crossed the Joachim creek near Horine, called "King's Trace" to this day.

We have not been able to locate definitely the spot where Gomache built his house, but it was no doubt, near the present residence of Col. C. A. Newcomb.

In 1779 there was quite a settlement of what is now Kimmswick. The first settler there was probably Thomas Jones. He manufactured salt at what are now called the Montesano Springs in 1770. In 1786 Benito Vasquez, a Spaniard by birth, settled on the Meramec, his claim of 3,000 arpents including the mouth of Saline creek. He had a park and a large herd of cattle and he too, manufactured salt, the trenches for the furnaces still existing there.

The Meramec and Kimmswick settlements have a general historic interest, aside from a local interest. They figured indirectly and remotely in our struggle for independence. In order to understand the relation of these settlements to that struggle it will be necessary to first note briefly their relation, at that time, to the rest of the world.

At the time of these settlements all the territory lying west of the Mississippi River belonged to Spain and all east of that river belonged to England.

Charles II was King of Spain, George II was King of England, Louis XVI was King of France, Don Alexander O'Riley was Captain and Governor General of Upper and Lower Louisiana with headquarters at New Orleans. Francisco Cruzat was Lieutenant Governor of Upper Louisiana with headquarters at St. Louis, that village, at the time of the Hildebrand settlement, being only ten years old, and the revolutionary struggle which terminated in 1783 was

first beginning to assume form. On February 6, 1778, France recognized the independence of the thirteen colonies and England thereupon waged war against her. On May 8, 1779, Spain declared war against England but refused to recognize the independence of the thirteen colonies. Thus after May 8, 1779 to 1783, England was at war not only with her North American colonies, but also with France and Spain. The French allies aided our armies in the east and Spain helped to drive the English forces from the West. Immediately upon the declaration of war by Spain the English authorities gave orders to her officers here to organize a land force of whites and Indians in the Northwest to descend the Mississippi River and capture all the Spanish posts on the west side of the river as far as Natchez and orders were also sent to General Campbell at Pensacola, Florida, to proceed with his fleet to ascend the Mississippi, capture New Orleans and proceed to Natchez to meet the land forces from the North. It should be noted at this point that Baton Rouge and Natchez were then in the control of British garrisons.

Spain thwarted the English campaign program as above outlined by vigorous movements on her part. Governor Galvez of New Orleans, organized and equipped a fleet and in a short time captured Manchac, Baton Rouge and Natchez, all the English garrisons on the Mississippi River, and proceeded to Mobile and Pensacola, which places capitulated to the Spanish commander in February and May 1780. Lieutenant Governor Sinclair, stationed at Michilimackinac (now Mackinaw, Michigan,) not knowing of the disasters to the British forces in the South, had prior to February 17, 1780, organized a force of 1,500 Indians (mostly Sioux) and 140 English and Canadian traders for the expedition down the Mississippi to be commanded by a Sioux chief by the name of Wabasha. The Indians east and west of the river were informed of this expedition and no doubt many of them joined it on its way down the river. Wabasha, with this force, reached St. Louis, May 26, 1780, but for some unaccountable reason the stockade there was not attacked, but citizens found outside were either killed or taken prisoners. The expedition crossed the Mississippi and made a similar raid on Cahokia and then returned to the North. Before St. Louis was reached, however, another expedition consisting of 720 Indians and whites under the command of Hesse was organized by Sinclair. Hesse was ordered to remain at St. Louis while Wabasha with his forces should take Ste. Genevieve. St. Louis was then called Paincourt, which being interpreted means "short bread," and Ste. Genevieve was called Misere which means "wretchedness." This recalls to our minds the fact that Carondelet was once called Vide Poche, which means "empty pocket." It will be observed that all these nicknames are French and the application of the sobriquets of "short bread" and "wretchedness" to the small trading posts of St. Louis and Ste. Genevieve in 1780 reminds us forcibly of the privations and hardships of the settlers west of the father of waters.

As stated above the expedition under Wabasha returned north after a raid on St. Louis and Cahokia and the expedition under Hesse was abandoned. Why such an expedition accomplished so little and why it failed to truly to accomplish much has been a mystery to the historians.

At all events the Spanish forces in connection with the troops under Colonel James Rogers Clark on behalf of the colonies cleared the country of British and Indians from Pensacola around the coast to the mouth of the Mississippi and then up that river as far as Prairie du Chien. And this was a most important factor in our Revolutionary struggle, and when Cornwallis in October, 1781, surrendered to the allied Americans and French at York town, the independence of the colonies was assured. It is no remarkable fact, however, that when it came to making a treaty of peace both France and Spain were opposed to making the Mississippi the western boundary of the United States, thus showing that their interposition in our behalf was instigated by self-interest.

After the failure of Wabashas's expedition to St. Louis Indian stragglers from his command raided the Meramec settlement and the settlement at what is now Kimmswick and the settlers all fled to St. Louis for protection. Jean Baptiste Gomache also was compelled by the same Indians to flee from his home near the mouth of the Meramec. On the return of Wabasha north the danger passed away and the settlers on the Meramec and at Kimmswick returned. These settlements remained under Spanish rule more than twenty years after the Indian raid of 1780.

Another point of historic interest is where Peter Hildebrand settled and where he was killed by the Indians in 1784. He settled on a tract of land on the opposite side of Big River from what is now the Cedar Hill mill. In that year he was out hunting and was killed by the Indians a short distance below Cedar Hill mill, on the bank of the river, tradition giving as the exact spot the corner of Radecker's pasture fence. This Hildebrand built the first cabin and opened the first clearing in Big River valley in 1784, near where the houses on the tract of land opposite Cedar Hill mill now stand. This Hildebrand was the father of Abraham Hildebrand who was in 1835 one of the judges of the County Court and is the ancestor of many of the Hildebrands now here.

The first grist mill operated within the borders of our country was erected by Francis Wideman about 1802 or 1803 on Big River, about three-quarters of a mile above the Morse Mill. Some of the logs used in the dam are still to be seen there, though not a vestige of the mill is to be found. About the same time John Johnston operated a small horse mill at the place where the Douglass dwelling stands, about to miles west of Pevely. This mill was a very rude affair. It could crack corn, but it could scarcely be said that it could make meal.

The first town in the county was called New Hartford and was laid out in 1806 by Christian Wilt and John W. Honey. The exact location of this town can not now be ascertained, but it was on the Mississippi River near where Riverside Station is. The first store was opened in this town by Wilt and Honey. They also operated a shot tower. This shot tower must have been at the bluff just south of Riverside.

The first post office in the county was Herculaneum. That town was laid out in 1808 and soon afterward a post office was established there and it remained the only post office for the county for nearly thirty years.

The naming of points of historic interest could be continued almost indefinitely, but we think this is enough for this year. We suggest that the committee on "Old Landmarks" be made permanent and that an auxiliary committee consisting of one member from each neighborhood in the county be raised to gather information relative to points of historical interest and report the same to the chairman of the main committee. We suggest also that a committee of three be raised to be called the "Committee on Biography" whose duty it shall be to write the lives of the early settlers to be kept among the archives of this society.

We hope that active work on these lines will be commenced at once for the "Old Settlers" are rapidly passing away and what they know either personally or by tradition should be reduced to writing at once, or it will be forever lost. All of which is respectfully submitted,

JOHN L. THOMAS
R. G. MORGAN, Committee

INTERESTING CITY ORDINANCES IN JEFFERSON COUNTY 1896

**The driver of any vehicle who shall drive the same over a fire hose, necessarily laid across any street or alley, shall be deemed guilty of a misdemeanor, and upon conviction shall be fined not less than ten, nor more than one hundred dollars.

**Upon a license to conduct or carry on a museum, five dollars for the first day, and for each additional day three dollars.

**A license for each express or job wagon of any kind, and for each ice wagon, or vehicle used in the delivery of ice to customers, there shall be paid a license tax of five dollars per annum, and for each horse kept for hire, five dollars per annum.

**The bell of each locomotive engine shall be rung at a distance of at least twenty rods from the place where the railroad shall cross any street or thoroughfare of this city, and shall be rung continuously while said engine is passing through the city.

**Horses, mules, asses, hogs, sheep, goats and bulls are hereby prohibited from running at large within the corporate limits of this city, and all such animals found running at large within said limits shall be taken up and impounded by the city marshal in some suitable inclosure to be selected by him for that purpose. It shall be the duty of the city marshal, after an expiration of three days from the date of impounding to advertise such animal for sale at public auction to the highest bidder for cash, giving ten days' notice of the time and place of the sale by written or printed hand bills posted in at least six places within the city. The owner of any impounded animal may redeem the same at any time before the sale by paying the city marshal his fee and any expenses incurred by reason of the impounding of the animal.

Jefferson County Historical Society
%Betty Olson, Secretary
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