

THE HERITAGE NEWS

Jefferson County Historical Society, Jefferson County, Missouri
Rebecca Gagnon, President
Dave Hallemann, Betty Olson, contributing editors

NOTICE OF ANNUAL MEETING

Issue 27 February 2002

Books available from the Society.

Jefferson County Post Offices	\$7
Index to the 1876 Atlas	\$15
Reprint of the 1876 Atlas	\$15
Jefferson County's Country Schools	\$29.95
1907 Jefferson County Directory	\$10
Index to the 1898 Atlas	\$15
Shipping & Handling- each additional book	\$3

• SEND YOUR

• ORDERS TO:

- Jefferson County
- Historical Society
- % Betty Olson
- 712 South Main Street
- De Soto, MO 63020
- Membership in the Society is \$10.00 per year- includes 4 issues of the newsletter.
- Items of county history welcomed.

SUNDAY MARCH 17 is the date for the Annual Meeting of the Jefferson County Historical Society from 2:00-4:00 P.M. The meeting will be held at the De Soto Public Library. Jean O'Brien will be sharing with us some of her experiences as a cemetery researcher and collector of Jefferson County history

Also on the agenda is the ratifying of Board members and the annual treasurer's report. Membership Dues (\$10) for the 2002 year are now payable.

Projects that are now in progress are: Reprinting of the 1898 Atlas and also of the Old Settler's Re-

cords, which include minutes of the meetings as well as the newspaper articles containing the historical reports presented at the various meetings.

The society has continued to work on the locating and recording of old cemeteries and family plots. Many more of these were discovered this year and Dave Hallemann has been busy researching and recording the history of these cemeteries.

Jerry McKee and Sharon Uding are working on locating copies of "Glass Rays" a paper published by Pittsburgh Plate Glass Company which has a lot of history in it.

HIGHWAY 21 TO BE FINISHED SOON

This is a headline in the Jefferson Republican Newspaper of February 29, 1940. Text of the article reads:

"The road letting held by the Missouri State Highway Commission in Jefferson City on February 23 included 18.871 miles of grading, culverts and bridge work on Route 21TR in Jefferson County.

The portion of Route 21TR to

be constructed begins about one mile north of Hillsboro near the intersection of Route 21TR and SA and extends northwardly along the old Lemay Ferry Road, a distance of approximately 3.6 miles to a point south of Goldman. From that point northward to Route SJ, the project follows a new location. The O'Dell & Riney Construction Company of Hannibal were low bidders with \$433,097.79. The work in-

volves clearing and grubbing culverts, a graded earth roadway 36 feet wide, a triple 10x11 footbox over Cundiff Creek, a 150 foot bridge, a 16x12 foot box over the south fork of Rock Creek; and a 105 foot bridge consisting of 3 50 foot I-beam spans over Rock Creek.

Of special interest is the old covered bridge at Sandy Creek, which will be left in

place a few hundred feet east of the new bridge. This covered bridge is the only one in the vicinity and will be one of the beauty spots of this scenic route.

A surfacing contract will be let at a later date, inasmuch as sit is estimated to take 240 working days to complete the grading.



Captain Frank J. Smith
Co. E 2nd Missouri Cavalry CSA
(11/28/1827-10/7/1877)

Submitted by Bob Schmidt, French Village, MO

Military service in the Civil War frequently enhanced the postwar careers of men who led relatively obscure lives before the conflict. Conversely, men of prominence in the community before the war, often go unremembered. Frank J. Smith falls into this latter group. Information on his life has come to light during research for a history of Co. #, 2nd Missouri Cavalry, CSA.

Francis J. Smith was born in 1827 and can be found on the 1850 Jefferson County, Mo. census with his first wife, Mary J. (Watson), age 19 from Virginia. On this census he is a farmer with sizable real estate holdings. Mary J. died April 25, 1857 and Francis married Ellen O'Fallon (11/18/1841-9/6/1914) on May 15, 1860. I believe she was the daughter of Benjamin and Sophia (Lee) O'Fallon. Francis, Ellen and his Francis, his son from his first wife, are located in the 1860 Jefferson County census in Rock Township. Here, Francis' occupation is "gentleman", with

personal and real prperty totaling over \$100,000. Next door is the family of Ellen in a similar position of wealth.

Earlier a 2nd Lieutenant under Sterling Price in the Mexican War from 7/30/1846 to 9/19/1847, Frank J. Smith claimed Kimmswick as his home when he enlisted in the Missouri State Guard, probably in the late summer of 1861. His military record with the Guard, a precursor to the regular Missouri Volunteer Confederate units, reveals service at the Battles of Big River Bridge and Fredericktown, Mo, in October of 1861.

When the Guard units were being incorporated into the Confederate service, he enlisted in Co. E 2nd Missouri Cavalry in March, 1862 and was elected as a 1st Lieutenant a short time later. Promotions came handily to this veteran and in April he became adjutant to the Colonel of the 2nd Missouri, which was then at battalion strength, performing commissary duties. In August of 1862 he was recommended by Major General Sterling Price to the Confederate Secretary of War, George W. Randolph, for the position of Confederate recruiter.

Perhaps to avoid suspicion from the Union authorities, Lt. Smith surrendered himself to the Provost Marshal in St. Louis in October 1862. After posting a \$5,000 bond and signing an oath, he was allowed to return to his home. Under unknown circumstances Smith was arrested in Jefferson County April 23, 1863 and sent to Myrtle Street Military Prison in St. Louis where he was subsequently ordered to City Point, Virginia to be exchanged.

His exchange did not go well

Smith boarded the Union vessel *Maple Leaf* at Hampton Roads on June 8, 1863, being among fifty Confederate officer prisoners of war. Forty-seven other Confederate officers were already on board, all being bound for City Point to be exchanged for Union officers then in Confederate custody. During the trip, it was learned that prisoner exchanges were suspended and certain Confederate officers devised a plan of their own to gain freedom from Union custody.

Officers who were fit to travel, including Lt. Smith, overpowered the Union guards, took control of the ship and landed at Cape Hatteras. Smith and those who escaped successfully, made their way to Richmond. Another officer who was wounded but not part of the escape party was Lt. Samuel L. Asbury who lived for a time in Jefferson County but was prominent in St. Francois County following the war. The Union command was visibly upset with the turn of events and the loss of their Confederate prisoners. It was threatened that if any of the escapees were recaptured and not properly exchanged, they would be hung.

Upon his return to Co. E 2nd Missouri Cavalry, Lt. Smith was promoted to Captain in August 1863. He served in all the battles that company took part in, mostly in Mississippi, Alabama and Tennessee. He figured prominently in the Battle of Fort Pillow, Tennessee in April of 1864. He he led an advance guard upon the works of the Fort and captured most of the Federal pickets he encountered. This battle led to the indiscriminate killing of most of the Garrison which consisted of colored artillery men and white soldiers of the 13th Tennessee Cavalry.

(continued next page)

When the war ended, Captain Smith returned to Jefferson County where he died October 7, 1877 at Sulphur Springs. He was a Mason in the Joachim Lodge #164 at Hillsboro and is buried in the Kimmswick Cemetery. His wife, Ellen, moved to California and she died at San Jose September 4, 1914.

CEMETERY UPDATE

Dave Halleman

MUIR (MURE) CEMETERY

This is a beautiful cemetery with many field stones. Ownership of the tract where this cemetery is located is shown in the 1876 Historic Atlas as belonging to the S.S. Muir estate. Severn Muir Sr. died in December of 1875. Probate Case #1224, Severn Muir Sr. lists his heirs as Martha, wife; Severn Muir Jr. son; Peter, son; James, son; Nancy, daughter; Martin, son, deceased; Martha, daughter; Diego, son, Comfort, daughter; Baltimore, deceased; Caroline, daughter; William, son, deceased; Andrew Jackson, son, Polly, daughter, Mary Ann, daughter Onita Francis, daughter and Ellen Josephine, daughter.

Probate Case #1224, Severn Sylvester Muir, JR, dated 1938, heirs are listed as Julia E., Widow; Martha Ferney, daughter; Edward Muir, son; Severn Sylvester, son; Susie, daughter; Julia, daughter, James Muir, son and Catherine Kobach, daughter.

Marie Rodgers, a great, great-granddaughter of Muir SR told me that this was a family cemetery. Severn Sr. had 17 children, 3 step-children, 3 wives and possibly more.

There is the original S. Muir stone there and a new Severn Muir stone Marie has placed there. There is also a broken stone: "In memory of _____ Muir. January 5, 1804, and two marked field stones: J.D 1851 June, and H.V.

Present owners Ron and Julia Lawrence are doing an excellent job of cleaning up this cemetery.



A GREAT BIG STILL IN "HAUNTED HOUSE"

This article appeared in the February 3, 1992 issue of

"The De Soto Press"

The beautiful rock bungalow just north of Victoria, which has by many been called haunted turned out to be a real distillery last week, when enforcement officer Baker accompanied by Sheriff Brady raided the house of frame construction located on the same land in which was found a large still of at least 250 gallons-a-day capacity.

The bootleggers lived with their wives in the rock bungalow but distilled in the frame house. There were two men and two women supposedly their wives who operated the still. The plant had been built in the house, considerable mechanical ability having been shown in the construction. When the Sheriff and officers went to remove it they could not get it out without dismantling it.

Along with the still was found 15,000 gallons of mash, ready for distillation but no liquor was found. It had evidently been sold or hauled away. Attention was attracted to the house by

automobiles and trucks stopping there frequently although the bungalow seemed without occupants, the appearance of emptiness being kept up. Many people passing there would inquire why so nice a house was empty and would invariably be told "the house was haunted."

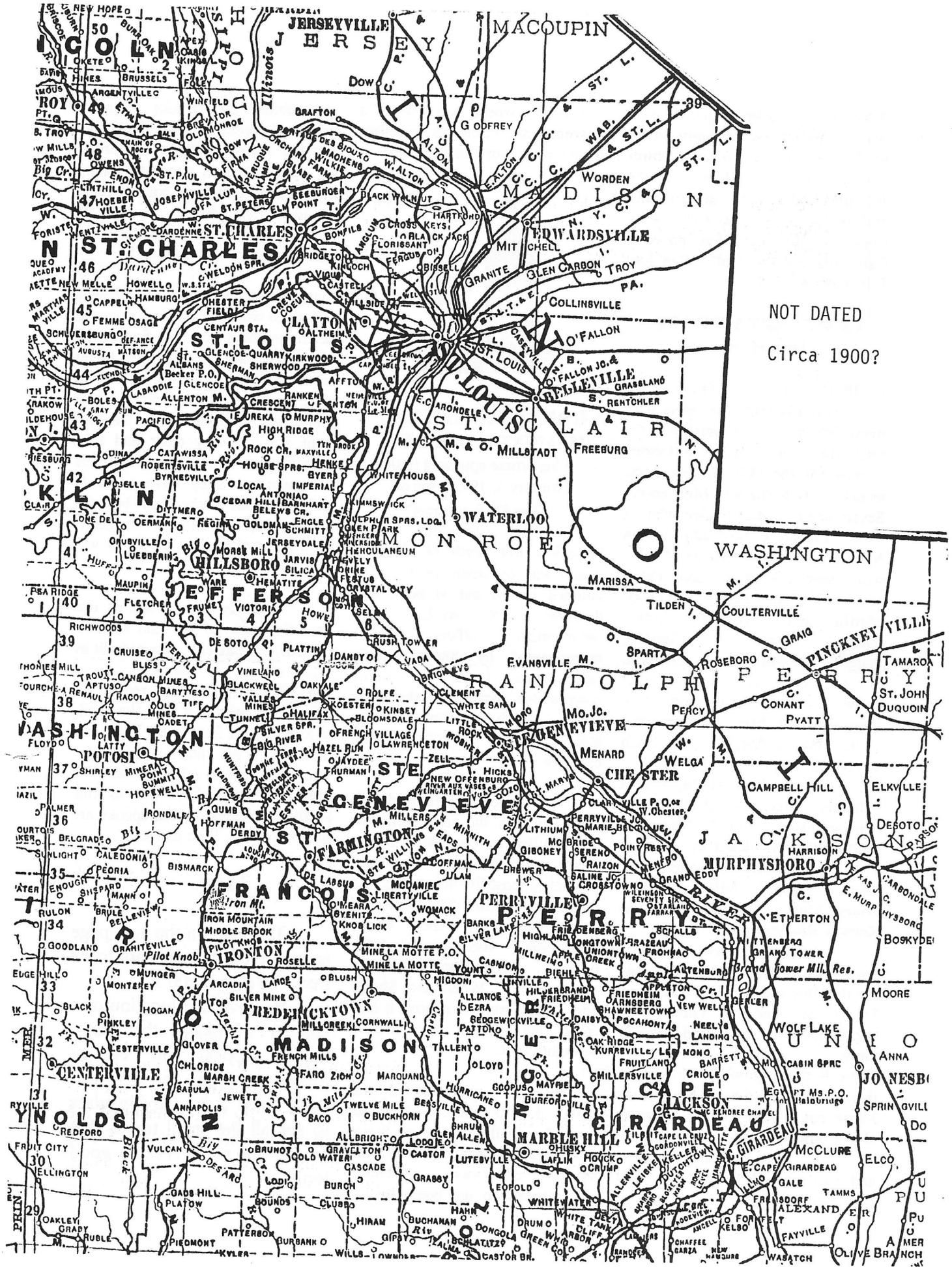
It was about two o'clock last Friday afternoon when the officers swooped down on the place and finding no resistance placed the two men under arrest. They were not foreigners and were strangers in the locality. their statements as to who and what they were are not very clear and they perhaps gave aliases instead of their real names. They were taken to Hillsboro and locked up but the women located in the bungalow were not molested as no liquor was found in that house.

The bungalow was at one time the home of Mr. and Mrs. A. O. White of this city. It was built by a doctor from the west several years ago who came here to regain his health. At present it is in the hands of a real estate firm in St. Louis and the owner is not known at this time. There are several other houses with spooks lurking about the in this locality and perhaps the spooks are spirits fomenti. Who can tell?

MAP.

The map on the next page is not dated, but appears to be from the early 1900's.

It shows the location of a number of places that no longer appear on current Missouri maps, in fact you really need a magnifying glass to see all the small towns that are on this map. Take a good look!



NOT DATED

Circa 1900?

The Missouri Short-Cut Canal

By Dave Halleman

I've always said you can learn some unusual Jefferson County History by reading the old Warranty Deed books. In the early days everything, including warranty deeds, were recorded there. Case in point. I came across a document of an idea on a grand scale that never materialized.

Our story unfolds in the year 1918. The First World War would end in November. An engineer of the Arcadian Way Corporation, by the name of Horace G. Cupples, whose office was at 509 Pontiac Building in St. Louis, Mo., recorded a document, Notice of Water Rights, in the land records at the Recorder of Deeds Office in Hillsboro at 8:00 am on July 2nd, 1918.

This document relates his corporation's grand idea for a dam, 2 miles long, to be built across the Missouri River at a point near the North line of Township 44 North of Range 2 East in the counties of Franklin and St. Charles.

Horace states that "on the 19th day of June 1918, he posted the original notice of which this is a true copy, in a conspicuous place near the intended point of diversion...on a sycamore tree 8 inches in diameter on the right bank of the Missouri River below the high water mark 60 feet east of the waters edge and near the North line of Township 44 North of Range 2 East of the Fifth Principal Meridian, in Franklin County."

Horace also states the he has "complied with all requirements of the law and hereby claims the water flowing in the

Missouri River to the extent of 100,000 second feet, for power, irrigation, and domestic purposes, and also to aid river transportation by shortening the route from Cairo (Illinois) to Kansas City by 50 miles." 20,000 second feet of water to be diverted by the canal to the Meramec River, thence to the Mississippi River, and 80,000 feet second being used for power and returned to the Missouri River below the dam.

The name of the canal was to be the "Missouri Short Cut Canal" and the dam the "St. Louis Dam".

The canal was to be "200 feet wide and 20 feet deep from the Head Gate, to the Intake of the Penstock; from the point where the Penstock discharges into the Meramec Valley to the confluence of the Meramec and Mississippi Rivers, the canal is to be 400 feet wide and 20 feet deep." The canal was to be 30 miles long and would have gone through Franklin, St. Louis, and Jefferson Counties. In Jefferson County it would have entered the Meramec River in Township 43 Range 6, which is in the Arnold area, and ending at the confluence of the Meramec and Mississippi Rivers.

It was listed as the intention of the Arcadian Way Corporation that the power generated be furnished at actual cost to the people of St. Louis and vicinity and also for use along the Arcadian Way; that the canal, power plant and auxiliary power plant shall be turned over directly to the users of the utility or to the United States Government as Trustees for the users, until the builders have been paid a fair price for the same based on reasonable

valuation of the finished utility; that the work of excavating the canal coincide with building the dam, so the excavated material could be used in building the ballasting, bridge and culverts, concrete work on the Arcadian Way and other roads, railways, and other public and private structures; and finally that the work of engineering and planning proceed during the war so that when the war ended the actual work of construction be completed within five years after peace was declared, by offering profitable work to the returning soldiers and to those from shut down war industries

Horace Cupples signed this document as Engineer of the Arcadian Way Corporation now in process of organization, Citizen of the United States, residing in St. Louis, Missouri. This document, recorded in Book 85 at Pages 128-130 gives us another glimpse of Jefferson County's history. It is unknown why this "grand idea" never materialized. If it had the Arnold area quite possibly would look different than it does today.

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AND
IRON MOUNTAIN R.R.



ONLY RAILROAD TO SOUTH-EAST MISSOURI.
The Greatest Mineral Region in the World!

ONE DAILY PASSENGER TRAIN
FROM ST. LOUIS TO
POTOSI and PILOT KNOB
ONE DAILY TRAIN
FROM AND TO
De Soto and Intermediate Stations.
TEN DAILY TRAINS
BETWEEN CARONDELET AND ST. LOUIS

Connecting three times daily with Jefferson Barracks and Quarantine.

The Managers of this Railway endeavor to make it in all respects a first-class road, by continually adding new improvements for the accommodation of Passengers; and, from this fact, as well as from its low fare, and the beautiful scenery and rich mines along its course, this Railroad is not only the most popular route for pleasure excursions, but will invite a rapid increase of population, affording splendid opportunities for the location of country residences, villas, orchards, and other improvements.

S. D. BARLOW,
President and Superintendent.

ISIDOR BUSH,
General Freight and Passenger Agent.

Paycheck from Valle Mining Company, Valle Mines, MO.

St. Louis, Sept. 13th 1917 No. 85

The Merchants' and National Bank 4-19.
OF ST. LOUIS

Pay to the order of Dorcas Washburn \$ 9⁶⁵/₁₀₀

Nine and 65/100 Dollars

J. M. Groves Timber Agent
for Valle Mining Company

Compliments of

THE RIVERMONT RANCH
Trading Post & Service Station

CHICKEN & STEAK DINNERS

PAULINE & CHARLIE

BUZZ & JEAN

PHILLIPS "'66" PRODUCTS

BUDD & DON

DELL

Florine's Beauty Shop

CEDAR HILL, MO.

Oxford 2591

Helene Curtis Cold Waves

Compliments of

LEMOYN HENSLEY
Milk Hauler

As you approach Cedar Hill, you will notice on your right the Pioneer Station and Pioneer Tavern, Litzinger Oil and Produce Company, and the new Store. Immediately after passing these places of business the driver will come to a spur entering the highway from the East. It is here that the driver will turn left and enter into Cedar Hill.

Cedar Hill was originally known as Maddox Mill. History states that Peter Hildebrand, noted as the earliest settler in Jefferson County, arriving in 1774 moved to Maddox Mill in 1784, six years after William Belew settled on what is now known as Belew's Creek, on the road to Hillsboro.

C. B. RICKETS

Cedric Farm
Apples

Detjens Hotel

Cedar Hill, Mo.

Rockford Beach, Inc.

Picnic Grounds

TWIN RIVER PARK

Picnic Grounds Open All Winter

CHICKEN and STEAK DINNERS
SERVED AT ANY TIME

J. C. Buxton
"Clover Farm Store"

Remodeled — Self Service

Cedar Hill, Mo.

OX 2501

Landers Metal Co.

Cedar Hill, Mo.

Furnaces — Oil Burners

Pumps — Stokers — Guttering

Ted Rose

Carpenter — Building

CEDAR HILL, MO.

Compliments of

Pioneer Tavern

Steadily climbing we reach the top of Medley Hill — framed in a natural framework of rock. Pause a moment — drive slowly, and drink in this view as you transcend on your way to Cedar Hill. As you approach the bottom, notice the county road which leads you to Byrnesville with its rustic bridge and silent mill, its friendly business men and townspeople who are always willing to be at your service.

On the left, just beyond this road is a quaint log constructed corn bin in a very restful setting of shady trees and trickling brook. Farther on to the left is the Cedric Station and the entrance to Cedric Farms with one of the best, well-kept orchards in the county. You are now approaching Cedar Hill, just 26 miles from St. Louis and 10 miles northwest of Hillsboro.

HOENE SPRINGS

ON THE BIG RIVER

COTTAGE AND COTTAGE SITES

H. B. HOENE

ELMER'S POULTRY FARM

Weber Hill, Mo.

Osage 3171

Niehoff Dairy

Pasteurized Milk and Dairy Products
Once Used Never Refused

Eureka 3514

EUREKA, MO.

GRAVE MATTERS , Epitaphs compiled by E. R. Sushand

CAPTAIN THOMAS STONE: "As the earth the earth doth cover, so under this *stone* lies another."
England, 1666

THOMAS GARDINER: "Thomas Gardiner, Historian of Southwald and Denwich, buried with his
two wives, Honor and Virtue. Between Honor and Virtue, here doth lie the remains of Old
Antiquity." England 1750

IN MEMORIAM: "In memoriam I plant these shrubs upon your grave, dear wife, That something on this
spot may boast of life. Shrubs must wither and all earth must rot! Shrubs may revive: but you, thank
heaven, will not. " (unknown graveyard c.1850)

JOHN LAMB: "On the 29th of November, a confounded piece of timber came down, bang, slam,
And killed I, John Lamb." Huntingdon England, 1700.

JESSE JAMES: " In Loving Memory of my Beloved Son, Jesse W. James, Died April 13, 1882,
aged 34 years, 6 months, 28 days. Murdered by a Traitor and Coward Whose Name is not
Worthy to Appear Here. " 1882

Jefferson County Historical Society
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DAVID HALLEMANN
9915 FRAZIER
HILLSBORO MO 63050

