

The Heritage News

Issue 9

Jefferson Heritage and Landmark Society

November 1994

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Annual dues in the Jefferson County Heritage and Landmark Society are \$10.00. Anyone interested in the documentation and preservation of the history of Jefferson County, Missouri is welcome to join. Dues include four issues of The Heritage News. If you are interested in joining the society, please contact President Della Lang at 677-2017, or Treasurer Betty Olson c/o DeSoto Library, 586-3858.

The Missouri Council of Garden Clubs will be decorating the Fletcher House in Hillsboro for an open house at Christmas. Each club will decorate one room in traditional fashion. The house will be open the afternoon of the 11th and the 18th of December and possibly again on New Years Day for visitors. Punch and cookies will be served and the tours will be free.

Work is being done to form a committee called Friends of the Fletcher House to raise funds for the repair and maintenance of the building. Interested parties can contact Bob Brophy at Jefferson College.

Jefferson Heritage and Landmark Society held its first genealogy workshop on September 18th at Jefferson College and from the amount of people that attended, it seems there is GREAT interest in the county on this subject. Jeanette Hollowell answered questions from the group in the first part of the session. After the break at which tea, coffee, and cookies were served, everyone introduced themselves and told what lines they were researching. Almost everyone in the room found someone who was tracing the same family name or got some

information from some of the other experienced genealogists attending on where to go, or how to go about getting the information they needed. Several attendance prizes were also given out at this time.

While the first session of the seminar did not go exactly as planned, we learned a lot and will strive to make the next one even better. Thanks to all who attended.



Jefferson County Census in 1860	10,344
Jefferson County Census in 1870	15,378

Mr. Ferrell of Hanover has a four legged chicken, four weeks old and thriving. He says he might be induced to give it as a reward for the return of the mule he advertises for.

The Democrat, July 6, 1877

Hanover Post Office 1876

J. M. Bailey	farmer
Henry Eshbaugh	farmer, purchasing agent
J. H. Gamel	farmer
R. J. Palmer	merchant, postmaster
Henry Sapp	hotel & saloon keeper
Wm. A. Whitehead	farmer & constable
Arthur S. Burrell	fruit grower
J. L. McMullin	farmer
R. M. Whitehead	farmer & stock raiser
J. E. Swink	farmer

HANOVER/BAILEY STATION

By: Lisa K. Thompson

Bailey Station is described in local history books as being "situated on the St. Louis Iron Mountain & Southern Railroad, 32 miles from St. Louis. The name of the town laid out at this point & post office is Hanover." This property is located at the present site of Harrison Lake Rd. and old Hwy A, west of Festus.

The railroad was completed from St. Louis to DeSoto in 1857 and towns soon began cropping up along it. In a 1866 Jefferson Co. Leader newspaper, William S. Howe, Trustee, advertised that he would sell at public auction on Saturday, May 26th, 1866, lots at the town of Hanover. It stated that Hanover was the only station on the east side of the Joachim river, and because of the fine farming and fruit-growing country to the east and south of St. Louis, in point of business it had no rival. Terms were one-tenth cash, balance six months credit.

operation and continued to inhabit and distill on the same until 1804, then raised a crop. This distillery was supposedly in the area of Hanover, where the townspeople later built a Masonic Hall.

The town of Hanover was built on survey 391, Township 40, range 5. and consisted of Center, First, and Second Streets as shown in the following map from the Illustrated Historical Atlas Map of Jefferson Co. MO dated 1876.



At this point in time, Hanover was but the beginning of a town, with one store owned by C. G. Warne. By the end of 1866, there were two good stores in operation whose sales together amounted to nearly \$25,000 per year. During the wood shipment season, 43 railroad cars of wood were shipped each month. About 800 bushels of wheat and 500 bushels of corn were also shipped. The average amount of railroad charges on freight shipped amounted to \$200 a month and charges on freight received was \$150. Passenger fares amounted to \$220 per month.

Work had started on a building intended for a Masonic Hall, church and school house. No whiskey was sold in Hanover and church services were held regularly. The first Sunday School ever organized in the county is said to have been conducted in the neighborhood of Bailey Station.

The cornerstone for the Masonic Hall was laid on June 15, 1867. A picnic was held on this day to celebrate the event. A procession of citizens formed at the station house and headed by the Carondelet Brass Band marched to a beautiful grove near the site of the building. They deposited a tin box under the cornerstone containing a copy of the Jefferson Co. Leader, the Missouri Democrat, the Missouri Republican, a report of the trustees of the building, a list of the members of the brass band, and a list of Charter members of the Shekinah Lodge #256 A.F. and A.M. which was chartered Oct. 15, 1868 and was one of three lodges of Masons in Jefferson County. On March 26, 1884 the lodge moved to

SALE OF VILLAGE LOTS IN HANOVER.

We would call especial attention to the advertisement in this number of a public sale of village lots in Hanover, on the L. M. R. R. This is a lovely site for a thriving town; the neighborhood is unsurpassed as a fruit-growing section; and the residents now there are citizens of the highest character and worth. Mr. Wm. S. Howe, who is offering these lots to buyers, will cheerfully give all information which may be desired; and those seeking village locations, for trade or manufacture, may find at Hanover great inducements. Stop at Bailey's Station, L. M. R. R., and find Mr. Howe, 3:10

C. G. WARNE,
HANOVER, MO.,
 Dealer in
HARDWARE,
 Groceries, Boots and Shoes,
Dry Goods,
 and
 General Commission Merchant

A WELL assorted and large stock of the above at prices that defy competition. All kinds of country produce bought at St. Louis prices. 2x10

The station received its name in honor of John M. Bailey, an old resident of the neighborhood. The town was laid out on a portion of his farm. Mr. Bailey was born in October 14, 1820 to Henry & Barbara (Drybread) Bailey. John M. married Nancy (Strickland) Donnell, widow of Robert Donnell, and in 1846 purchased 140 acres of land, where Hanover and Bailey Station were later located. Mrs. Bailey died in 1859 and he then married Mrs. Catherine (Hollensbeck) Burgess. The Bailey's had one child who died as an infant. Mr. Bailey died October 11, 1909, aged 89 years. He was at his death the oldest member of the Masonic lodge in this county.

On the hill where Mr. Bailey resided was the cabin of Frederick Conner, one of the earliest pioneers of the county. Entries from 1810 and 1811 in the book Early Settlers of Missouri as Taken From Land Claims in the Missouri Territory by Walter Lowrie show Frederick Conner claiming several tracts or arpents of land along the Joachim. He also testified on September 9, 1806, that James Varnum and Rufus Easton, claiming 400 acres of land situated between the Joachim and Platin Creeks, built a distillery on said land in 1802, carried on the business of a distiller in 1803, and did prior to and on the 20th day of December 1803, actually inhabit said land, that the same was actually cultivated and a crop raised in 1804. Same, sworn the 24th of October, 1808, says that James Varnum raised a still house on the tract claimed in 1801, put it into

Limitville (now Festus) and held their first meeting there at the Christian Church

In August of 1868, W. S. Post, D. D. advertised that he would be conducting a high school at Hanover the following September. All of the branches usually taught in the seminaries and colleges of our land were to be included in the course of studies to be pursued at Hanover High School. Politics and sectarianism were to be entirely ignored. The advertisement stated that the terms for tuition would be announced to the public in a short time and that boarders could find accommodations among the citizens of Hanover until a boarding house could be erected. Inquiries in regard to the enterprise were to be directed to Messrs. Bailey, Warne, Crawford, Whitehead, Jennings, Baker, Warner, Lee, Palmer, or any other people in the vicinity of Bailey's Station.

Three years later, E. A. Angell advertised that he would open a select school at Hanover on February 6, 1871. He stated that he hoped to see his old pupils and many more. Tuition at that time was \$12 per term of three months.

At some point in time, a separate building was built for the Bailey School. It continued to be used until December 1942, when it burned. The children then attended the Festus School. The Bailey school property was bought by Richard Turley in 1949.

Hanover made the news often in the 1870's. Several robberies of homes were reported. In 1872, the house of Mr. S. Null was entered while the family was at church and a watch and coat were stolen. Mr. England had \$75 taken from his house at Hanover.

In March 1875, 200 cords of wood belonging to the railroad company were burned at Hanover. The wood was stacked up close to Esq. Palmers store and it was only by the extraordinary exertion of the few men present that the building was saved. Sparks from a passing locomotive ignited the wood. In June of the same year a blind horse fell into the railroad cattle guard just above Hanover and could not get out. The southern bound mail train was delayed while the train men worked on pulling him out. It was some time before the horse found out it could get up and walk.

Hanover was the shipping station for the American Plate Glass Co. of Crystal City. The glass company prohibited the sale of intoxicating drinks on their land, and as they owned the land for a good distance around the plant, they were able to control matters near them. However, in 1875 it was reported that a saloon had opened at Hanover, and was causing considerable loss to the company in spite of the vigilance of the Superintendent.

Perhaps the most spectacular events concerning Bailey Station and the railroad were several train wrecks which occurred there. In 1914 or 1915, a southbound train carrying construction equipment brought down a bridge crossing the Joachim. A crane being carried on one of the cars struck the beam at the top of the bridge and the bridge collapsed. No one was injured in this wreck. That was not true of the wreck which occurred in June of 1938 however. The fast mail train No. 7 attempted to cross the trestle just south of Bailey

Station through flood waters which completely covered the tracks. According to officials, the area received 7.84 inches of rain in a period of twelve hours. The resulting food inundated the tracks for almost a mile at the point of the track and washed the trestle away. The engineer, W. W. Malloy was proceeding slowly through the waters when the 215 ton engine and part of the mail and baggage cars toppled into the water and were submerged. The expressmen and baggage clerks were able to race through the rear cars to safety but the engineer was unable to escape the wreckage and drowned. His body was recovered by divers later that day. The fireman C. T. McRill managed to get out of the cab and as he rose to the surface, became entangled in the telegraph wires. He finally freed himself and hung onto a small tree for four hours until rescuers got to him at sunup by boat. The chief cook awakened the sleeping passengers and they huddled at the exit of the Pullman car, unable to help themselves or heed the cries of the fireman. The Alvin Son family built a platform on the side of the bluff and approximately 65 passengers were taken to safety. The local agent for the Railway Express Co., J. S. Withington, swung onto the railcars by rope in order to get the pay checks for the railroad and shop men. He retrieved them, even though they were soaking wet. The National Guard was called to keep the thousands of spectators away from the scene and protect the possible looting of the mail and express cars. An 82 years old spectator from St. Louis fell from the bluff overlooking the wreck and broke his neck.

Repair crews were called from St. Louis and Poplar Bluff early Saturday to repair the damage. The engine was buried in the mud, the track for several hundred feet was washed away, as well as the trestle, rails were bent, ties had floated away with the current and the ground supporting the tracks was completely washed out. By working without stopping, the damage was temporarily fixed for traffic by the next day.

In December of 1878, Stoke Waggener and Clark Berry bought the stock of Donnell and Company at the brick store in Hematite. The store, Waggener and Co., located at Hanover, was robbed in April, 1879 of five or six hundred dollars worth of goods. The building was a two story frame, with an outside stairway. The thieves got up into the upper story and made a hole through the floor and ceiling, through which they conveyed the goods, clothing, boots, shoes, and a general assortment of dry goods. A \$100 reward was offered for the capture of the thieves. Roe Whitehead and Clark Berry got on the track of one of the thieves and traced him to Maxville where he was caught and two valises of goods taken from him. The remainder of the goods were found stowed away in a culvert near Hanover. On October 1, 1880, it was reported that the new store of Stoke Waggener & Co. in Limitville was ready for the roof. On September 19, 1883 The Democrat stated that a new postoffice had been established at Limitville and was called "Festus," with S. T. Waggener as postmaster.

A big draw to the area came about in 1894 when Harrison's Lake was built. George Franklin Harrison, who supervised the damming of the spring that formed the lake and did a large part of the manual labor, was born August 6, 1861. His parents, William Jefferson Harrison and Ann C. England, moved to the property where the lake is now located when George was a year and a half old. George's mother had inherited part of the England property located near Hematite from her father James Ross England. George's father decided to buy the rest. It amounted to 286 acres in all.

As a boy, George went to school in a little log cabin. Every now and then, however, the school would change its location and he and his brothers Clark and Ed finally wound up having to walk more than three miles into Hematite to school and three miles home. As he got older, he became more adventuresome and decided to become a silver miner. His father Wm. J. had made the same decision in April 1878 when he and Wm. Gouilly, Scribe Posten, Jesse Waggener, and Peter Brands traveled to the Black Hills to work the mining claim they had there. George went to New Mexico, braving attack by Apache Indians and sleeping out of doors. His camp was made on the side of a mountain at a height of 11000 feet, with an Indian camp right above them at 12000 feet. Mr. Harrison was one of the lucky ones who found silver. He had a nice sized mine near Kingston, N. M. and was offered \$10,000 for it, but decided not to sell. Not long after the offer, a spring was accidentally opened up and flooded the mine. He decided to pack up and go home. He came back to Jefferson Co., and after working for a short time in a dairy, decided to go back to the farm. He persuaded his father to go into the dairy business with him and bought 100 head of cattle. Theirs was the first dairy in this area to ship milk by train. After George's father died, he sold the dairy and took up the gravel business with his brother Ed, while his brother Clark ran the farm. They remained in this industry for 40 years.

In an article from The Democrat dated August, 1949, Mr. Harrison recalled that "Festus was small compared to Bailey Station (in his younger years) and could never have approached Bailey Station in the amount of excitement." Gambling and Saturday night shooting matches were a common thing.

After a suggestion by Pete Schaefer to damn the spring to form a lake, Mr. Harrison began the work and soon stocked it with fish. The lake was popular with people from all over the country and was open to the public for most of its 100 years. For some years the Harrison family held an annual fish fry and reunion. There were more than 1000 people at one of these and all were served with fish from Harrison's lake. The lake is now privately owned and no longer open to the public.

George married Jessie Smith in 1920. He died April 24, 1951 at the age of 89 years. He was buried in the family cemetery on the farm.

England/Harrison Family Cemetery

William Jefferson Harrison 1833-1892

- Ann C. (England) Harrison (wife) 1840-1927
- James Edwin Harrison 1860-1932
- George Franklin Harrison 1861-1951
- Charles P. Harrison 1864-1865
- Emma Bell Harrison 1868-1870
- Oscar Clark Harrison 1870-1930
- M. Eleande Harrison 1872-1874
(children of W.J. and Ann C. Harrison)
- Wm. West M. D. 1812-1867
(1st husband of Catherine McCormack
daughter of James McCormack)
- Carolyn L. Donnell 1894-1895
- infant son Donnell born & died 1893
(children of W.F. & M.K. (Harrison)Donnell)
- James S. Irwin 1860-1893
- Infant son Irwin born & died 1888
(son of J.S. & M.B. Irwin)
- Alma E. Smith 1903-1941
- Albert Cole 1865-1930
- Lottie Bell Cole (wife) 1869-1932
(daughter of B.F. England)
- James Ross England 1809-1886
- Margaret (McCormack) England 1814-1876
- *Benjamin F. England 1843-1934
- Amanda C. (Weaver) England 1845-1925
- William R. England 1868-1873
- Margaret Hoyt England 1884-1896
(children of B.F. & Amanda England)
- *John England 1837-1838
- *Sarah England 1846-1865
- *Enoch R. England 1849-1880
*(children of J.R. & Margaret England)
- infant daughter England born & died 1860
- infant England born & died 1861
(children of J.M. & J.E. England)

The Englands were a very prominent family in the area of Hanover and Bailey Station. James Ross England came to Jefferson County from Washington County, where he had served an apprentice in the tanners trade. He settled on a farm on the Plattin, married his wife Margaret McCormack, a granddaughter of Peter McCormack, and had eight children, six of which lived to maturity. They are as follows:

- John A. b. 1837
- James M. b. 1837 married Elizabeth Waggoner
- Laura b. 1839 married Eli Foster Donnell
- Ann C. b. 1840 married Wm. Harrison
- Benjamin F. b. 1843 married Amanda Weaver
- Sarah b. 1846
- Charlotte b. 1847
- Enoch Ross b. 1849 married Ellen A. Lee

Mr. England moved to Bailey Station late in life and died there in 1866.

Much has been written about James Ross England's oldest son James McCormack England. He went to California by oxcart when he was seventeen years old to seek his fortune in gold. He remained there for four years, then returned to Jefferson County where he became a prominent farmer and businessman at Hematite and Bailey Station. He owned the White Rock Mill at Hematite for many years. He was also in various merchandising enterprises. He began merchandising at Hematite in about 1865. He built a new brick store in Hematite in 1875, Mr. Donnell occupying the old store. He bought the store back from Mr. T. N. Donnell in Hematite in June 1877. It was robbed in December 1878 and also in 1880. In January 1881 Mr. England quit the merchandising business in order to give all of his attention to his mill. He went back into the mercantile business at the old brick store sometime before 1888, having sold the mill. He held the position of postmaster in Hematite for sixteen years. Mr. England married Elizabeth Waggoner, daughter of R. G. and Mary Waggoner, and had eleven children. Mr. England died in 1904

Benjamin F. England and his brother J. M. England began managing a farm at Bailey Station in 1860. The following year he and a partner opened a merchandising store at Bailey, ran it for two years, then moved it to Hematite. He married Amanda C. Weaver, daughter of William B. Weaver in 1863. Three of their five children are buried in the family cemetery. The other two children's names were Laura E. and Orcart H. Mr. England moved to Rush Tower in 1867 and became one of the principal landowners and businessmen there.

Laura and Eli Donnell's farm which he bought in 1868 is still well known today. Eli's father was Rev. James Donnell. James and his two brothers Eliel and Rev. Thomas Donnell came to Jefferson Co. in the early 1800's. Laura and Eli had seven children.

Enoch R. and Ellen Lee England had two children, Charles C. and Robert Sidney. Enoch committed suicide in Tanglefoot at Ches Parker's saloon in 1880. A year later, Ellen married Stokely T. Waggoner at the home of Mrs. Cynthia Donnell. Cynthia and Oscar Donnell raised Ellen after her mother died when she was two years old. Charles C. and Robert Sidney bought the shares of Stokely & Horace Waggener of Waggener Store Co. in 1908.

Stokely, Horace, and Elizabeth Waggener, who married James M. England were brothers and sister. Their parents were Rueben G. and Mary Moore Waggener. The following obituary is from The Democrat.

WAGGENER — Died December 24, 1884, Mr. Reuben G. Waggener of Plattin.

Mr. R. G. Waggener of Plattin, fell into the fire one day recently and one leg from the knee down was badly burned. He is over 87 years of age and has been feeble for a long time. His recovery is thought to be impossible.

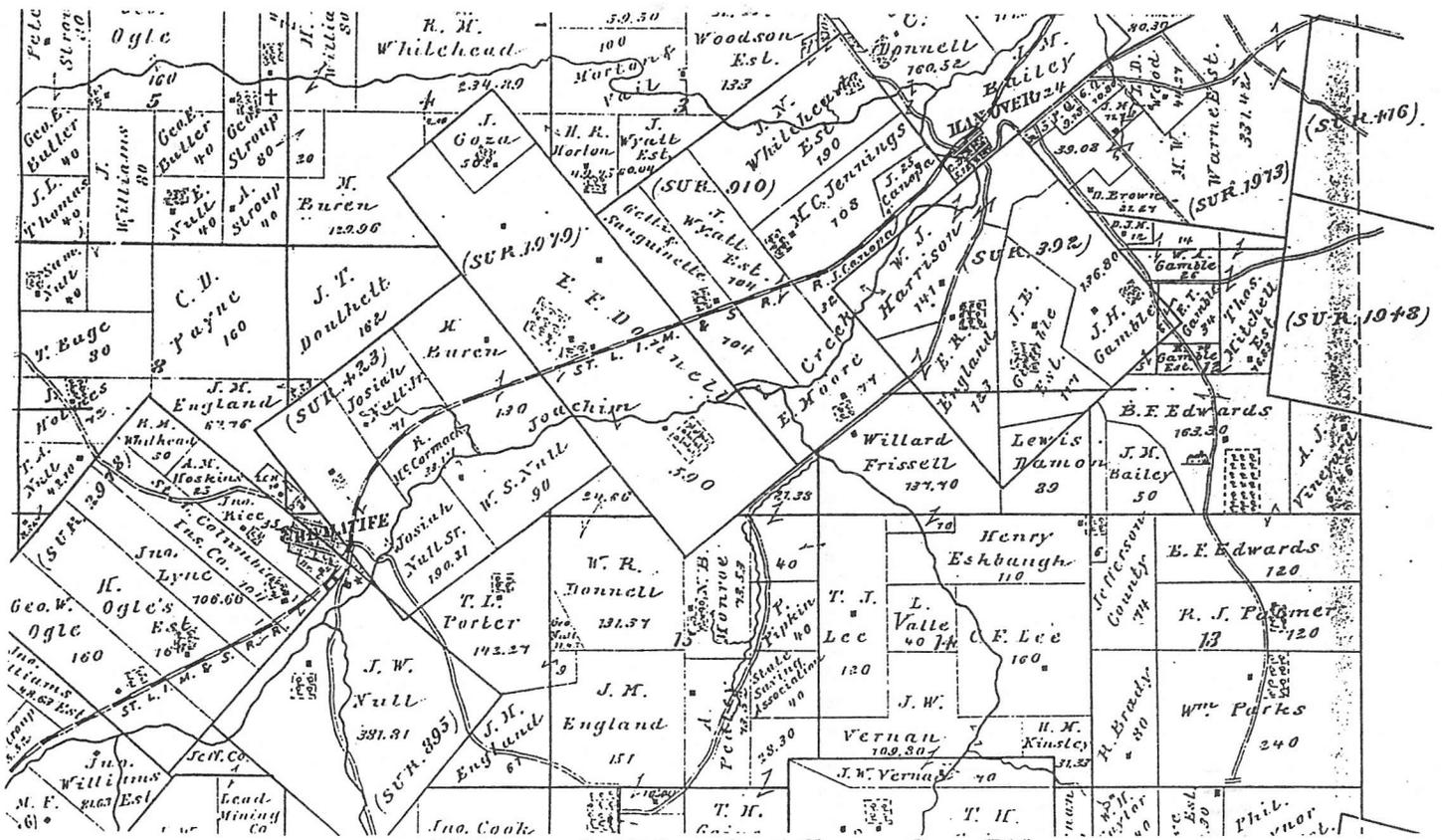
"An Old Democrat." (St. Louis Republican, reprinted in the January 21, 1885 issue of Jefferson County Democrat)

Hon. J. H. Waggener of Rush Tower, Jefferson county, who was a member of the Thirtieth General Assembly, is on the way to Washington to spend the Winter there. He was in this city yesterday and gave the particulars of the death of his father, Mr. Reuben G. Waggener, the oldest man in Jefferson county, who died on Christmas Eve at the age of 87 years, 5 months, and 17 days. He was born in Culpepper county, Virginia. He served in the wars of 1812, having enlisted in his seventeenth year, in 1814, and was in one or two battles and several skirmishes, in one of which he was wounded in the foot by a musket ball. He was an own cousin of Gen. Edward Pendleton Gaines, the hero of Fort Erie, their mothers being sisters. Mr. Waggener followed flatboating on the Ohio and Mississippi, between Louisville and New Orleans, from 1823 to 1830. He would take his boat down to New Orleans, sell out boat and cargo and then walk back to Louisville. When steamboats began to run he was a pilot from Cincinnati and Louisville to New Orleans, up to the Fall of 1841, when he moved to Rush Tower, Jefferson county, 40 miles below this city, where he died. His death was occasioned by an accident. On the morning of the 18th of December, he rose out of his chair, and as was his custom, looked at the clock on the mantelpiece, and leaning forward with his left hand on the mantelpiece, holding his cane in his right hand, he slipped and fell with his knees and feet almost in the embers of a very hot fire. The burns and the shock caused his death in six days. He never suffered a moment from the effects of the burn, and was perfectly conscious until he died. There was no one present when he fell, and when found, he was lying unconscious. He was taken up and placed on the bed, and on recovering his senses, he exclaimed, "Catch me! Don't let me fall in the fire!" He leaves an only brother, Stokely T. Waggener, living in Russellville, Ky., who is two years his junior. He leaves a family of six sons and three daughters. The old gentleman cast his first vote for James Monroe for President, and voted for Gen. Andrew Jackson in the presidential elections of 1824, 1828 and 1832, and he has voted the solid Democratic ticket ever since.

The Waggeners had twelve children, nine were living at the time of Mr. Waggener's death in 1884. Eight of the twelve are as follows:

James H. born 1839
Elizabeth born 1841
Richard born 1843
Rueben G. Jr. born 1845
Edmund born 1847
J. E. born 1847
Stokely T. born 1849
W. Horace





1876 *Illustrated Atlas of Jefferson Co., Missouri*
Township 40 North, Range 5 East

Jefferson Heritage and Landmarks Society Newsletter
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