



Jefferson Heritage and Landmark Corporation

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PRESIDENT'S REPORT

We are starting the new year with a new President, with several new Board members and the loss of some who have been such important facets of the Board for many years. Progress will be made only if the Board and the President get the vigorous support of all and of each other.

Before I go any further, the gratitude and profuse thanks of Jefferson Heritage and Landmarks Society must be extended to Betty Mueller. She gave up the Presidency to become Mayor of De Soto. I wonder which group needs her most! Without her effervescent and active efforts on our behalf the last few years, I wonder if we, as an organization would still be functioning. Betty, you have been a dedicated member and fortunately for the Board and me, you are still part of the Board.

We have two new faces on the Board and they cannot help but strengthen our efforts as an organization. There is the Hon. John L. Anderson, Judge of the 23rd Judicial Circuit in Hillsboro, Missouri. He comes from an old and a legal family in our state. And there is Mary Ann (Mrs. Ralph) Boyer. She has a family background in the Lead Belt area as her father worked for St. Joe Lead Company and was one of those who established the Minerals Museum at Flat River.

Officers of the board are: Marion Piper, Chairman; Frank Magre, Vice-President; Catherine Crawford, Secretary; Betty Olson, Treasurer. The other members of the Board are: Dr. Ray Henry, of Jefferson College, Blanche Fallet, Betty Mueller and myself.

A start has been made in cooperation with Bob Harrison of the TV station at Jefferson College to make some video tapes of conversations with Frank Magre. This has been a special aim of many people who wanted to get the great store of local history and lore of our area, that Frank has tucked away in his mind into a lasting form. We have had two taping sessions and more are planned. These sessions will be the basis for programs to be shown on Channel 8 at the College and we hope to have some of these tapes for our programs.

We sent a donation of \$100 to Della Lang of the High Ridge Community Library after their disastrous fire in March. This was done as a token of our concern and interest in the things they are doing and trying to do. Della and her friends of the library have published a fine historical book, called "ALONG THE GRAVOIS" as one way of raising funds to support the library. (Cost \$7.50 + \$1.00 for shipping.) They also publish a quarterly magazine called "REFLECTIONS" (\$3.00 per issue + \$1.00 shipping.) They are covering the history of the northwestern part of our county, and doing an excellent job of it. (Address: Della Lang, P. O. Box 1486, High Ridge, Mo. 63049.)

Frank and Helen Magre and myself continue to work on a historic map of Jefferson County. The work has been going slowly. We now have a bid for printing of the map, at a reasonable cost. We will give a discount on it to all paid-up members when the map is ready for sale.

Jean O'Brien, President

COMING PROGRAMS

SEPTEMBER 13 2:00 P.M. Jefferson College Glee Heiligtag and Nadine Garland.
Program on the Rock Township Cemeteries.

DATE TO BE ANNOUNCED: Gertrude Zimmer of Farmington will present a program on the Plank Road that ran from Pilot Knob and Iron Mountain to Ste. Genevieve

NEXT SPRING: A tour of the new museum and wild flower trail at Mastodon State Park. Date is dependent upon the completion of the museum and exhibits. Mastodon Park and the development of the museum there is the culmination of some women in the north end of the County. The Wild Life trail there is being developed by Albert Heinze, who is a most knowledgeable botanist.

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MEMBERSHIP DUES OF \$10.00 per year should be sent to Betty Olson, 126 S. Main Street De Soto, Missouri 63020. The new year began in March. We need your support and urge you to send in your dues today. We don't want to have to drop your name from the list of those receiving this newsletter, so get your check in the mail now!

Around 1939 or 1940 there was established on the old Lucas Field, south of Festus, something called the "FESTUS FLYING SERVICE." It was started by three local men from the Twin Cities, namely, Coke Brickey, Roy Lucas and Ralph Johnson. John Cole of Hillsboro would come over on weekends to give flying lessons. He had an Instructor's License he had gotten in St. Louis.

Isabelle Madison was soon among those who were anxious to learn how to fly and she would go out to take lessons after she was through working at Pittsburgh Plate Glass Company. It didn't take her long to get her private and commercial licenses. As the United States got closer and closer to war, the founders and John Cole left to go fight for their country. They left Isabelle as Manager and a man by the name of Levi LaRose as the airport security officer. These two officials were required by the Federal government in order to keep an airport open.

About this time the Colonel in the U. S. Army in charge of the Ferrying Division was having trouble finding male pilots who could ferry planes. Most of the qualified pilots were in the services out on the fighting fronts. One day, during a work break, he was talking to a Captain Love as they stood at the water cooler, explaining his problem. Captain Love mentioned that his wife Nancy was a pilot, and was flying her own plane in to meet him, but had been held up by the bad weather. The Colonel immediately had the beginning of an answer to his problem. Why not use women to ferry the planes to their destinations?

The idea of women ferry pilots reached the ears of Jacqueline Cochran, one of the great women pioneers in the history of aviation. She was married to Floyd Odlum, a famous pilot in his own right, and a generous donor in politics. Through her husband, Jacqueline was able to talk to General Hap Arnold, head of the Army Air Force. The idea of using women pilots to ferry planes appealed to the General and he immediately set in motion such a program. A search of the records were made to find women who had private pilot licenses and an invitation was sent to them, asking if they would like to become ferry pilots, transporting planes for the Army, but not into areas where there was fighting. Pete quickly accepted and soon found herself going through a concentrated training course in Texas. When she was finished, she was sent to ferry planes around the United States and Canada, but women ferry pilots were not allowed to fly planes into Fairbanks, Alaska to be delivered to the Russians under Lend-Lease. Alaska was not a state at that time, and it was felt that the Russian pilots might prove to be too much for the ladies to cope with.

The WASPS as they were known, came under the control of the U. S. Army Air Force with Jacqueline Cochran as their head. As WASPS, they would receive Veterans' benefits, but would not be given a Veteran's pension unless they later joined some branch of the armed forces, then their time as WASPS would count.

At the time of this interview with Mrs. Von Lon on September 8, 1982, she was on her way to a reunion of these exceptional women who pitched in and did so much for their country in such a unique way. At the time of the interview there were about 800 of the original 1,067 still alive. Some were still flying and some were still instructing. Jacqueline Cochran had died two years before.

Mrs. Von Lon still lives in Portland, Oregon with her husband. She has five children and many grandchildren, none of whom seem very interested in following in mother's or grandmother's footsteps. Isabelle had more than 4000 hours flying to her credit, but gave up flying after she was married and had a family.

Interviewed by Jean O'Brien, September 8, 1982 at the home of her sister, Marie Madison Perry, Crystal City, Missouri.

FLETCHER HOUSE REPORT

Betty Mueller, Jeanne Cook and Sue Mueller have been busy searching out the final pieces of furniture to finish the Fletcher House project. They recently purchased a small antique walnut table and a primitive pine deacon's bench.

Ida Morris of the Hillsboro Centennial Committee gave a donation of \$195.00 toward the purchase of these pieces. The rest of the purchase price was assumed by Heritage and Landmark Society.

We will soon have an antique spinning wheel for Fletcher House. The Lewis Roop family of De Soto are loaning it to us for display.

Betty Mueller, Fletcher House Committee

LOGBOOK, MAID OF ORLEANS

What follows are entries in the logbook kept by John W. Honey, who was captain of the MAID OF ORLEANS. The book was found among a great many old papers in the Fletcher House at the time the Dietrich family lived in it. It is now in the possession of Francis Dietrich, who permitted me to make a copy of the book.

John W. Honey married Mary Seaborn. Their daughter Mary Clarissa married Thomas Clement Fletcher, first native born Missourian to be governor of the State of Missouri. The Fletcher House and its preservation has been one of Jefferson Heritage and Landmark's projects for the past several years.

ST. LOUIS MISSOURI TERRITORY, August 2, 1819

John W. Honey, by appointment of Captain Henry W. Turner, received the command of the Maid of Orleans; which appointment is in the words and figures following, to wit:

By virtue of instructions received from Mr. John K. West, of the city of New Orleans, agent for the steamboat, Maid of Orleans, of which the annexed is a copy: "I do hereby appoint John W. Honey to the command of said steam boat, which is to leave this place with possible dispatch; and on her way, is to stop at the mouth of the Ohio, there to receive such articles as may be put on board by W. Ober; and from thence, to a place below, called Lucas's Landing, and to make inquiry if a quantity of tobacco is near that place to be shipped, if so, to receive it at the rate of Six dollars per hogshead; touching again at Natchez for such freight as may be procured without delay. For, and in consideration of, the services of the said John W. Honey, in behalf of the owners of said steam boat, do agree to pay him one hundred dollars per month, and two and a half percent on all freights. Which contracts shall have its full force by the power now vested in me; but if at any time any difficulties should arise relative to this agreement, I do not hold myself responsible for the payment of the sums; but refer the said John W. Honey to the agent of the said steam boat for a full compliance of this agreement agreeably to the annexed instructions transcribed from the original: When you have discharged, dispatch her immediately to New Orleans to my address, and if your business will not permit your returning in her, you will employ the most suitable person you can procure at St. Louis to take command of her, taking care, if possible, that he is a good pilot."

(signed) H. W. Turner

ST. LOUIS, AUGUST 2nd 1819 Test. B. L. Shattuck

Was shipped on board by Berthold & Chouteau, today:

250 packs buffalo robes without either mark or number

1 box marked "Charles Gratiot"

1 box marked "P. Maspero"

and consigned to Peter Maspero at New Orleans, he paying freight at the rate of one cent per pound.

Was shipped by Hastings & Simpson today:

11 packs buffalo robes and one box mdse. robes marked W.D.S. Box marked H 431, and consigned to McNeil, Fist and Rutherford, at New Orleans, they paying freight at one cent per pound.

Was shipped by Anthony Soulard today:

1 made box, marked Mons. Frs. Menard, and consigned to said Menard at New Orleans, freight being paid by the shipper, to wit 50 cts.

Engaged the following hands to serve on board the Maid of Orleans at twenty-five dollars per month each, to wit, John Stewart and Jonathan Otis, each of whom came aboard and went to duty.

The following named persons were engaged by Captain Turner for me, for the same wages-- allowed them on the voyage from New Orleans to St. Louis to wit:

Elijah Chaddick, Pilot, at one hundred dollars per month,

Samuel Gamble, Engineer at _____ dollars per month, Steward,
at _____ per month; and _____, Cook, at _____ dollars per month.

(Note: names and amounts were not filled in)

TUESDAY, August 3, 1819 Engaged the following named hands to serve on board the Maid of Orleans, at twenty-five dollars per month, to wit: Timothy Lovel, John Snarr, Bryan M. Geauren, and _____ Hollam (the latter at \$1 per day); also John L. Fisher, to serve the trip from St. Louis to New Orleans for fifteen dollars; also Moses Morrell, to serve to Natchez for his passage only.

Engaged George Baxter to serve on board the Maid of Orleans as assistant Engineer, at seventy dollars per month. all the above named persons came on board and went to duty.

The following morning, gentlemen engaged their passages for New Orleans, viz. Mr. Joseph Wiggin, Doctor Francis Armstrong, Mr. Manuel Castando, Mr. John Chenard, and Mr. D. H. Vaughan, at fifty dollars each.

Shipped by Christian Wirt today:

No. 1 1 bbl beeswax
No. 2 1 bbl raccoon skins
No. 3 1 bbl muckrat skins

Marked as in the margin, and consigned to Mansell White, New Orleans, he paying freight at one cent per pound.

Shipped by Hubert Gouion to day:

1 box and 2 bbl. apples, marked Madame Gensone, Superior in the Ursalin Convent, New Orleans, and consigned to her, she paying freight at one cent per pound.

Received of Doctor Tuttle, one hundred and seventy-eight dollars, which to be paid to Fields and Mirgern at New Orleans.

Received of Captain Henry Turner, two hundred and ten dollars, on account of the Maid of Orleans, for expenses on the present voyage.

Received of Mr. Joseph Wiggin, fifty dollars, the amount of his passage.
Received of D. H. Vaughan, nineteen dollars, in part for his passage.
Mr. John Chenard produced the receipt of Captain H. W. Turner for fifty dollars the amount of his passage.

Received of Captain Henry W. Turner, the License and Temporary Enrollment of the Maid of Orleans, issued from the customs house at New Orleans; for which I receipted to him, and therein promised to deliver the same at said custom house.

Mr. Joseph Larvux engaged his passage to Ste. Genevieve and paid me five dollars.

The Maid of Orleans got underway with all the crew and passengers on board at one o'clock P.M. Arrived at Herculanæum at 5 o'clock same day, came to, and remained all night. At about half past 5 o'clock the same day, a person calling himself a constable came on board, and arrested Mr. D. H. Vaughan for a debt said to be due to some person in St. Louis, and took him ashore. Distance this day, thirty miles.

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We will continue to print the rest of Captain Honey's logbook as it is a very interesting picture of his trip down to New Orleans. All names, and places are spelled as accurately as we could interpret the Captain's handwriting.

Betty Olson

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