

And also the Strength of Israel will not  
He nor repent: for he is not a man, that  
he should repent.—I Samuel 15:29.

## Our Historic Role

St. Joseph's colorful history in the dramatic story of the opening of the West once again will be emphasized when a group of "Wagons Westward" pioneers pause here on a trip that will take them over the original century-old trails followed by the early pioneers. Our city will be the first stop on that journey which will take them across the Western plains and mountains to Baker, Ore., between July 14 and Aug. 6. The re-crossing of the once-wild and dangerous West brings to mind the part St. Joseph played in the development of that vast region which now provides our country with much of its vital minerals and lumber.

Western migration of homesteaders, say the historians, hit its peak in 1852, a century ago this year. It was a journey more difficult than anything most of us can imagine today. Hundreds of men, women and children fell by the wayside as they attempted to reach that "promised land" of the West, with its free land and gold for those hardy souls stout enough to brave the wilds to settle on the frontier.

St. Joseph played an important role in the settlement of the West. When covered wagon caravans began the long trek, this city outfitted them with the necessary tools for the journey—tools for tilling virgin soil, for erecting crude log cabins or sod houses and for fighting for survival against Indians, wild animals and the elements. This was the last "hitching post" for those pioneers. For its services to those early Americans, St. Joseph has won its place in the dramatic history of the early West.

That place again will be honored July 14, when Dr. Howard R. Driggs, nationally known author and historian, heads a group from the American Pioneer Trails Association to pay a visit to St. Joseph at the start of a 1952 journey into the new West.

# Author plans book signing

By ALLEN SEIFERT

News-Press Staff Writer

8-22-93

St. Joseph's birthday will be celebrated at The Book Place with the re-issue of the city's most recent history.

"St. Joseph: A Historical History," by Mildred Grenier, was originally published in 1983. Copies of that book have been in such demand that a reprint, by Donning Company of Virginia Beach,

Va., was ordered.

Grenier, one of St. Joseph's most successful authors, will be on hand at The Book Place, beginning at 2 p.m. Saturday to sign the book. Price of the book will be \$29.99.

"I could never have done this book without the splendid cooperation of so many people," Grenier said recently. "I had the full cooperation of the city museums, the St. Joseph News-Press, and the staffs of the public libraries."

The pictorial history contains more than 275 photographs, with a researched text for each explaining the importance of the picture to St. Joseph history.

Sheridan Logan was the proof-reader for the book's original text, Grenier said.

"He was gracious enough to do that for me. The book practically wrote itself with all of the excellent help that I received," Grenier said.

N.P. 19-98

## Book to focus on historic homes here

Along many of the older streets of the city are the monuments to St. Joseph's history cast in stone, brick and terra cotta.

Large old houses throughout the city represent the different styles that have come and gone throughout much of the latter two centuries, local architectural historian David Denman said Wednesday.

He spoke to about 35 members of Preservation Inc. at the Hardin Tea Room. Many of the houses discussed will be featured in a book being written by Denman and Sheridan Logan for Preservation Inc. called "Historic Homes of St. Joseph, 1845-1935."

"St. Joseph has the best quality examples of each architectural style of the 19th and 20th centuries in this region," Denman said.

St. Joseph has many homes in the Greek Revival style of the middle of the 19th Century and the post-Civil War styles: the Second Empire, Queen Anne and Italianate.

These heavily decorative styles typified "The Gilded Age."

A committee organized by Preservation Inc. has been planning a book on St. Joseph's historic homes for about two years. The text and historical data have been compiled and written by Denman and Logan.

Preservation Inc. is currently raising funds for the book, which will cost several thousand dollars. The end result will be a coffee table book filled with many pictures, said Larry Muck, president of the group.

Booper

# Telegraph Book Review



by Robin Kash

## Remembering "Old St. Joe"

Tales of Old "St. Joe" and The Frontier Days, by Hazel A. Faubion (St. Joseph, MO: The St. Joseph Branch of The National League of American Pen Women, Inc., 1977) Pb. pp. 156.

Every newcomer to St. Joseph ought to have a copy. Long time residents will read it to discover things they knew or rediscover things they once knew. Hazel A. Faubion's *Tales of Old "St. Joe"* and *the Frontier Days* gives us sketches of St. Joseph history that will whet appetites to know more. Read it straight through or pick out a chapter. If you read from beginning to end, you will want to read some parts more than once.

The chapter on the Civil War's effect on St. Joseph is one of the longer chapters, and certainly one of the most fascinating. Not least among its fascinations are the dramatic characters who captivated Ms. Faubion's imagination—and doubtless will stir yours as well. Jeff Thompson, a mayor of St. Joseph, real estate entrepreneur and, by war's end, a Confederate General, is surely the sort of person Hollywood makes movies about. After Abraham Lincoln was elected President, anti-Union feelings ran so high in St. Joseph that the insistence of a Lincoln-appointed postmaster to fly the stars and stripes at the post office caused a near riot. Picture Thompson, hearing the tumult, come striding out of his real estate office, just across from the Post Office, then on 2nd Street just north of Francis, in a coat with long, yellow flapping tails and brass buttons framing an apricot vest. He harangued the crowd for a while before

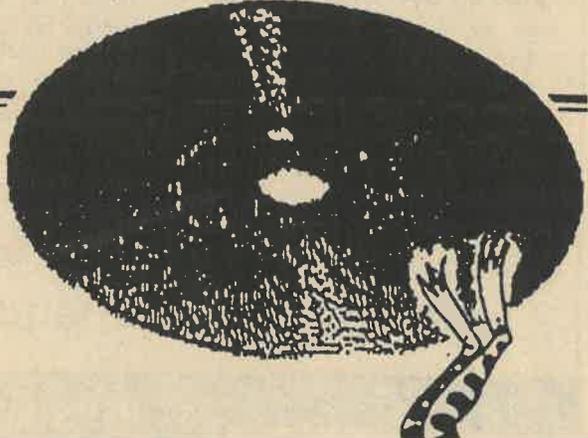
inhabitants of the area and moves us into the late 19th and then into the 20th century.

The only regrets at reading *Tales of Old "St. Joe"* and *The Frontier Days* will be that the sketches are not fuller, and that the writing is sometimes rough and uneven. If we are stimulated to look further into the history of St. Joseph, then Ms. Faubion will have succeeded in one of her goals—and we will have learned more of fascinating and tumultuous times in an intriguing frontier city.

Thanks to Mrs. M. Bonner who is faithful in keeping copies of Ms. Faubion's book available to the public through local bookstores.

# The Challenge the Frog Hop

This week, *The Saint Joseph Telegraph* brings you the twelfth of a 15-article series on the Frog Hop Ballroom. Mr. Claude H. H. owner/manager of the Hop during its last years, shares the challenges he faced managing the Ballroom for nine years. At times stretched to the limit, he learned the entertainment business inside out.



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# Keeping American Indian culture alive

5-24-07

BY KEN NEWTON | kenn@npgco.com | St. Joseph News-Press

Mothers ran the operation, even if movies portray it another way. In most American Indian cultures, a matriarchal influence prevailed, the early years of children's lives left almost exclusively in the hands of women.

They taught and cooked, ran households and endured hardships. They passed along skills that sustained life. If the popular notion has all militance and no domesticity, that's way off the mark, Richard Janulewicz believes.

He likes the image of females playing a significant part in tribal life, not one of subservience. And he discounts not a moment the role of women in the movement of tribes, the ancient and nomadic exploration that settled our country before European visitors rewrote the settlement history.

Consider the cradleboard,

Richard Janulewicz' book is the first major one dealing with Indian cradleboards.

DARREN BREEN  
St. Joseph News-Press

Mr. Janulewicz suggests. Its endurance and utility prove beyond argument. Used perhaps thousands of years B.C., when people crossed the Bering land mass into what would be North America, cradleboards provided safe and warm passage for the smallest of the travelers.



## True Stories

An ongoing series of articles depicting compelling, unusual, admirable or noteworthy people from the News-Press readership area.



DARREN BREEN/St. Joseph News-Press  
**Richard Janulewicz, a lifelong collector of American Indian artifacts, poses Tuesday with two doll-sized cradleboards from his family collection.**

When Mr. Janulewicz, a retired public health officer and lifelong American Indian student, went to research cradleboards, he found almost no books on the subject. So

the Platte City man took what seemed a logical step ... he wrote the book himself. The result of his research,

Please see WRITER/Page A7



DARREN BREEN/St. Joseph News-Press

Models of White Mountain Apache spirit dancers are part of Richard Janulewicz's collection of American Indian collectibles.

## Writer keeps a key part of American Indian culture alive

CONTINUED FROM Page A1

"Brave Hearts and Their Cradles: A Pictorial Presentation of Native American Cradleboards," came out in December.

Having spent countless time on American reservations, Mr. Janulewicz found the subject nearly forgotten.

"A lot of native children don't even know what a cradleboard is anymore. The

Joseph and Clay County, he retained his interest in American Indian artifacts.

About 12 years ago, he and his wife, Connie, decided to indulge their interests by opening a shop in Weston, Mo. End of the Trail specialized in all sorts of American Indian art and artifacts. And the buying trips took them to reservations nationwide.

Connie began adding

identified the tribe.

Tribes from the southeastern United States, like the Choctaw and the Seminole, claim to have never used cradleboards, though Mr. Janulewicz believes they have simply been lost to history.

The author structured his book according to anthropological cultural areas, studying the cradleboards within each. He covered 83 tribes with 176



## Former editors to publish book on city

9  
N-P 8-27-8  
News-Press/Gazette Staff Report

Following an enthusiastic reception of a speech about St. Joseph delivered by Harold Slater six years ago, the idea of recording his reminiscences in a book was born.

The second week of October, the book titled "Behind The Headlines," will be published, according to Slater and co-author George Sherman.

Slater and Sherman, both local Democrats and former News-Press and Gazette editors, spoke to the Independent Democratic Club Saturday morning at their monthly breakfast meeting. About 45 people attended the meeting.

"The book does two things," Sherman said. "It informs and entertains."

Slater said there were three reasons for writing the book.

"To tell what a wide open town Saint Joe was, to tell what a wonderful man Harry Truman was and to tell what unusual things happened at the courthouse and the jail."

The authors teased the audience, which often responded with laughter, with tidbits from the book. When he first started working for the News-Press in 1927, Slater said, there were about 80 houses of prostitution here, and gambling was wide open.

He remembers cigar stores that were fronts for gambling parlors where "you couldn't even buy a cigar."

As a reporter who covered the police beat and the courthouse, Slater said he got to know some of city's most bawdy characters, like prostitute madams with names like Miss Lizzy, Diamond Tooth Lil and Ima Payne.

"At one time, Miss Lizzy's house was less than 150 feet from city hall," when city hall was located in the city's market district.

Slater said he recalled the first time he met Harry Truman in 1934 at the St. Francis Hotel here, when the Truman was first running for the U.S. Senate.

"Little would I have thought that 11 years later he would be President of the United States," Slater said. After his initial meeting, the former city editor for the News-Press said he became personal friends with Truman.

During the years he covered the police and courthouse here, Slater said he covered 20 executions and a lynching.

Sherman said the book is being published by Westphalia Press in Loose Creek, Mo. It will be about 300 pages long.

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# Focus . . . on living

Sunday, August 20, 1989 St. Joseph (Mo.) News-Press/Gazette

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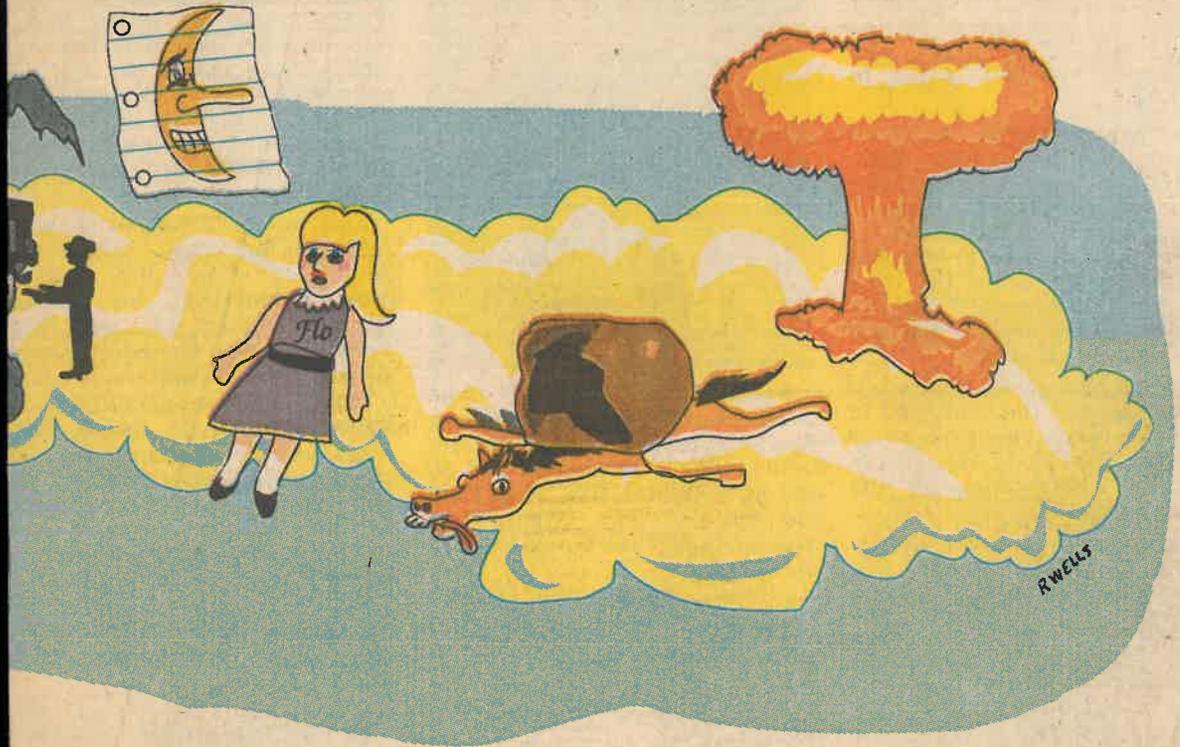
# On the ec

St. Joseph as it ap

Boating the Missouri River provides Labor Day fun. See Travel, page 6.

People/places ..... 3  
Brides book ..... 4  
Travel ..... 6

E



# idge of reality

pears in story and in song

is destined in future to be either Jesse James or cohorts.

Book also contains other material to St. Joseph historian Mayor Jeff Thompson, and become a Civil War the Confederacy, and who may or may not a Pony Express rider. Most importantly for novels, St. Joseph is not it is a wilder place, numerous new experiences that the frightened children

wooden sidewalks clatter their feet, and as they whom, Frances noted, lived in dark homespun — dust, stepping carefully wagon ruts and horse Breaking the mingled sweat and leather and the gusts of a breeze led the damp, pungent of river water and wet

IE FURTHER Adventure Huckleberry Finn," g Matthews also brings ing characters to this 1983 novel is set a few er than Nixon's books, ity is a combination of d a tent city made up of — and often drunken hers.

nds his first "Injun," nk in a gutter, and the ain in the state, an the banks of the Mississippi. The chain is used to carry boats carrying across the river, but i joke, Matthews points ision this city held at if the nation:

one of them what the or, and he tells me the is so deep a river that are the whole west half ntry is going to break rift away into the ocean, un a chain across and off on the other side to rica in one piece."

ph's position as a break one part of the nation er becomes a metaphor Janovy Jr.'s 1978 non-ity of the environment ka.

of the canyon, just as reality must have stopped at about St. Joseph, Missouri, in years past."



SLOWLY, AS THE WEST was settled, reality no longer broke on the banks of the river and its major city. St. Joseph settled down as a metropolis of the West.

But numerous shows, stories and novels hark back to its cowtown days.

Most recently, in "Rain Man," Dustin Hoffman and Tom Cruise sit in a doctor's office and listen as another patient babbles a long word-association list. Among his references: "St. Joseph — Pony Express."

All the Pony Express and Jesse James stories and movies are too numerous to mention here, but in most the city is depicted more like a West Texas main-street town than it probably was. We know, for instance, that the brick Patee House stood tall in the city when the Pony Express was born, but many movies show old St. Joseph with a few wooden storefronts and a good street for gunfighting.

It is that way in the episode of "My Favorite Martian" when Ray Walston and Bill Bixby go time traveling, and it is (more appropriately, perhaps) cartoonishly western when Sherman and Peabody of the old "Bullwinkle Show" go to St. Joe in their wayback machine.

The dog and his boy, incidentally, have come to save the Pony Express from Mr. Wells and Mr. Fargo, who are trying to bankrupt the Express and so save their overland stage business by mailing a boulder. They know the ponies are too small to carry the massive rock and all seems lost

cartoon land, at least. No mention is made of the fact that the Pony Express — outdated by the telegraph — did indeed fail after only 16 months of operation.

One show — not a particularly good one either — does manage to show St. Joseph as a little more settled in the mid-19th century. "The Great Rocky Mountain Race" — an episodic and silly television farce about a cross-country race between Mark Twain and Mike Fink — begins in St. Joseph, where the town at least looks like it's in the proper age.

There is a newspaper (not "The Gazette," incidentally), telegraph office and a general new-cleanliness about the town that is charmingly not Wild West. There are even brick buildings — something most cowboy movies have never seen.

The people living here are as cartoonish as anything Mr. Peabody ever ran into — slow-witted Victorian fudduddys and avaricious scalawags who become the victims of the clever Fink and Twain. But at least they are not depicted wearing only Stetsons and chaps.

IT'S A MORE CIVILIZED vision of the city as it entered its golden age, and one captured in some of the little details in the poems of Eugene Field, who lived here in the 1870s. Field, who went on to become a world-traveling correspondent, sometimes harks back to halcyon days in St. Joseph, a city of quiet lanes and busy streets.

Like many lyric poets, Field is walking a line between personal history and art. He didn't so much choose St. Joseph's name out of a field of others as he wrote about it simply because he lived here. And it's hard to tell if there was anything intrinsically wonderful about the city, or if Field — who later in life said he did not like the town — is gilding his memories of being a young man here.

Still, the details are telling: He writes of farmers bringing apples and peaches into town in the early morning, of minstrel shows at the Tootle Opera House, of evening parties where the women are addicted to "deckolett",

It's also a good place for a frontier girl with a bad reputation to find some anonymity. In Larry McMurry's Pulitzer Prize-winning novel "Lonesome Dove," St. Joe — one of the biggest towns on the plains in the last quarter of the 19th century — shelters Elmira when her loose ways get her in trouble out in Abilene and Dodge City.

There's not much to do here but watch courthouse trials, but that proves to be more interesting than her next home: Fort Smith, Ark., a town so dull she wants to stay under her blankets all day.

In a novel full of shootings, renegade Indians and wild buffalo hunters, a town with regularly scheduled trials is civilization indeed.



BUT EVEN DURING of its heyday, the city's Wild West image hung on: In 1900, when Cy Warman, considered one of the great writers of the heyday of the railroads, wanted to depict a train robbery, he located it in and around the city.

In some ways, no doubt, his decision is a tip of the hat to Jesse and his boys. St. Joseph just seems like the kind of town for a train robbery.

Warman's story, "Out on the Road," is a fictionalized account of the real-life 1893 holdup attempted at Roy's Branch, a small creek north of town near Waterworks Road. The story is less time-specific, but the picture of the town is one of a city on the edge of the 20th century. There are gas street lamps and telephones, and the narrator boasts

Please see Reality/page 2E

## Rare book collection donated to university

MARYVILLE, Mo. — A rare collection of works by Willa Cather, the renowned Nebraska author, has been donated to Northwest Missouri State University's B.D. Owens Library by Lela Bell, Maryville, Mo.

The collection, totaling 30 novels, collections of short stories and poetry written by Cather, and five additional volumes written about Cather, is categorized as "precious" by Nancy Hanks, director of the Owens Library, "because of the rare pieces included in it." She said the collection is "a magnificent contribution to scholarship, to our library and to Northwest Missouri State University by Mrs. Bell.

Hanks said the collection contains many books in special printer's covers, many special limited editions, numbered editions and several volumes autographed by Cather, who was born in 1873 and died in 1947.

The library director said that because of the unique qualities of the donated collection, including its "mint" condition, it "will attract people from across the country to the Owens Library. We're very lucky to have the collection," she said.

Mrs. Bell said her affection for Cather dates back to her college days on the campus of the University of Kansas in Lawrence, where she read her first Cather book, "My Antonia."

About 10 years ago, Mrs. Bell began to seriously collect Cather books when she realized Cather was contemporary.

Willa Cather wrote 10 novels, all of which are included in the collection given by Mrs. Bell. She also wrote five collections of short stories plus numerous

<sup>GAZ 2-5-87</sup>  
were signed and numbered for sale.

Other works in the collection are: "April Twilights," "The Troll Garden," "My Antonia," "Lucy Gayheart," "O Pioneers," "The Old Beauty and Others," "A Lost Lady," "One of Ours," "Obscure Destinies," "Shadows on the Rock," "My Mortal Enemy," "The Song of the Lark," "Youth and the Bright Medusa," "Sapphira and the Slave Girl," and "A Lost Lady."

In addition, the collection contains two bibliographies, a biographical sketch and two biographies and a pictorial memoir of Willa Cather.

MARCH 3, 1985

## Second volume of county history to be compiled

After experiencing great success with "The History of Buchanan County, Vol. I," the Missouri River Heritage Association has decided to publish Volume II. Gena Shores, a spokesman for the group, said that shortly after the first book came out, the association began acquiring additional historical data to make a second publication feasible.

The first volume, which is a large hardback book bound in black with gold letters, consists of 525 pages and hundreds of pictures, some of which had never before been published. The second volume is expected to be at least as large and will be designed like the other, so that the two will be a matched set.

Mrs. Shores said there are still some of the earlier first volume books available for sale at the Northwest Genealogy Society Library at 719 Francis St., at the American Banks on the North Belt and Fifth Avenue, and at Mrs. Shores' home. The price is \$60.

"We knew we had only scratched the surface of Buchanan County heritage in the first volume, so we feel a second book is needed," she said.

Families of Buchanan County who did not submit their histories in the first book are asked to do so now. The association will print, free of charge, two typed sheets (double-spaced) of family history along with one picture. If the history runs longer than that, the family is charged 40 cents a line. There is also a charge for an extra picture.

There will also be a section about Buchanan County schools, businesses and organizations. This type of information also

# Anecdotal book by newsmen published

11-19-89

By EVAN WALTER

News-Press/Gazette Staff Writer

Imagine a young Harry Truman sitting alone in the lobby of a St. Joseph Hotel. Or imagine meeting Tom Pendergast, the boss of Kansas City in the 1920s. Or imagine covering a mob lynching for a daily newspaper.

It's not imagination for Harold Slater. He lived through these events, and they are in a book he wrote with another veteran St. Joseph newsmen, George Sherman, called "Behind the Headlines." Both authors saw the events of St. Joseph and the

country for the better part of the 20th Century. The book has just been released and is expected to go on bookstore shelves this week.

"Behind the Headlines" is published by The Westphalia Press of Loose Creek, Mo. The 260-page clothbound book includes illustrative headlines from major news stories and several period photos. The price is \$17.95.

Copies will be available at the River Bluffs Regional Library branches.

The authors will sign copies of their book from 1:30 to 3:30 p.m. Dec. 2 at Rainy Day Books, 2223

N. Belt Highway, and from 1 to 3:30 p.m. Dec. 3 at Waldenbooks at East Hills Mall. Rainy Day managers expect to have the book on their shelves by Tuesday. Managers at Waldenbooks are not certain what day the book is coming in but said it has been ordered.

For 52 years, Slater worked for the St. Joseph News-Press as a reporter and city editor. George Sherman was a reporter and sports editor for the St. Joseph Gazette in the 1940s and 1950s and the early 1980s.

The book came about as the result of Lions Club meeting a few years ago. Sherman heard

Slater speak at the meeting after the meeting told him of the makings of a book.

During his newspaper Slater wrote about many important events, including Greenlease kidnap and murder.

When he started writing late 1920s, downtown St. Joseph was a bustling, wild, bootleg river and railroad town. More than 80 prostitutes conducted business in downtown St. Joseph and gambling was common.

Downtown St. Joseph about 14 hotels from East Street to the Missouri River

Please see Book/Pa

## From Page 1B

### Book

None of them remain. The city also had about 12 movie houses. The Missouri Theater was one of them.

"This was a different town. It was a grand old town," Slater said.

As a young man, writing for a newspaper in a place like St. Joseph required a tough competitive life. The News-Press and the Gazette were separate papers until the late 1920s, and they were vicious competitors. It took long hours and assertive behavior to succeed. Slater said he was

physically thrown out of three or four places in his career.

Slater became close friends with Harry Truman. In his correspondence with the former president, Slater accumulated about 360 letters from him. Truman was the kind of person who was unchanged by the presidency. He was the same man as president as he was before, Slater said.

Sherman began at the Gazette in 1943, and worked there for about 10 years. Afterward, he traveled extensively, working as a copy editor at the Omaha World Herald, a city editor at the Inde-

pendence Daily News and as editor of the St. Joseph Times Review.

He later became vice president of human resources for three Fortune 500 companies around the country. Sherman said in all his pursuits, he never lost his love for St. Joseph or for the field of journalism.

Every book should strive to either inform or entertain the public, Sherman said, and he hopes this book will do both.

# Metro

Friday, March 8, 1991 St. Joseph,

The  
travelin'  
man



Allen Seifert  
Staff writer

## Writer's spirit glows again in Maryville

**M**ARYVILLE, Mo. — Homer Croy, one of this city's most famous authors, and a one-time reporter for the *News Press/Gazette*, will be honored Monday on what would have been his 108th birthday.

The celebration is scheduled at the Maryville Public Library, with Carol Ebert, his daughter from Winchester, Va., as the special guest. A program, "Remembering Homer Croy," will begin at 10 a.m.

The Maryville post office and the Nodaway County Heritage Collection Committee will honor the writer, who died in 1965, with a special pictorial postal cancellation. More than 100 requests for the special stamp have been received from across the United States, Postmaster Bill Adams said.

I have a vivid memory of Croy, who is said to have written more books about Missouri than any other author — including Mark Twain.

To a fledgling newspaper

his earthy exchanges with Slater were enough to send this reporter scurrying to the library the next Monday, just so I could read "West of the Water Tower."

It was supposed to be risqué. It wasn't, but I was hooked. The man had a way with words. I went back to the library for "Wheels West" and "He Hanged Them High" and "Jesse James Was My Neighbor" and "Our Will Rogers."

I never saw Croy again, but Slater carried on a correspondence with the author until his death. His peppery letters, his books with random messages scattered throughout, came with regularity. One postcard said, "The case in which you are charged with statutory attack on a 14-year-old girl will come up for trial in the Maryville circuit court at 9 Monday morning."

"What he was telling me was that he would be in Maryville at 9 Monday," Slater explained, adding that he had a more-difficult task explaining the message on the card to a woman in the office.

"West of the Water Tower" is a novel about Maryville. The water tower was what Croy saw as he rode his faithful horse "Old Dave" from his farm home in the Knabb community northwest of town to Maryville High School.

Later in his career, Croy branched out. He produced many movies starring Oklahoma humorist Will Rogers, and he and Rogers were best friends. Croy was most proud that he was the man to whom fellow-Maryville writer Dale Carnegie dedicated his most famous work — "How to Win Friends and Influence People."

Slater's memories of Croy include the author's insistence on wearing his cap and gown to several St. Joseph bars after he had been granted an honorary degree. He often proclaimed himself "the first student of the first journalism school in the world" at the

# St. Joseph man earns award for his book

8-4-01

By **MARSHALL WHITE**  
 marshall@npgco.com  
 St. Joseph News-Press

INDEPENDENCE, Mo. — A St. Joseph man will receive the 2000 Harry S. Truman Book Award today.

Richard Frank will receive the award at the Truman Presidential Museum & Library for his book "Downfall: The End of the Imperial Japanese Empire." A book on the end of World War II, "Downfall" analyzes the possible courses for ending the war with Japan.

If the United States hadn't had the bomb, or had chosen not to use the bomb, Mr. Frank said he doubts the war would have ended.

Mr. Frank will share his thoughts on war and history during a talk at the museum between noon and 1 p.m. Following the presentation, there will be an autograph session.

The Truman book award has been given annually since 1967, and Mr. Frank joins a distinguished list of former winners that includes Dean Acheson, George Ball and McGeorge Bundy.

Born in November 1947 in Leavenworth, Kan., where he spent his early childhood, Mr. Frank moved with his family to St. Joseph in 1961. He

graduated from Central High School, and attended St. Joseph Junior College before transferring to the University of Missouri at Columbia.

After college, he entered the U.S. Army, serving in Vietnam with the 101st Airborne. He attained the rank of captain while earning a Bronze Star and the Air Medal.

After the military, Mr. Frank got a law degree from Georgetown University, Washington, D.C.

Random House published his first book, "Guadalcanal: The Definitive Account of the Landmark Battle" in 1990.

Mr. Frank has participated in several academic seminars and appeared on numerous national television programs, including "History Center," "Movies in Time" and "Biography." Today, he works as a member of the Board of Veterans Appeals reviewing benefit determinations.

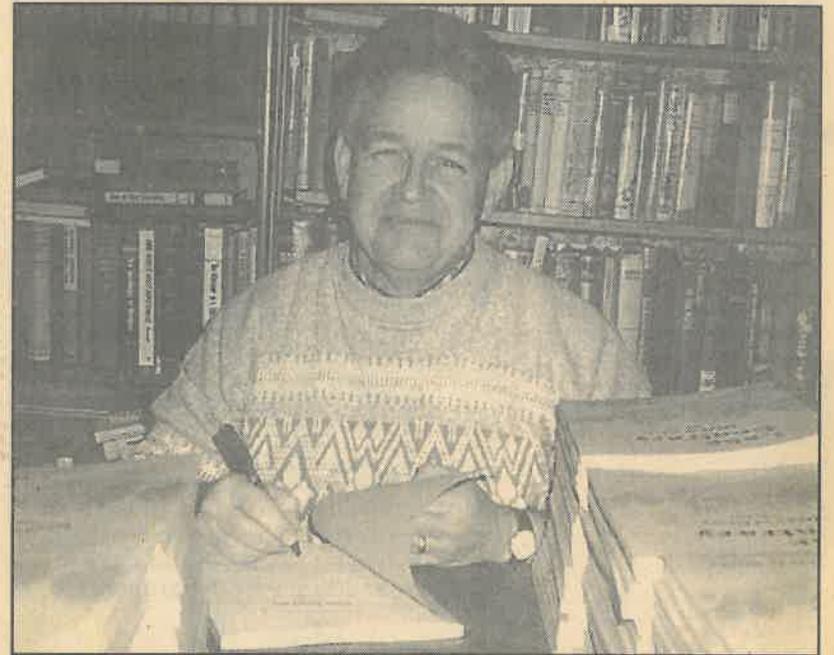
He returns periodically to visit his mother, who lives in St. Joseph.

"Downfall" was a main selection of the History Book Club and won the New York Military Affairs Symposium Book award in addition to the honor presented by the Harry S. Truman Library Institute. It is available from Random House in hardback and as a Viking Penguin paperback book.

# OUR TOWNS' **FACES** & **PLACES**

2E

SUNDAY, AUGUST 13, 1995



**Clyde Weeks** signs a copy of his book "Lake Contrary, Days of Glory." It took some doing to convince him to commit the story to paper.

## Local historian keeps past in here and now

People who help to keep history alive deserve special recognition themselves because of their "gift" of information that crosses the years.

In preserving the past, they keep these facts on record, give present generations insight into earlier days, and leave a legacy

While Clyde is the couple's main historian, he is quick to point out — and those who are close to his projects know that his wife



tradition. He and his wife, Mavis, are longtime residents of the Lake Contrary area, but they do more than just maintain a home there. For years, he has presented programs about that area's history so that its significance remains a part of the local consciousness.

Photos and word portraits let the area rise again to its former glory as the home of an innovative amusement park and an elaborate Lotus Club. Though the lake remains an attractive and conveniently located source of water activities, and its park facilities constantly are being upgraded, a history of the area reveals just how much earlier floods cost in terms of what was once a truly spectacular attraction.

People who have listened to and learned from Clyde's presentations began urging him, in recent years, to preserve the lake's history in a written form as well. It took some doing to convince the modest historian that he had a popular project on his hands, but he agreed to undertake the time-consuming work. The finished product drew lines at a local bookstore. As Weeks autographed his effort, he seemed genuinely surprised to see the response — and to learn later that more printings were necessary to meet the demand.

In fact, so successful was the Lake Contrary volume that he was convinced to do a history of Krug Park, too. And he's added to the store of city knowledge for Trails West! events and headed up the local historical society — among other community activities.

tired educators share an enthusiasm for learning and history — and for the city and its environs that have been home to them through the years.

Yet, while they freely give of themselves in this effort to preserve the past and to share its riches with others in the community, they do so without seeking credit for themselves. Their commitment stems, instead, from a love and respect for the past, and an understanding of how it influences our present.

"They go about quietly, without fanfare, building our city, spreading knowledge of our history and taking a very active part in many civic groups," says a friend, Shirley Alcorn. "... Clyde has done a wonderful service by writing of Lake Contrary, Krug Park and working on the Trails West! 'Saint Joseph, Missouri Trails to the Past.'"

Clyde and Mavis Weeks have originated and nurtured projects that lend a better understanding of the area's past, and then left those works to speak for themselves. Their own personal history should refer to them as a couple who have added riches to the area through research and writings — and their legacy of friendship and community involvement.

The Personal Touch column by Denise Kerns, special projects editor, runs Sunday in the Focus section. Readers may suggest people to be featured in this column by sending information (and photos) to her in care of the *St. Joseph News-Press*, Box 29, St. Joseph, Mo. 64502.

Personal Touch

Call the Focus Desk/Preston Filbert at 271-8592

TRAVEL  
WEDDING ALBUM  
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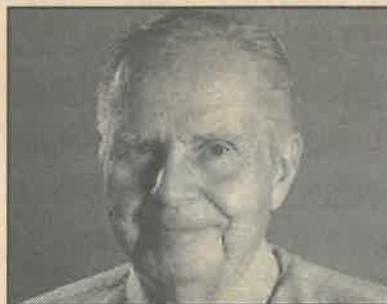
# St. Joseph is pigheaded city

**ONE OF THE MEMORIES** of Calvin Trillin, author and columnist, about St. Joseph was his mother's characterization of people living here as "mules."

Trillin — some folks might remember him as Cal Trillin, the young son of Mr. and Mrs. Abraham Trilinsky, who ran a mom-and-pop grocery in the 1920s at 2402 Charles St. — recalled the monicker in an article, "Messages From My Father," in the June 20 issue of *The New Yorker*. The family moved to Kansas City at a later date.

Trillin writes, "In my mother's view, my father's stubbornness was perfectly understandable if you considered the family he came from. When the subject of St. Joe people came up — my father had grown up in St. Joseph, Mo., about 50 miles north of Kansas City, and when I was a child a lot of his relatives still lived there — she often summed up her feelings with one forcefully expressed word, 'Mules!'"

Calvin's mother believed that, like some tribes in New Guinea that put rings through their noses, the St. Joseph people practiced pigheadedness.



## ■ TIMELY OBSERVATIONS

By **FREDERICK SLATER**

Editorial page editor

**CALVIN'S GRANDFATHER** and his father came to St. Joseph from near Kiev, in Russia, via Galveston, Texas, as a result of a plan to relocate Russian Jews in the United States. Calvin's father was two years old at that time. New York Jews had donated \$500,000 to finance the "Galveston Project," which brought 10,000 immigrants to the U.S. to guaranteed jobs.

Under the plan, the elder Trilinsky came to St. Joseph to

work as a cabinet maker. But, within a few years, he opened a grocery store at 202 S. 13th St. Eventually, he owned five grocery stores in the Kansas City area and was involved in several other enterprises.

**ANOTHER IDEA** of the low esteem in which Calvin's mother regarded residents of St. Joseph: "I had often heard her say, some of the St. Joe people were so poor and benighted that their toilet paper came from the little pieces of tissue that oranges used to be shipped in when they arrived at the grocery store."

In fact, his mother, seeing Calvin thinking, staring at the floor one day, said of her son, "A real Trilinsky — a mule."

Maybe so — but Calvin turned out to be a very smart mule.

The long, rambling article is worth reading, as it contains a number of references to St. Joseph and some of the Trillin relatives here.

**FINALLY**, Mrs. Trilinsky was right — St. Joseph has more pigheaded people per acre than any other community in the United States. Unfortunately, I think I am one of them.

# Author, columnist Trillin to speak at Western theater

By HOLLY NEUMAN

News-Press Staff Writer

The father, listed in St. Joseph's 1928 city directory, was Abraham Trilinsky.

Now, almost 70 years later, the son will return as nationally acclaimed author and syndicated columnist Calvin Trillin.

"We're just honored to have him come to the community," said Nancy Salfrank, deputy director for public services at River Bluffs Regional Library. "I'm pleased for the whole city."

Mr. Trillin will speak at 7 p.m. Monday in the Thompson E. Potter Fine Arts Theater at Missouri Western State College. There is no admission for the event, sponsored by the Friends of the River Bluffs Regional Library.

A book signing and reception hosted by Western's library will follow.

Mr. Trillin, information about

Giroux). The book is peppered with references to St. Joseph, the most humorous of which is when Mr. Trillin's mother refers to his St. Joe relatives as "mules" — a term of honor for Mr. Trillin.

Mr. Trillin, who also writes for *The New Yorker*, *Time* and *The Nation*, will be in his father's hometown Saturday to sign copies of the book at Hastings. It's his second visit to St. Joseph this year, having come here in March for a speaking engagement.

his visit says, "is best known for his wry humor and his devotion to fine dining." He's a staff writer for *The New Yorker* and has a weekly column in *Time* magazine.

In addition, he's the author of several books. His newest, available in May, is about his father.

When his dad lived in St. Joseph, he worked for the Union Credit Corp. and, with family members, was successful in the grocery business.

Later, he and his wife, Edyth, moved to Kansas City, where their son, Calvin, was born and raised. Mr. Trillin still has family in St. Joseph, Ms. Salfrank said.

Yale, an audacious notion at the time, recalls Mr. Trillin, 60.

"A lot of turn-of-the-century immigrants... desperately wanted an education for their children, knowing that meant distance from their children geographically and culturally," he said.

Though Abe Trillin didn't dispense fatherly advice, he led a life worth emulating, his son said.

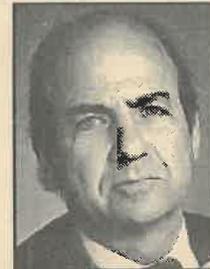
"My father certainly had a very strong — some would say rigid — sense of right and wrong... he

She described the writer as a "very nice, very generous person." Usually, he visits larger cities and library officials here are pleased he agreed to come to St. Joseph, "even though we're a little smaller," she said.

After graduating from Yale in 1957, Mr. Trillin "did a hitch in the Army," biographical information says. After, he joined *Time* magazine, covering the South from the Atlanta bureau; later he moved to New York.

In 1963, he became a staff writer for *The New Yorker* and for 15 years produced a series of articles called "U.S. Journal," pieces written every three weeks from somewhere in the United States. He was a columnist for *The Nation*, and that column has been syndicated since 1986.

Now 60, Mr. Trillin lives in New York's Greenwich Village with his wife, Alice. They have two grown daughters, Abigail and Sarah.



Trillin



MESSAGES

FROM

MY FATHER

# Father's strength takes root in son's writing and living

FRIDAY, MAY 31, 1996

said. "He also had a sense that proper behavior was modest behavior. It's a common quality of the Midwest: You don't call attention to yourself."

Response to Mr. Trillin's very personal story about his father has been somewhat surprising, he said.

"I got a lot of letters from people who said my father reminded me of their fathers. Their fathers were not grocers, they weren't immigrants and they weren't one was an Episcopal priest.

"I think people have memories of their fathers that sort of come out by reading about someone else's father."



**Calvin Trillin will be at Hastings Book Store, 605 N. Belt, at 2 p.m. Saturday for a reading and book signing of his latest work, "Messages from My Father."**

In a phone interview from Chicago, a book tour stop, the younger Mr. Trillin spoke of why he wrote about, as he put it, "a grocer from Kansas City who was not well-known, had no secret flaws and who had an embarrassingly functional family."

"It's my continued belief that people of that generation were actually extraordinary," Mr. Trillin said. "My father had a clear vision of what he wanted his family to be in this country. He had very clear aspirations for me and a willingness to make that come about."

Abe Trillin's main aspiration for his son was to send him to Yale, an "audacious notion" at the time, recalls Mr. Trillin, 60.

"A lot of turn-of-the-century immigrants . . . desperately wanted an education for their children, knowing that meant distance from their children geographically and culturally," he said.

Though Abe Trillin didn't dispense fatherly advice, he lead a life worth emulating, his son said. "My father certainly had a very strong sense of right and wrong. . . . he

By LINDA M. WIEDMAIER  
News-Press Staff Writer

"You might as well be a mensch" is the only piece of advice writer Calvin Trillin remembers receiving from his father, Abe. A mensch — for those whose Yiddish is a little rusty — is someone who always does the right thing. And Abe Trillin was the kind of man who strove to do right by his family.

A young immigrant from near Kiev, Russia, the elder Mr. Trillin — born Abraham Trilinsky in 1907 — was raised in St. Joseph and spent his adulthood in Kansas City, Mo. There, he put in long hours as a grocer and a restaurateur to make his dreams for his children come true.

Now, Abe Trillin's son has done right by his father. Calvin Trillin has penned a loving tribute to Abe and the Midwestern values he embodied in "Messages from My Father" (Farrar, Straus and Giroux). The book is peppered with references to St. Joseph, the most humorous of which is when Mr. Trillin's mother refers to his St. Joe relatives as "mules" — a term of honor for Mr. Trillin.

Mr. Trillin, who also writes for *The New Yorker*, *Time* and *The Nation*, will be in his father's hometown Saturday to sign copies of the book at Hastings. It's his second visit to St. Joseph this year, having come here in March for a speaking engagement.



Berardi and gallery assistant Stanley Harris priced hundreds of books in the Boder home library.

## as fond memories of Mary Boder

costumes were donated to historical museums and to theater department of Mis- Western State College.

...ht's annual Pot-O-Gold  
n next spring and the up-  
g Sugar Plum Festival. The  
valuable pieces of artwork  
added to the museum's  
nent collection.

**MANSION ITSELF**, of  
ed colonial style, was built  
after the turn of the cen-  
y Woodson Hundley, who  
several years later to Au-  
/ehrman. Around 1913, it  
quired by the Boder fam-  
Mary's husband, Bartlett,  
there with his brother,  
and their widowed  
, Fannie Boder.

so was the house to which  
tt brought his first wife,  
ormer Vera Price. The  
had no children.  
lett continued to live in the  
story house after the  
of Fannie, Frank and

while, Mary Stauber had  
East Coast to live in Cali-  
for a time. After her return  
Joseph, in the early '60s,  
s soon to wed Boder, who  
1967. She succeeded him  
ident of the Missouri Val-  
ist Co.

Boder was 87 at the time  
death on July 6, 1988, hav-  
lived her two unmarried  
Emily and Ann Stauber.  
ly immediate survivors are  
her, one niece and two  
vs.

**\$3 MILLION** estate was  
l evenly between the fam-  
l a charitable trust that  
s eight local non-profit  
zations, including the  
nt. The art museum also  
e recipient of the Boder  
the Missouri Valley Trust  
g and adjoining Boder

g. ne bequest, Albrecht di-  
Marianne Berardi said, "A  
sh as this doesn't happen  
ten. We are deeply grate-  
Mary was so good to us.  
of our dreams for the fu-  
ll now be realized."

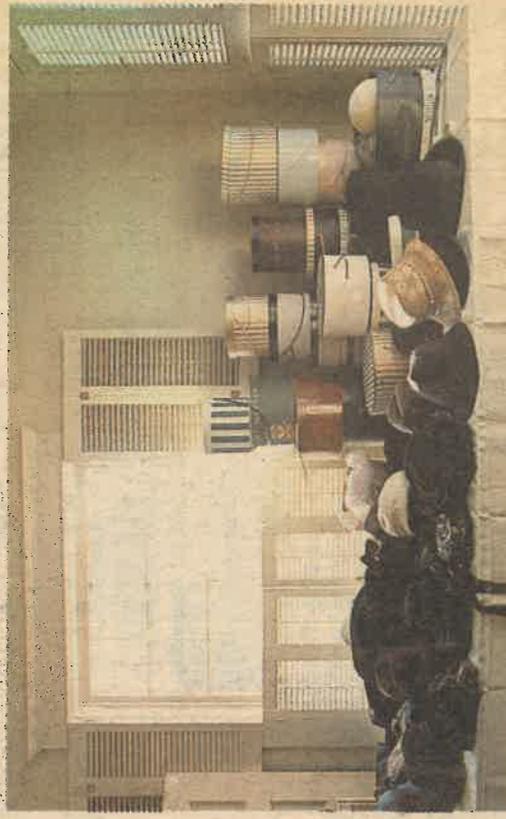


Dorothea Dudley and Bebe Grimes marked Mrs. Boder's vast collection of silver.

Along with a love for the arts, historical preservation was close to the heart of Mary Boder, and she and her husband renovated the Missouri Valley Trust building that dates back to 1859. She was likewise instrumental in leading the St. Joseph Historical Society in the restoration of Robidoux Row, the city's last remaining link with city-founder Joseph Robidoux.

Like the Albrecht, the Historical Society was named in the charitable trust set up by the Boder will. Other beneficiaries are Christ Episcopal Church, the Allied Arts Council, Missouri Western State College Foundation, St. Joseph Symphony, the Performing Arts Association and the Ladies Union Benevolent Association.

The sale of Mrs. Boder's belongings spanned three days, and proceeds exceeded \$40,000. The home, appraised at around \$100,000, is now on the market.



Hats, hats and more hats went into the estate sale.

Story by Phyllis Wright, staff writer  
Staff photos by Eric Welch 11-29-90

# Boder estate sale-goers line block

AP-11-17-70

By ALLEN SEIFERT

News-Press/Gazette Staff Writer

The curious brushed shoulders with the collector Friday, as the Mary Boder estate sale opened a two-day run.

A queue of sale-goers began forming shortly after 8 a.m., waiting for the doors to open at 9. By the time sale clerks and workers were in place, the line stretched a block down Frederick Avenue from the stately white house at 2649 Frederick, where Boder lived until her death.

When she died in 1988 at the age of 89, she bequeathed half of her estate to eight local non-profit organizations, including the Albrecht Art Museum. Part of the museum's bequest was the home and contents.

"All of the proceeds from the sale will go to the museum," said Mrs. Manning Grimes, a member of the museum's board of directors.

Grimes and a handful of board members readied the house contents for sale.

"I know that we spent three weeks — about 125 hours getting ready for this," said Grimes, whose husband, Dr. Manning Grimes, was a casualty of the presale preparation.

The doctor fell while carrying a chair, suffered a broken arm, and required 12 stitches for another wound.



Staff photo by ERIC KE

## Kim Baker looks through some of the books at the Boder estate sale.

Members of the Museum Society got first choice of the house's contents. They were issued special invitations to a showing Thursday and were allowed to purchase whatever items they wanted.

"We have a huge book collection, ranging from the collected works of William Shakespeare to single volumes on a variety of topics," said Mrs. Betty Killackey, also a board member. The collected works of Wash-

ington Irving and a cookbook autographed by former Missouri first lady Mrs. Christopher Bond were among the thousands of volumes for sale.

"We have a longtime collection of antiques, ranging from fine linen and silver and crystal," said Mrs. Grimes, assisting customers while she talked. Fine glassware, exquisite clocks, and shoes worn by Boder were all available.

In the garage behind the

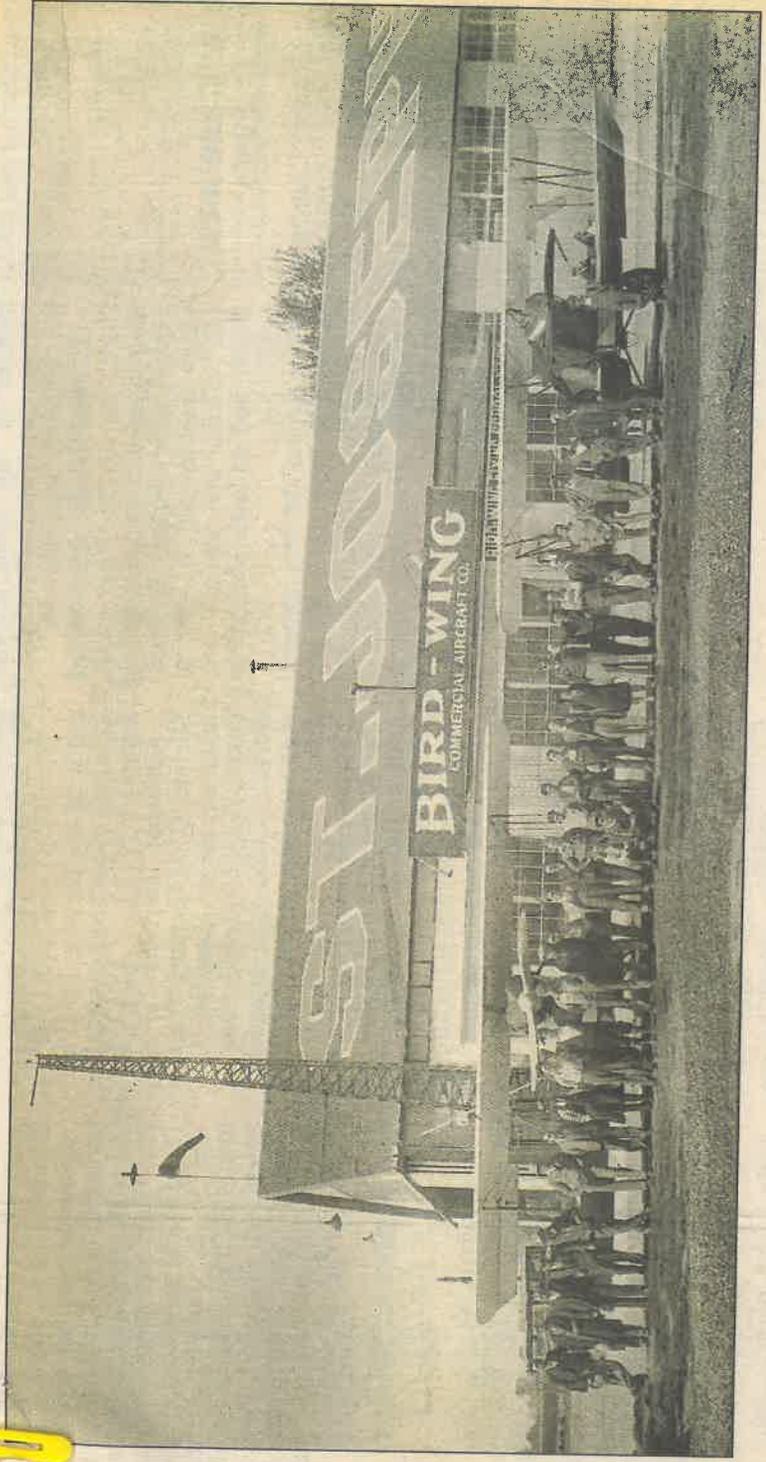
house, there was even a "baggage and chairs."

"We really have no idea where as a museum will make from the sale," Mrs. Grimes said. "We know that business has been very good today. We still have Saturday (from 9 a.m. to 5 p.m.) to go."

The Boder home event will be sold.

Admission to the sale is \$5.

...fasten Chapel Elder  
Tully Wood, R. I.  
...and later a cook



From 1927-1930, the Bird-Wing Commercial Aircraft Co. manufactured biplanes in St. Joseph.

Submitted photo

*Airplane company once made its home*

# at Rosecrans, enjoyed brief popularity

By **ALONZO WESTON**  
alonzow@npgco.com  
St. Joseph News-Press

**S**t. Joseph once had an airplane manufacturing plant. From 1927 to 1930 Bird-Wing Commercial Aircraft Co. manufactured both liquid and radial air-cooled small biplanes.

"They weren't for military use or anything. They were just for joy riding," said Chester Batsell, longtime St. Joseph resident.

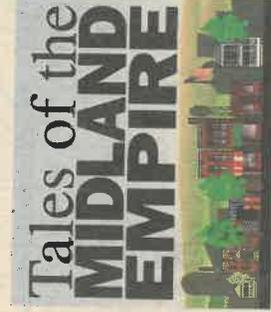
Aviation was the rage around the country in the 1920s. Flying was relatively new, Charles Lindbergh had made his trans-Atlantic flight and several small-time pilots were barnstorming the small towns and rural regions giving stunt flying and racing exhibitions.

Rosecrans Field, located in the Waterworks Road area at

the time, was a hotbed of activity. Aircraft manufacturers sprang up like weeds around the country after World War I. Several aircraft plants were built in and around Kansas City as well as other areas of the Midwest.

"They had high expectations for aviation here," said Don Bonner, longtime St. Joseph resident and amateur pilot. "It was when everyone thought aviation was the wave of the future and anything connected with it was highly regarded."

According to Mr. Bonner, Bird-Wing Commercial Aircraft Co. was started as a venture of Carl Wolfley and a few other local businessmen and aviation enthusiasts.



They had a large structure built in the northeast portion of Rosecrans Field, which housed the hangar, shop and offices for the business. It also had a flying school.

The first planes the company built were two liquid-cooled biplanes. They each had a wingspan of 31 feet, 4 inches, and room for passengers. Two people could sit in the front cockpit while the pilot sat in the rear seat.

"At the time that was about all the type of planes we had," said Mr. Batsell while adding that his family also had something to do with the construction of the Bird-Wing planes.

"The wing sections were made by my father and uncle

at the Batsell and Sons Millwork Co.," he said. "I think they were made out of balsawood and covered with a silk-like fabric and coated with some sort of lacquer. The body of the plane was orange and the wings were white or off-white with a bird insignia."

Mr. Batsell also remembered spending a lot of Sunday afternoons with his family at Bird-Wing as a child.

His family enjoyed taking sightseeing flights around the area in the small plane. Rides of three or five minutes usually cost \$4 a head and \$10 for two people but Mr. Batsell often got to ride free.

"(The pilots) would usually take two passengers but if only one went, I got to go," he said. "I only got to go

Creig, Mo.  
IRFRED L. SMITH, Page B3  
Lincoln, Mo.  
LAND S. WOLLARD  
2010, Mo.

July 20, 1905, Mrs. Groom was a member of the Gower Baptist Church and Colbern Road Baptist Church at Lee's Summit. On Dec. 1, 1923, she married Starks A. Groom. They made their home in Kansas City. They moved near Gower in 1936. Gower and to Lee's Summit in 1991.

Mrs. Groom also was preceded in death by her parents, Watson Laura L. Cannon; and three sons, Wayne Lee's Summit, Mo.; and nine brothers, Richard Carn- son, and his twin, Ray M. Palmdale.

**Graveside memorial service** will be held at noon Saturday, July 21, at the Memorial Park, Lancaster, Mo. The body has been cremated and will be no visitation or services in St. Joseph. Arrangements: Heaton-Bowman-Smith & Sidenfaden Chapel, St. Joseph.

**Editor's note:** This obituary is being rerun because the earlier version contained errors.

### Glenn L. Miller 1914-2001

TRENTON, Mo. — Glenn L. Miller, 86, Trenton, formerly of Gilman City, Mo., died Wednesday, March 14, 2001. Born on June 6, 1914, in Harrison County, Mo., Mr. Miller farmed in the Gilman City area most of his life. On Feb. 22, 1936, he married Virginia P. Dills. She died in 1995. Mr. Miller also was preceded in death by his parents, John and Faye; a sister Maureen Miller; a grandchild; and three great-grandchildren.

Surviving: two daughters, Carol Payne, Trenton, and Margaret

Services —  
line, F.S.C., 82,  
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Bur-

## Airplane company once called Rosecrans its home

Continued from Page B1

eight to 10 times but for a 9-year-old kid it was something. It was an interesting time for me and my family."

It its short life, Bird-Wing was extremely popular. Many well-known aviators from around the country came to fly the planes.

A few months after he made his famous solo, trans-Atlantic flight, Charles Lindbergh stopped off in St. Joseph as part of his national tour and flew one of the Bird-Wing airplanes. Bird-Wing made just two more planes before the company folded in 1930.

"A third plane was built and operated only a few weeks before it caught on fire," said

Mr. Bonner. A fourth plane, one that featured a new air-cooled radial engine, was built after that one, which proved to be successful.

But the timing wasn't right for the company itself to be successful. By 1930 the country was in the beginning of the Depression and Bird-Wing, like many other businesses, closed.

The crash of the stock market, not any of its airplanes, is what ruined the company," said Mr. Bonner.

Tales of the Midland Empire is published weekly. If you know an unusual person in the area, call Alonzo Weston at 271-8574 (800) 779-6397 or e-mail him at alonzow@npgco.com.

# Lindbergh's visit to city in 1927 drew c

1-18-01

By ALONZO WESTON  
alonzow@npgco.com  
St. Joseph News-Press

Famed aviator Charles Lindbergh made a tour of 82 cities right after his historic trans-Atlantic solo flight in 1927. St. Joseph was fortunate enough to be one of the cities he visited.

It was on August 19, 1927, that Mr. Lindbergh visited what was then Rosecrans Airfield. It was three months after the man known as the "American Columbus of the Air" had made history as the first man to make a solo flight across the Atlantic, from New York to Paris.

"Rosecrans was about where the (St. Joseph) Casino is today," said Gary Chilcote, curator of the Patee House

Museum. There is a special display inside the museum about Lindbergh's visit here.

"In those days it was something to see. It was like bringing in an astronaut that had been to the moon," Mr. Chilcote added. "Today of course they fly to Paris every day but at that time nobody had ever done a non-stop solo flight."

Mr. Lindbergh arrived 30 minutes earlier than scheduled that day at the old Rosecrans Airfield, which at that time was located at the foot of Chestnut Street near the banks of the Missouri River.

A crowd of about 20,000 people, according to *St. Joseph Gazette* estimates, had already formed along the banks of the Missouri River. They parked their cars anywhere they could in nearby fields and

pastures and all a

Others sought c

top of Wyeth Hill.

The KFEQ radi remote broadcast more who couldn't hear the event.

Walt Drannan v

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St. Joseph native.

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Mr. Lindbergh c

than an hour. But



Submitted photo

Famed aviator Charles Lindbergh, second from right, poses next to his 'Spirit of St. Louis' plane with a few Missouri military officers during his visit to Rosecrans Air-

field in 1927. From left to right are Col. John McNeely, Col. William E. Stringfellow, Mr. Lindbergh and Col. Joseph A. Corby.

## Lindbergh's visit drew crowd of 20,000

Continued from Page B1

Before he left, Mayor Louis Stigall and Chamber of Commerce manager L.B. Clough presented him with a small model of the "Spirit of St. Louis." It was carved from wood taken from the Pony Express Stables.

When it was time to leave, Mr. Lindbergh entered his plane, opened a side window and

"It was really significant," said Mr. Chilcote.

Unfortunately Charles Lindbergh would make headlines again in 1934 for the kidnap and murder of his son. To make matters worse, he was labeled a German sympathizer in 1939 after he made a statement that American aircraft was inferior to those built in Germany.

Several years later with his

flight. It was from New York to Maui, Hawaii, this time. And it was to spend his last days in his favorite place in the whole world with his family. He died there on August 26, 1974.

*Tales of the Midland Empire is published weekly. If you know an unusual story, unusual bits of history or an unusual person in the area, call*

# crowd of 20,000 to airfield

Long Waterworks Road. But a vantage point on the station had set up a crowd at the site so many people could attend at least

was only five years old. Lindbergh's visit was still remembers vividly. Mr. Lindbergh's visit was normally quiet, North Sec-

orthood. everybody in the neighborhood," said the longtime "Everybody walked out, my whole family

only stayed a little more it was more than

enough time to ride atop a touring car up and down the east edge of the airport so most of the spectators could see him. It also was enough time to fly the first airplane built in St. Joseph, the "George McClelland," around the field a few times.

He posed alongside his celebrated "Spirit of St. Louis" plane that he flew on his record journey, for pictures with a few St. Joseph dignitaries and some officers from the Missouri military force.

Described as "unspoiled and still had a boyish appearance" by news accounts, Mr. Lindbergh gave no speech but what he called a message to promote aviation throughout the United States.

Please see Lindbergh's/Page B3

CINDY  
Cosmetologist & Nails  
Spring  
Clean Up!  
-Facial  
-Lip, underarms,  
back & hands  
-Legs  
Cindy York

Eden Day Spa  
Customized Facials  
with steam and extractions  
816-279-9999

Pre-Planning  
Peace Of  
You and Your  
CLARK-S  
FUNERAL





Submitted photo

**Famed aviator Charles Lindbergh, second from right, poses next to his 'Spirit of St. Louis' plane with a few Missouri military officers during his visit to Rosecrans Air-  
 field in 1927. From left to right are Col. John McNeely, Col. William E. Stringfellow, Mr. Lindbergh and Col. Joseph A. Corby.**

## Lindbergh's visit drew crowd of 20,000

Continued from Page B1

Before he left, Mayor Louis Stigall and Chamber of Commerce manager L.B. Clough presented him with a small model of the "Spirit of St. Louis." It was carved from wood taken from the Pony Express Stables. When it was time to leave, Mr. Lindbergh entered his plane and opened a side window and waved to the St. Joseph crowd as he took off for another city.

"It was really significant," said Mr. Chilcote. Unfortunately Charles Lindbergh would make headlines again in 1934 for the kidnap and murder of his son. To make matters worse, he was labeled a German sympathizer in 1939 after he made a statement that American aircraft was inferior to those built in Germany. Several years later, with his body wracked with cancer, Charles Lindbergh flew his last

flight. It was from New York to Maui, Hawaii, this time. And it was to spend his last days in his favorite place in the whole world with his family. He died there on August 26, 1974.

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# Airport visits revive memories of WWII

*Fred Wilson helped switch field to military*

9-2-99

By ALONZO WESTON  
alonzow@npgco.com  
St. Joseph News-Press

Fred Wilson goes to Rosecrans Memorial Airport pretty regularly. He often goes there for ceremonies and air shows and sometimes just to watch the airplanes.

Like anybody else, he sees the huge airplanes landing and taking off on the asphalt runways and all the many buildings on the base.

But only he and maybe a few others can close their eyes and see Rosecrans Field the way it was before World War II. Before it became an Army base. Before it was even really Rosecrans Field.

You ask Mr. Wilson and he'll tell you what it was like when he arrived here more than 50 years ago as one of the first servicemen that helped get the military air base started at Rosecrans Field.

"All it had was a little hangar," he said. "It was just one great big field with a small hangar in the middle and a very small runway."

When the first Rosecrans Field was built in 1922 at Lake Contrary in St. Joseph, it was the nation's



**Fred Wilson, left, Leo Hill and Dominic Rea prepare to take a truckload of supplies from the old Rosecrans Airport to another air base in Ohio. The photo was taken in 1942, not long after the Army Air Corps began using the once city-owned airfield.**

Photo courtesy of Leo Hill

airports. Named after Sgt. Guy Rosecrans, the city's only aviator killed in WWI, many famous flyers such as Will Rogers, Charles Lindbergh, Arthur Goebel, Wiley Post and many other famous aviators of the times have visited it.

Rosecrans Field has had three locations in its relatively short history.

A few years after it was built in south St. Joseph, it moved closer to the Missouri River Bluffs on Waterworks Road. In February 1935, the Waterworks Road airport closed, and on November 28, 1937, the ribbon was cut in a dedication ceremony on the ground where it stands today.

On July 1, 1942, the popular city-owned airfield was turned over to military control.

According to a *News-Press Gazette* article dated July 4, 1945, it was initially Majors Curtis A. Keen and Roy P. Flippin from

who arrived on base first on July 6, 1942. It was six days later when Mr. Wilson, then Sgt. Fred Wilson from Detroit, and Sgt. Virgil Presnell from Texas reported at the base in Missouri.

"(Sgt. Presnell) and I came from Bolling Field in Washington, D.C.," Mr. Wilson said.

"Major Flippin saw me walking past his window one day and said 'I want you to pick another guy and drive my car to Rosecrans Field in St. Joseph, Mo.' He wanted his car here because his wife was coming here. He didn't say anything about the field not being built yet."

The two men stayed at Camp Peetree, a Civilian Conservation Corps barracks and outpost on Waterworks Road to make ready for the first group of flight students and other Air Corps personnel.

# Airport visits revive memories

Continued from Page B1

"The outfit we worked in was air transport command," Mr. Wilson said. "Our job was to ferry supplies, troops and personnel wherever they had to go."

Leo Hill, who now resides in Kansas City, was in the first bunch of Air Corps personnel to arrive at Camp Petree.

"We were up at Camp Petree. I don't know how long until we got barracks bought in," Mr. Hill said. "We had to pitch tents out by the old hangar, which was the only hangar out there at that time."

It wasn't long before Rosecrans came up to speed and functioning as a training field for the Air Transport Command Unit of the Army Air Corps. Mr. Wilson, Mr. Hill, Mr. Presnell and an-

other Air Corpsman, Lloyd Colbert worked in the Army motor pool at Rosecrans Field for a time.

"We all became close friends and three of us married local girls," Mr. Wilson said.

Today, Mr. Hill and Mr. Wilson and their wives still visit regularly. Only Mr. Wilson goes to the air base.

"I haven't been out to the air base since I left," Mr. Hill said.

"Fred goes out there a lot but I have never been back out there."

*Tales of the Midwest is published weekly. If you know an unusual story, unusual bits of history or an unusual person in the area, call Alonzo Weston at 271-8574 (800) 779-6397 or e-mail him at alonzow@npgco.com.*

# First airplane landed here on golf course

Attracted by an unfamiliar humming from the skies, St. Joseph people came out of houses and stores and craned their necks to witness the daring young man in his flying machine, as he looped the loop and dipped the dips.

The pilot was St. Joseph native, Hayden Campbell, who two hours earlier had landed the first plane in St. Joseph at the Country Club golf course. It was 1917, and he was on leave from the Army and here to visit his mother.

"I remember flying with him when I was in my teens. It was a lot of fun," said his nephew, Stuart Campbell of St. Joseph.

Hayden Campbell first received flight training in the Army and then went on to be an instructor. He was on the ship going overseas on Armistice Day and therefore did not see action.

His love of flying and planes continued and in the '30s he and a British airplane designer, Walter Barling, who designed the largest World War I bomber, designed a six-passenger freight plane.

It was designed to fill the gap between the larger, many-passenger airplanes that flew great distances. It was planned for small fields and small towns.

"The venture was a complete and utter failure," said Stuart Campbell. "But that was due mostly to the De-



Here is the fated "Flying Egg" designed by Hayden Campbell in 1935.

The "Flying Egg" sported a converted V8 engine, a tricycle landing gear and twin tail fins with a propeller between them. It was hoped the plane could be manufactured for commercial use.

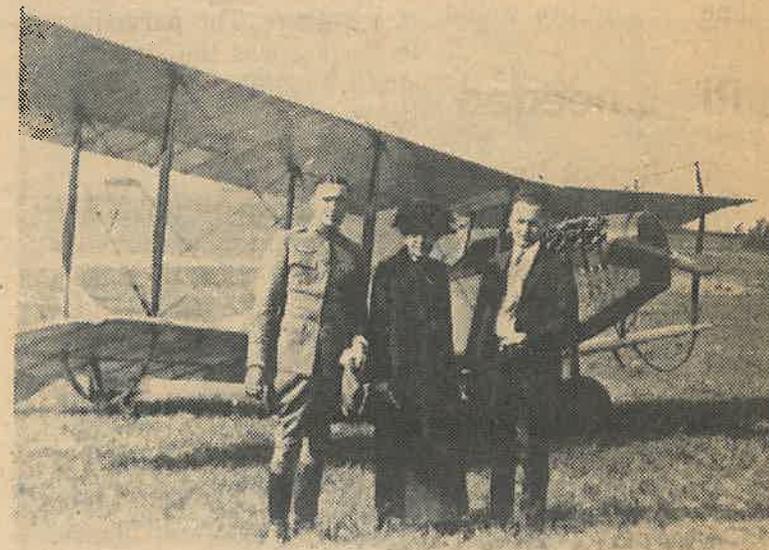
Stuart Campbell did the drawings for some of the plane's parts and went on, influenced by his uncle, to work for Lockheed.

"Coincidentally, I was in Bombay, India, in 1935, watching a newsreel about the United States, when it was broadcast that my uncle had designed his own plane," said Campbell.

The plane was manufactured where Wire Rope in St. Joseph is now and was kept in a hangar on Waterworks Road, the home of the first airfield here.

However, again the enterprise was not to be profitable. The first problem was

Campbell worked for years, and during semi-retirement, he was a consultant on the design team for the DC-9 aircraft.



Here stands aviator Hayden Campbell with his parents, Dr. and Mrs. Forrest Campbell, on his visit to St. Joseph in an Army training plane in 1917.

# Daring flyer came here in 1909

**AFTER THE RECENT RED-EDICATION** of Rosecrans Memorial Airport — which survived the Flood of '93 — a caller asked when the first airplane flight took place in St. Joseph.

By coincidence, in cleaning out a walk-in attic, we came up with the answer: Dec. 14, 1909 — 85 years ago — at Lake Contrary. The daring young pilot was Charles K. Hamilton, who shipped his pusher biplane with a wing span of 26 feet. The craft was powered by a 25 horsepower Curtiss engine and pneumatic rubber-tired landing wheels. The entire plane weighed only 85 pounds, including the bamboo-ribbed wings that were covered with rubberized silk.

After the plane was assembled and made three short test flights, Hamilton made "official" flights on Dec. 14, 15 and 16. On the first day, 3,000 people braved the snow to see Hamilton, facing a 30-mph gale, fly around the oval race track at the lake, never more than 10 feet above the ground. He also made two flights that day over Lake Contrary.

**THE SECOND DAY** saw three unsuccessful flights, with the craft rising only about three or four feet and remaining aloft only a few seconds. A crowd of 1,500 saw the plane, in one attempt, smash into a fence at the south-



## TIMELY OBSERVATIONS

By **FREDERICK SLATER**

*NP 4-22-94*  
east end of the race track but the craft sustained only minor damage.

According to the *News-Press*, the third day was the most exciting. As a "tremendous" crowd watched, the plane rose 25 feet into the air, skimmed across the icy lake and at a point near the Lotus Club was caught by a gust of wind which almost flipped the craft. Recovering stability satisfactorily, Hamilton headed south at a speed of 75 mph, aided by a strong north wind.

There were two more flights that day. The final flight ended when the plane struck a wire fence and dragged the pilot, who was entangled in control wires,

over the icy lake. After freeing himself from the wires, the pilot ran after the pilotless plane, stopping it before it could hit another fence.

### SOME HISTORICAL ASPECTS OF THE FLIGHT:

✓ This was apparently the first flight of a heavier-than-air machine west of the Mississippi River.

✓ This was evidently the first flight an airplane made in a snow-storm.

✓ The plane was the one which had won the Gordon Bennett Aviation Race Cup at Rheims, France, earlier in the year.

✓ All the flights were made from the frozen ice of Lake Contrary.

Hamilton, who brought along his own mechanic, Albert Dody, to help assemble the plane, was paid \$2,000 by a group of St. Joseph downtown merchants for his flying demonstration in St. Joseph. He next went to Overland Park, Kan — shipping the craft by railroad, because there was too much open water between here and Kansas City — where the plane was reassembled and made another demonstration of manned flight.

What happened to Hamilton?

You probably guessed right. He was killed in a plane crash on the West Coast while demonstrating his airplane.

# ring young man flew plane here in 1909

A NUMBER of persons had made ascensions in St. Joseph before the century, St. Joseph residents did heavier-than-air craft fly until 1909. Those flights did take place, on Dec. 14, 1909, it marked the first ascent of a heavier-than-air flying machine west of the Mississippi River.

The first aeroplane to be seen in the city was a pusher biplane with a wing span of 25 feet. The engine, built by Curtiss, was mounted in the rear of the pilot's seat. The entire machine weighed 85 pounds, had wings of bamboo ribs and fabric covering of rubber. The landing gear consisted of rubber-tired wheels on bicycle wheels.

**ARING YOUNG AVIATOR** and his machine flew from the frozen surface of Lake Contrary. Credit for bringing Hamilton's craft to St. Joseph went to the Retail Merchants Association, which donated \$2,000 for the exhibition. Hamilton, and Albert Dody, the mechanic, were in St. Joseph, Mo., on Dec. 8, 1890, and used a temporary landing place on Lake Contrary where they assembled the machine.

Finally, the four-cylinder Curtiss engine, mounted on a 25-horsepower motor, was the most advanced in existence at that time for its class. The steering apparatus was a small



MP 4-13-91  
**Timely observations**  
**Frederick W. Slater**  
Editorial page editor

box kite-like structure, mounted 10 feet in front of the pilot, and made the craft rise or fall.

In order to keep the plane on an even keel, the pilot shifted his seat from side to side.

**SEVERAL TRIAL FLIGHTS** had been made before the official first day of flight. On Friday, Hamilton had flown the craft about 10 feet for a short distance. On Sunday, Hamilton flew the wobbling craft in a snowstorm at an elevation of 50 feet, flying some five miles around Lake Contrary.

On Monday, Dec. 14, Hamilton made three flights. The first was within the quarter stretch of the lake's race track as the pilot bucked a 30-mile wind. Two flights, each of about one and one-half minute duration, were then made from the frozen surface of the lake; the plane was never more than 10 feet above the ground.

An estimated 3,000 persons were on hand, despite the icy-cold weather, to watch the flights.

**ON THE SECOND DAY**, the flights were only partly successful as the plane never rose higher than three or four feet from the ground and remained in the air only a matter

of seconds. The second flight was likewise made from the race track but ended when the plane crashed into a fence.

The *News-Press* recorded the third day's flight. The story said a tremendous crowd was on hand and every available shelter against the icy-cold wind was made use of by those at the lake. Taking off in the late afternoon, the plane headed northwest toward the Casino and rose to about 25 feet, skimming across the ice to a point near the Lotus Club. Banking westward, the plane was caught in a gust of wind, almost turned over, and then headed back down the lake to the Casino.

The ship reached speeds estimated at 75 miles an hour as it was whisked along by the wind. Two more successful flights were made that day but only some 75 persons saw those flights. On the final flight, the aircraft struck a wire fence, dumping the pilot, Hamilton. He, however, pursued the plane and stopped it just before it ran into another wire fence.

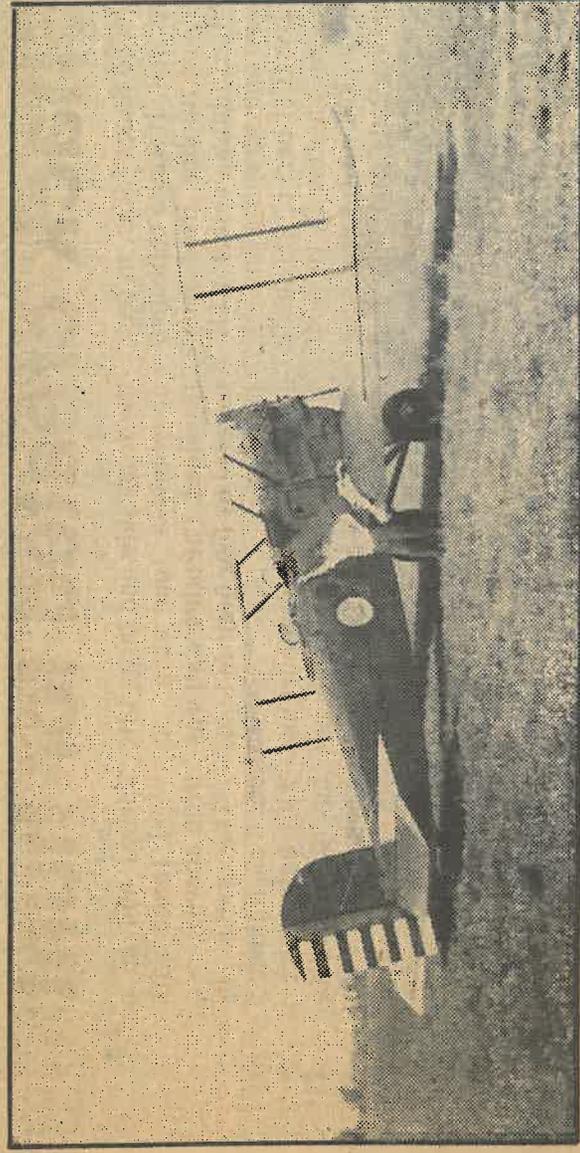
**THOUGH UNSHAKEN** by the spill, the pilot did drop plans to fly to Kansas City for an exhibition, instead making that trip by train.

What happened to the pilot?

He was killed during a demonstration flight on the West Coast a few years later.

But his flight here did give several thousand St. Joseph and area residents the opportunity to see the first heavier-than-air flying machine make the first flight in history of an aeroplane west of the Mississippi River.

**TODAY** — how many people even look up when an airplane passes over St. Joseph?



### **Early flying machine**

This is an early Army plane photographed in 1927 at the original Rosecrans Field located in the French Bot-

toms at the foot of Chestnut Street in St. Joseph. Picture submitted by Mattie Hughes, 6039 Meade.

# Plane crash stops lessons

At the age of 18 my brother Francis decided he wanted to become an airplane pilot. Flying lessons were \$5 each. He was working at a filling station to earn spending money and fully expected Dad to explode in a fit of anger at such a proposition, as it was a wild idea in 1934.

Although Dad didn't particularly like the idea, he only said, "It's your money and your life, so if you want to get yourself killed taking flying lessons, go ahead."

One evening a few days later, Francis came home elated with an announcement that his first flying lesson was to be the following Saturday. His instructor was Col. Inman, a former World War I Army pilot, who owned a Piper Cub training monoplane.

These lessons continued through the summer and the evening Francis made his first solo flight, we all went

to Hutchinson, Kan., to witness the big event.

He first went up with the instructor, then made a 15-minute solo flight without incident. I think we were all as proud as he was.

A few weeks later the flying lessons came to an abrupt end when the little plane crashed less than a half mile from our small town.

Our entire family saw the plane crash and all of us stood in awe and terror as it happened. It landed swinging cradle fashion by the wings which had caught on two trees on Cemetery Road across a wheat field west of our place.

Before we had crossed the road, both men climbed down one of the trees and were pretty badly shaken. Aside from a few cuts, scratches and bruises, neither man was injured.

**Annabelle Vojta**

# Lake Contrary early landing strip

The first commercial flight from St. Joseph took off from the race track at Lake Contrary in 1925 or '26.

It carried two passengers, Al Schaeffer, who managed a news agency and James Reardon, who operated a cigar store on South Seventh Street. They flew to Chicago, but we are not certain how long it took them to reach their destination.

One of the first big air events held here was the National Balloon Race, also held at the race track, in 1925. King Hill was crowded with spectators viewing this great event.

The first real St. Joseph plane was owned by Ed Tracy, who also owned the Western League baseball team here. This was in 1919. He took passengers on short flights that never soared more than 40 to 50 feet for the price of \$3.

There was also an airplane factory here shortly after World War I. It was the property of Hayden Campbell.

It was the late 1920s that the original Rosecrans Field was established in French Bottoms at the foot of Chestnut Street. It was named in honor of Guy Rosecrans, who was killed on Oct. 16, 1918. He died when he accidentally walked into a propeller.

The largest crowd to ever appear there was on Aug. 19, 1927, when Col. Charles Lindbergh made a short visit. He flew into St. Joseph aboard his "Spirit of St. Louis," just three months after setting a new world record for his solo flight to Paris.

It was May 1940 that the present location of Rosecrans Field was ready for dedication with an air show.

During World War II, it

was a transport base and a beehive of industry. Men were stationed here from all across the country and flew planes from here to every part of the Allied World. Operations never ceased; they worked 24 hours every day.

The airport grew to 814 acres and St. Joseph residents were not allowed to visit, but they daily observed such planes as B-25s, Flying Fortresses, B-17s, Liberators and B-24s.

As quickly as it all started, activity ceased as the Army pulled out almost overnight leaving the city with an airport and surplus equipment it could not afford to maintain.

But in 1947 the Missouri Air National Guard was instituted at the airport and today provides a major part of the flying at the field, as well as income the city needs to maintain it.

## Comet sighted

I remember well seeing the comet in 1910. I am not sure, I believe it was April 18. Just a week before my ninth birthday.

There was much talk and excitement about the coming event of the comet. Talk such as the world coming to an end and great fires being set by the tail of the comet.

## Comet said to bring doom

Halley's comet. Yes, I certainly do remember that frightening thing that appeared on the western horizon just as night fell. A fiery ball with a long, wide tail.

We lived near the old Lebanon Baptist Church south of Stewartville, Mo., where a protracted meeting, as they were called, was in progress. Our family, along

forth across the front of the church waving his arms and shouting, "The end is near. It must be soon. This frightening thing in the west is a sign from God that he will wipe everything out of existence. So beware! Get ready!"

As a little girl, how could I get ready for such a terrible

Copy Bill sides

# ROSECRANS Not-so sketchy memories

N-P 11-6-98

**D**oes the name Gaius G. Little ring a bell? It might if you lived in St. Joseph 55 or so years ago when Rosecrans Airport was the home of the U.S. Army Transport Command, a training base to give pilots multi-engine experience.

At that time, Mr. Little, a private who had just completed aircraft engine school at Biloxi, Miss., was assigned to Rosecrans. Because the air base, formerly the city's municipal field, was still under expansion construction, personnel were housed at the former Depression-era Federal Transient Camp, which had been re-christened Camp Petree. That camp was on the east side of Waterworks Road in the Missouri River Bluffs.

In recent years, the area has been a site for target shooting. A rock building, from prior rock quarry days, still stands mid-bluff.

Mr. Little, now a retired postmaster, was cleaning out some boxes recently at his home in Stockton, Calif., when he ran across some yellowed *St. Joseph News-Press* clippings and sent them to this newspaper. One was a sketch of the airport as it would look when completed in late 1942.

"Our initial barracks," he recalls, "was Camp Petree, and the field was Rosecrans. With no real experience and still a buck private, I served in several capacities, mostly kitchen police. But I did have some free time, and I spent some of it sketching the officers quarters, an old wooden barber's chair and

TIMELY OBSERVATIONS  
EMERITUS



Fred Slater

“  
... families  
...invited us  
into their  
homes ...  
”

pictures of other GIs.

"Someone must have told Col. Curtis A. Keen, the training center's commanding officer, about me, and he asked me if I could draw a picture of the field, showing what it would look like when all the buildings were completed... as seen from the air. So I made the drawing, completing it at 5 that afternoon.

"Colonel Keen, after seeing the drawing, asked if I'd ever been up in a plane, and when I said, 'No,' he told me to check out a flying jacket and boots the next morning, and we'd go for a ride. So, next morning, up we went in a twin-engine AT-9, and about a mile up, he turned the controls over to me for a few minutes. What a thrill!

"Because of that first flight, I applied to join a flying crew as engineer and, on being accepted, made flights in B-25s and C-47s to North Africa and India and was finally sent as part of a C-46 crew to India, where we flew the Hump to China. A year later, Dec. 4, 1944, I was permanently based in China, until, having accumulated enough points when World War II ended, I was sent home."

Mr. Little concluded, "On behalf of all the military based at Rosecrans Field during World War II, I'd like to say 'thank you' to the many, many St. Joseph families who invited us into their homes for dinner and to various events, making us feel at home. Thanks again."

Also sent by the Californian was a copy of a "Top O' The Morning" column from the *St. Joseph Gazette*. The column describes Little, who was cartoonist for the *Camp Petree Rosecrans Flyer*, the base newspaper, as "a dark-haired lad with a big smile," who in civilian life had sketched and retouched photographs. The column said the private had, among his sketches, renderings of the rear of The White House at night, a ferryboat at New Orleans, Florida scenes and reminders of what would become memories of his wartime service.

I reached Mr. Little by phone at his home and learned he retired from the U.S. Postal Service 18 years ago. He and his wife, Dorothy, who were married in Biloxi, recalled living in St. Joseph at the Charleston Apartments — which were destroyed by fire several years ago — on Robidoux Street between Sixth and Seventh streets during his duty at Rosecrans Field. He also had worked part time here for the Bray Photographic Studio.

The Littles live at 312 Paragon Ave., Stockton, CA 95210.

By the way, Mr. Little still sketches regularly.

Fred Slater's column runs on Fridays.

# Camp Petree busy before, after war

2-1-01

Buildings long gone from river bluffs site

By ALONZO WESTON  
alonzow@npgco.com  
St. Joseph News-Press

For roughly four years, between 1941 and 1945, high up on the river bluffs above Water Works Road sat a military camp named Camp Petree.

Many servicemen from all parts of the country called it home before and during World War II.

Fred Wilson remembers Camp Petree from when he came here from Washington, D.C., in 1941. "I came to Rosecrans Field in '41," he said. "Camp Petree as this old Civilian Conservation Corps camp that wasn't being used. It was just vacant buildings."

But the buildings were soon to be used to house Air Force and

## Tales of the MIDLAND EMPIRE



Army personnel while new barracks were being built at the new Rosecrans Airfield. When Rosecrans Airfield was first built in 1922 it sat near the Lake Contrary area in South St. Joseph and was municipally owned. It was moved closer to the Missouri River Bluffs near Water Works Road before it was moved to its present site in 1937. It was in July of 1942 when Rosecrans was turned over to military control and the airport became a training field for the

Army Air Corps.

Harvey Beck came to Camp Petree in 1942 as a raw recruit from Biloxi, Miss. He became a military policeman here. But the New York native remembers the camp was a mess when he first came.

"It was up in an old Civilian Conservation Corps (CCC) Camp and it was old, dilapidated and unkempt," he said. "It was to be the 406 Headquarters for enlisted men. All of the officers stayed at the Hotel Robidoux."

Fred Slater, retired *News-Press* editor, remembered Camp Petree before it came to be called that.

"It was formerly a transient camp for men who were traveling around the country. It was just an old rock quarry that was used as a barracks and named after Weeden A. Petree," he said. Army lieutenant and the first

It was just an old rock quarry that was used as a barracks and named after Weeden A. Petree.

— Fred Slater, on how Camp Petree got its name

Buchanan County resident to be killed in World War II. He was killed in 1941 when his airplane was shot down over the Bataan Peninsula.

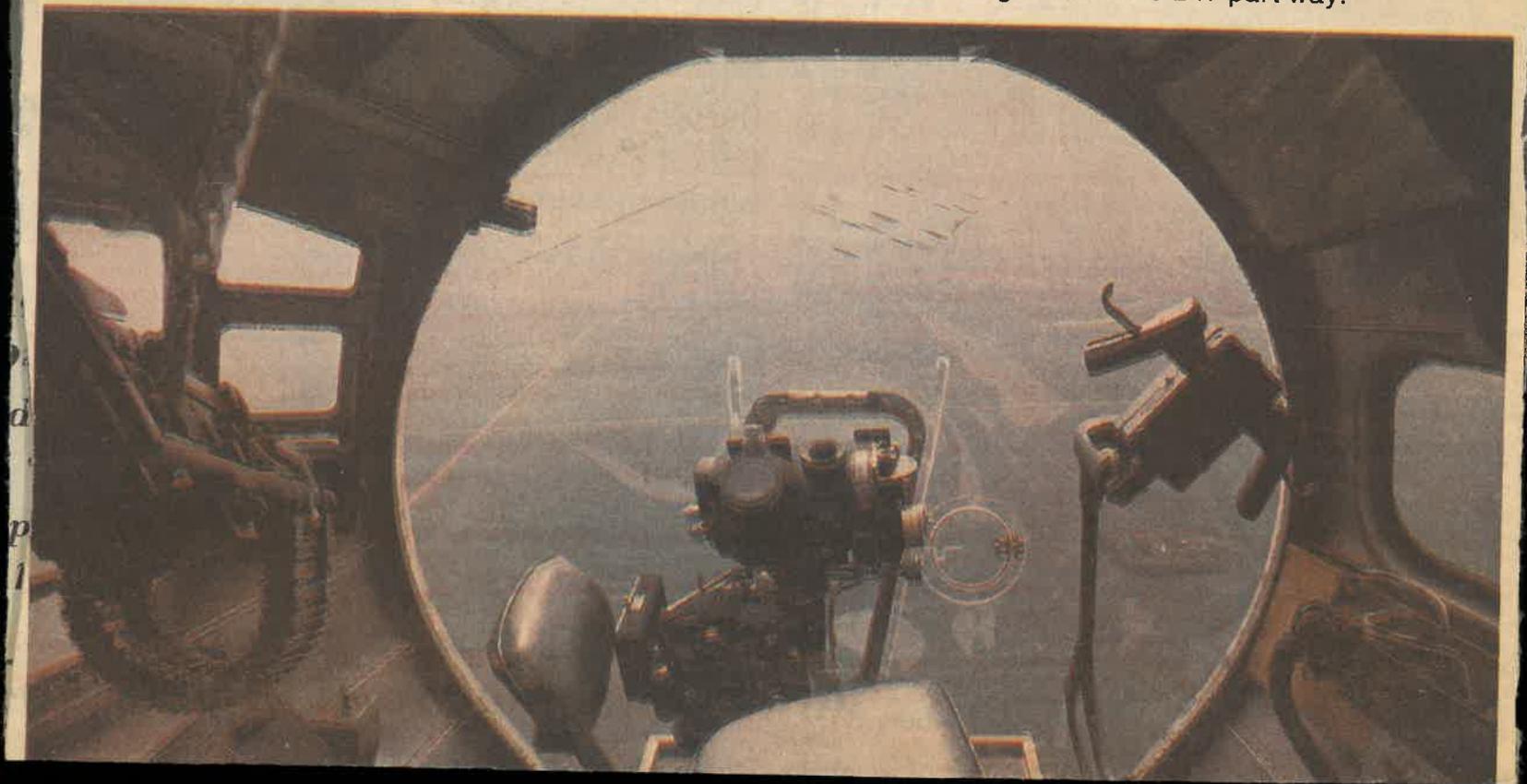
"Originally it was just a stone building that contained several rooms that the CCC built," Mr. Beck said. "In addition to that there was a small building that served as a mess hall."

Mr. Beck stayed at Camp Petree for two years before being called to overseas duty. His most vivid memory of Camp

# On a wing and a prayer

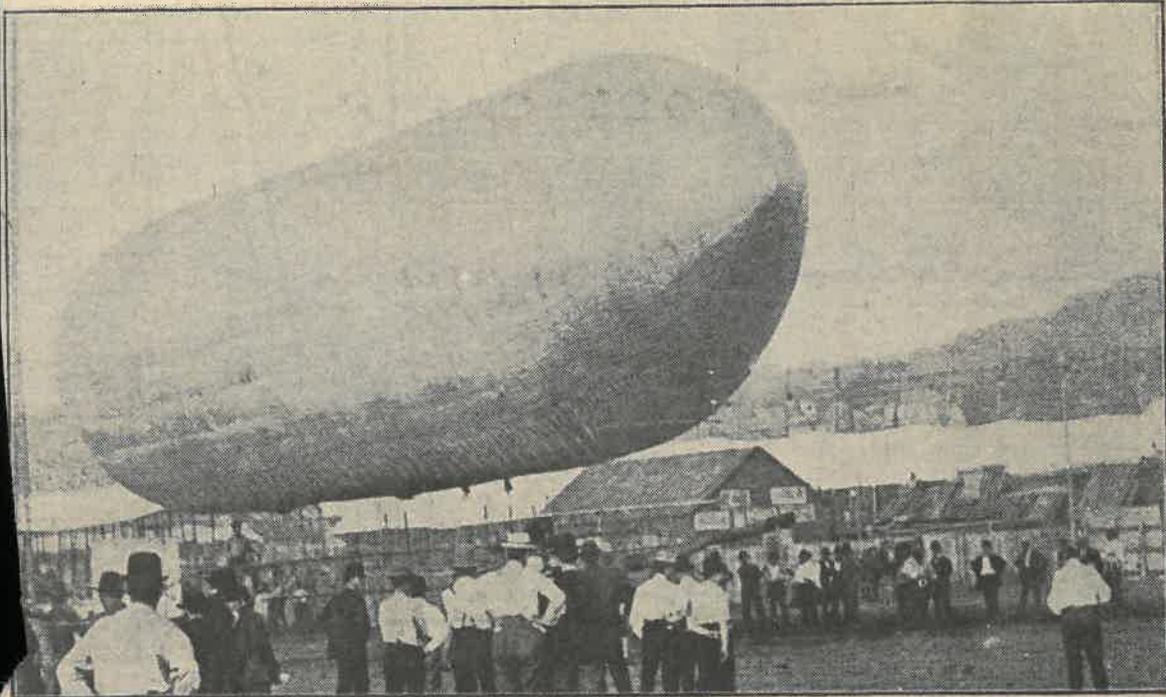


The P-51D Mustang escorts the B17 part way.



KEITH





BALDWIN DIRIGIBLE BALLOON. U. S. MILITARY TOURNAMENT, ST. JOSEPH, MO.

### Show stopper

As one of the promotional efforts in behalf of the city and the then-new St. Joseph Stock Yards, John Donovan, "father" of the yards, induced the United States Army to hold a Military Tournament in St. Joseph. One of features of the

event, which took place just after the turn of the century, was the appearance in St. Joseph of the Baldwin Dirigible Balloon. (Reprints available for \$5 by contacting Mary Jane Carson at the St. Joseph News-Press & Gazette.)

lit  
jo pjom sijn u: i: this world of

St. Joseph (Mo.) News-Press/Gazette  
11A, Sunday, September 25, 1988

# Astronaut says flight rewards outweigh risks

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# e takes flight at event



Associated Press

SPACE CENTER, Houston — Marine Lt. Col. Dave Hilmers says the Challenger disaster made him realize the importance of explaining to his family how he feels about being an astronaut before he flew into space again.

"This is a dangerous world that we live in and I think that everyone should be ready to tell the people that they love how they feel and what they believe is important," said the former jet pilot, who will help deploy a \$100 million communications satellite on the Discovery mission.

"Where your faith lies, what your beliefs are, what you want to accomplish in life — all these sorts of things."

**HILMERS SAID THE** rewards of being an astronaut outweigh any risks involved and he feels privileged to be flying on the first post-Challenger mission. But he acknowledged with a smile that his wife, Lynn, sometimes may wish he had picked a different profession.

Hilmers, 38, has two sons, Matthew, who will be 12 on Sept. 28, and Daniel, 9.

Hilmers grew up in DeWitt, Iowa, and graduated with a bachelor's degree in mathematics, summa cum laude, from Cornell College in 1972. He earned a master's degree in electrical engineering in 1977 and the

Troops left a long column of dust as they rode here over 140 miles of unpaved roads. Some military units were here for almost two weeks.

To feed the troops each day required 4,000 pounds of meat, 4,000 loaves of bread, and 8,000 pounds of ice. The artillery brought in heavy guns and modern searchlights. Troops demonstrated their firepower by blowing up a 90-foot bridge

**Flying was only a small part of the show, but it caught on, with St. Joseph staying on the leading edge of aviation for another three decades.**

Transmitted radio waves across the ocean only three years before.

The dirigible was kept in a huge tent, but winds of 15 miles an hour were almost too much for it. Selfridge was to have assembled the dirigible, and pilot Foullos had never done it before. Hydrogen gas was generated by mixing 15 tons of iron filings with acid.

John Donovan, prominent in the livestock industry in St. Joseph, served as head of the military tournament. He brought such VIPs as Louis F. Swift, president of Swift & Co., and his family; Secretary of War Luke H. Wright; Army Chief of Staff Gen. Franklin Bell, and the governors of Missouri and Kansas.

At Lake Contrary, a giant tent near the fairgrounds could accommodate 10,000 people. Troops camped nearby in the area just north of the old amusement park.

ST. JOSEPH, MO.  
SEPTEMBER  
NOTHING LIKE

**Odd flying machines promoted the m**

So many extra electric lights were installed in St. Joseph that the power company suffered a brown-out when a boiler tube failed. It made it difficult to get people home from the lake by electric streetcar.

The new Hotel Robidoux's 170 rooms



The Mountain Battery of the Second Field Artillery is shown in action in this photo from the military show.

# South Sider I

## *A captive Don Piero and return*



wreckage. Perhaps now this pilgrimage will have a healing or at least a soothing effect upon all the surviving crew members and their families. I know that the results of this crash must have been especially hard for the family of Sgt. Robertson.

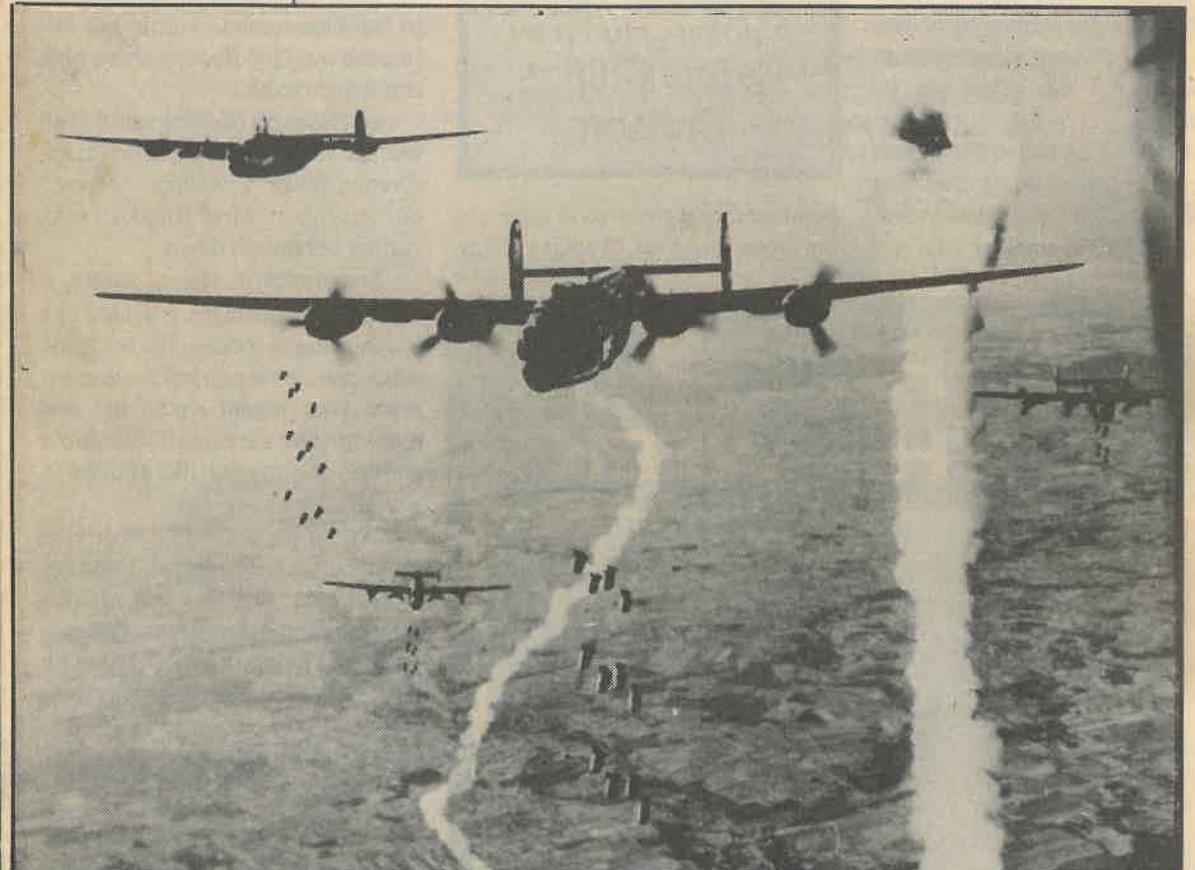
"This ceremony also provides an opportunity for me to apologize to the good people of the Netherlands, and especially you who live in this area, for littering up your beautiful countryside. I'm sorry."

"We don't even pretend to be heroes," Arnett continued. "Actually, we felt disappointment and shame for having done so little. We were only on our third bombing mission. We had great hopes of individually inflicting significant damage to Hitler's war machine—at least the equivalence of a bruise—but I doubt it was more than a pin prick. It is evident from looking at our crew picture that we were not old professional warriors. Some were barely out of

# As Silent Hero

*liberated,  
ce survived  
ned home*

**This page is dedicated  
to all South Siders  
who served their country  
during World War II.**



the wing of the aircraft before every mission. Before the third mission, he realized during the prayer they would not return safely. He wished they would not have to go. He told no one. The plane was in line with other aircraft as far as they could see. Suddenly just before they reached the target, the group of 36 planes was no longer in line, and their plane was one of the furthest out.

Then about 40 ME-109 German fighters made a head-on attack on the outside 12 planes of the 492nd. The Boomerang returned fire, but it was only in range for an instant. Other planes were ripped with flames from front to rear before exploding. The lead plane of the 12-plane group nosed down straight toward the ground.

Three engines were severely damaged, and one of the vertical fins and rudders was badly riddled. They left the formation and headed straight home, throwing out everything they could to lighten the aircraft. Bombs, flak suits or vests and radio tuning units were tossed. The units cost \$700 each. Two engines were dead, cutting down the flying speed. One damaged engine was still pulling full power but leaking oil. They let down to a much lower altitude, hoping to be less vulnerable to enemy attack. An American fighter picked them up and was offering cover to them on the return to England.

Then the oil-splattered engine quit and caught on fire. The plane lost altitude quickly, and the pilot knew that if the fire was not extinguished soon the wing would drop off.

Arnett debated ditching the air-

tion, staying with the plane. The landing gear was sheared off, and the plane slid along on its belly until it stopped.

Robertson was killed, because the plane buckled when the landing gear was shorn off and an overhead hatch door was jarred loose, falling on his head. He was killed instantly. It also hit another crew member, giving him a severe blow to the head.

The dirt from the landing slowed the engine fire. The plane was almost undamaged except the tail had broken off.

German soldiers met them, and took them to a farm house where a doctor came to check the injured crew member. The crew member recovered at a hospital. They were taken to the city jail in Amsterdam. A couple of days later, they were taken to Frankfurt where they were separated.

They were liberated at Moosburg and returned home after being prisoners of war for almost a year.

Robinson was buried and later moved to the United States. A propeller blade that had come off the plane is now in one of the front gardens of the small village, complete with the date and name of the plane, Boomerang, on it.

Photos taken of the crash were given to Arnett 10 years ago. They were stolen from drunk German soldiers by a bar owner who was a member of the Dutch resistance.

After being liberated from prison camp, Pierce returned to the United States. He married his wife, Doris Pierce, after he was discharged, and he enrolled in the local junior college under the GI Bill. After two years of junior college, he went to the Kansas City University Law School, graduating in 1950. After graduating, he worked for a St. Joseph lawyer doing mainly insurance defense work. In 1958, he formed a partnership with another St. Joseph lawyer, John Downs. They practiced together until November 1977. Pierce retired at the end of 1991.

He and his wife have four sons—Terry, Randy, Andy and Don. Pierce later got a private pilot's license.

