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HISTORICAL SOCIETY

of Quincy and Adams County, Illinois, Est. 1896



The GOVERNOR'S POST

A Merry
CHRISTMAS

Winter 2022

CONTENTS



Paul Tibbets, Part II



Neysa McMein



River City Vices



Golden, Illinois

On the Cover: Vintage Christmas card featuring Santa Claus decorating the tree and Krampus (lower left) who scares children who have misbehaved. The pairing of Santa and Krampus resulted in the “naughty or nice” concept of rewarding those who were nice and punishing those who were naughty at Christmastime.

2022



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Get to Know Our Members

DR. TIMOTHY JACOBS

Tim Jacobs is a longtime supporter of the Historical Society due to a love of history, especially local history. He has served as a Board member and participated in many activities, including portraying Quincy founder John Wood. As Commander of the Tri-State Civil War Round Table, he has also coordinated a collaborative effort with the Society which has produced several Civil War symposia as well as the Civil War Era Grave Marker Program.

Jacobs, a native of Adams County, grew up in Camp Point and moved to Quincy at 12 years of age. He was always interested in history and fortunately had teachers such as Mary Nell Meyer and Walter Waggoner to foster that passion. Isaac Allen, his Great Grandfather, was a member of the 50th II Infantry Regiment and was wounded at the battle of Shiloh. Researching and following the footsteps of the 50th, a regiment of Adams County men, has become a consuming project.

Tim and his wife, Jane, a Quincy native, have been married 45 years. They have 4 children, 3 adopted sons and 6 grandchildren. Dr. Jacobs recently retired from the Quincy Medical Group after 27 years of practice, giving him more time for his historical pursuits. It seems that no matter what thread of history is pulled, it always somehow leads back to Quincy



and Adams County.

RUTH HULTZ

I had always planned to be a high school American history teacher... right up until I started job interviews.

"What sport can you coach?" was the standard 1970s-era administrators' first question. "History teachers are always our coaches," was the Chicagoland mantra I heard, time after time. Occasionally, a principal said, "but no English teachers coach; are you wanting to teach English?" And so began my short career as an English teacher in the Chicago area.

One move and two master's degrees later, I was teaching Learning Disabilities in Quincy, K through grade 12, and loving it. Interspersed with LD assignments, I enjoyed teaching at the Alternative High School (BASE), working in several non-teaching grant programs and being involved in the drug education program. I loved every year of my diverse career, but I remained energized by history.

Buried in my DNA is an obsession with houses in general and historic ones in particular, so living in Quincy has been delightful. Volunteering with Quincy



Preserves and the Gardner Museum of Architecture and Design over the years was a treat. While researching and writing the Sunday historic homes articles for the *Quincy Herald Whig*, I discovered the HSQAC resources and helpful Jean Kay. I knew then that, upon retirement, I'd volunteer there; the thought of being around the myriad resources and historical projects was exciting.

One fun volunteer project I enjoyed was helping with the Society's Christmas programs. One year I created a snowy forest in the Visitor Center meeting room and offered "Breakfast with Mrs. Claus"—teaching about and serving pioneer breakfast foods on John Wood's bone china. Mrs. Claus enchanted the children by reading Christmas stories. Also great was the Family Christmas Crafts event, where, in addition to making authentic pioneer ornaments and trinkets, the Quincy Fire Department helped families make home fire exit maps, and groups took carriage rides. Another stimulating task was researching and writing copy for the Wasmuth Portfolio Catalog used at the Society's Frank Lloyd Wright print sale.

Every day is a new adventure at the Historical Society. It's a magnet that keeps drawing me back to yet another motivating "job."

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Paul Warfield Tibbets:

Dreaming of a Life in the Clouds

Part II



Boeing B-29 Superfortress

By: Rob Mellon

From the moment Paul Tibbets, Jr. took flight with barnstormer Doug Davis in his JN-4 "Jenny" in 1927, he was filled with a love of flying. His mother supported his passion and even encouraged him to take flying lessons. His father was not convinced that being a pilot was a legitimate career, however, because the airline industry was in its infancy in the 1930s. At that time the cheapest and safest way for an aspiring pilot to get a pilot certification was to join the military.

Realizing the difficulty of getting into the airline industry in the early 30s, Tibbets joined the Aviation Cadet Training Program, Army Air Corps at Ft. Thomas, Kentucky, on February 25, 1937. He was an excellent candidate for the program due to his military schooling, college education, and previous flight experience. His initial intention was to meet his basic military obligation and then find employment in a civilian flight company or with an airline.

Tibbets was sent to Randolph Field in San Antonio, Texas, for Primary and Basic flight instruction with the Army Air Corps. He was known as a bright and motivated cadet. During his training he recorded above average flight reports and set himself apart from other young Army pilots. Tibbets was commissioned as a Second Lieutenant (2LT) in the U.S. Army and received an official pilot rating at Kelly Field in Texas in 1938. It was at this graduation that his father was able to speak to some of the flight instructors and other Army officers who told him of his son's unique talent and dedication to flying. After this, he reluctantly accepted Paul, Jr.'s career choice to be become a professional aviator.

2LT Tibbets' first assignment was with the 16th Observation Squadron at Lawson Field in Georgia. Lawson Field is located adjacent to Ft. Benning, and the 16th Squadron supported the Infantry School in 1938.

It was during his time at Ft. Benning that he met Lucy Wingate of Columbus, Georgia, and the two were soon married. It was also when he was in Georgia that Tibbets was promoted to First Lieutenant (1LT) and later to Captain (CPT). With a recent promotion and his military career progressing, he decided to stay in the United States Army.



2LT Paul Tibbets' first assignment was at Lawson Field in Georgia supporting the U.S. Army Infantry School at Ft. Benning. He met his first wife Lucy Wingate while he was stationed in Georgia.



Tibbets flew combat missions out of Polebrook, England in 1942. Famously, Major Clark Gable flew his missions from Polebrook in 1943.

During his military service he had many interesting assignments. In 1940 and 1941 he served as the personal pilot for then Brigadier General George S. Patton. In June 1941 he was transferred to the 9th Bombardment Squadron, 3rd Bombardment Group, at Hunter Field in Savannah, Georgia. Tibbets flew several different aircraft platforms during his military career. He was assigned to the A-20 Havoc light bomber during his service in Savannah.

In early December 1941 Tibbets was ordered to the 29th Bombardment Group at MacDill Field in Florida for training on the B-17 Flying Fortress. On December 7, 1941, his life would change. After the dastardly Japanese attack on the American fleet at Pearl Harbor, the nation



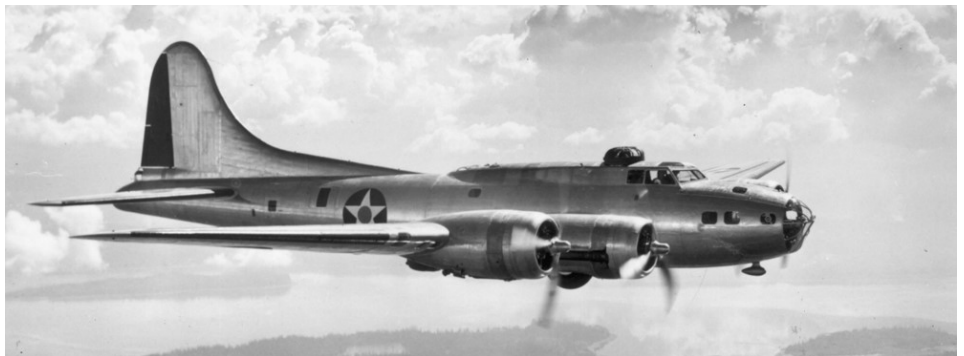
Colonel Frank Armstrong was the commander of the 97th Bombardment Group and Paul Tibbets was his Deputy Commander. The 97th was deployed as part of the U.S. Army 8th Air Force stationed in Polebrook, England.

was plunged into war, and Tibbets was immediately ordered to Pope Field, North Carolina, (near Ft. Bragg) to conduct antisubmarine duty off the Atlantic coast.

The United States was now at war and Paul Tibbets was on the move. After his antisubmarine duty in North Carolina, in February 1942 he returned to MacDill Field and became Engineer Officer for the 29th Bombardment Group. Within three weeks he was promoted to Lieutenant Colonel (LTC) and named the commander of the 340th Bombardment Squadron, 97th Bombardment Group, which flew B-17s. The squadron he commanded was first sent to Sarasota Field in Florida and then to Godfrey Field in Bangor, Maine, where they awaited orders for combat in Europe.

In July 1942 the 97th Bombardment Group was deployed as part of the U.S. Army 8th Air Force stationed in Polebrook, England. Tibbets' Bombardment Group was the first Army Air Corps unit sent to Europe. While at Polebrook, the 97th Group received intensive training from seasoned pilots of the British Royal Air Force (RAF) who had gone toe to toe with the German Luftwaffe. While serving in England, the commander of the 97th Bombardment Group, Colonel (COL) Frank Armstrong, named LTC Tibbets Deputy Commander. Polebrook would gain additional notoriety later in the war when Major (MAJ) Clark Gable flew several combat missions from the base in 1943.

On August 17, 1942, the 97th Bombardment Group saw its first action in combat. Paul Tibbets flew the lead plane for the initial American daylight heavy



Tibbets received training on the B-17 Flying Fortress at MacDill Field in Florida. He flew the B-17 on several combat missions in Europe and North Africa.

bomber mission of World War II which was to attack a marshalling yard in Rouen in Occupied France. That was Tibbets' first mission, but it most certainly would not be his last. He went on to fly several combat missions against targets in Europe.

On October 9, 1942, he took part in the first American air raid of over 100 bombers. The target was Lille in Occupied France. Of the 108 bombers sent on that mission, 33 were either shot down or were forced to return for mechanical problems. In total, Tibbets flew 25 combat missions against targets in France before moving to a different theater of the war.

In preparation for Operation Torch, the Allied attack on North Africa, Major General (MG) Carl Spaatz chose LTC Tibbets for a special mission to fly MG Mark Clark to Gibraltar. A few weeks later he flew Lieutenant General (LTG) Dwight D. Eisenhower to Gibraltar. According to historian Stephen Ambrose, Tibbets was chosen for this special duty because he was considered "the best flier in the Army Air Force." Those missions were successful.

After the special missions, Paul Tibbets and the 97th Bombardment Group were transferred to the U.S. Army 12th Air Force stationed in North Africa under the command of MG Jimmy Doolittle. During Operation Torch, the 97th Group flew numerous combat missions. According to Tibbets, this was the first time he experienced the real effects of bombing civilians and losing fellow service members.

By January 1943, Tibbets had flown 43 combat missions and was named Assistant for Bomber Operations to COL Lauris Norstad who was the Assistant Chief of Operations A-3 for the 12th Air Force.

Tibbets did not have a good relationship with COL Norstad. On one occasion during a planning session, Norstad suggested an all-out raid on Bizerte, Tunisia, at an altitude of only 6,000 feet.

Tibbets was taken aback and challenged this plan on the grounds that the altitude was too low and that anti-aircraft fire was most effective at that altitude, making the loss of aircraft and casualties extremely high.

Seeing that his objections did not convince the Colonel to alter the plan, Tibbets said that he would personally lead the mission in Tunisia if COL Norstad would agree to be his co-pilot for the operation. Norstad quickly declined and the mission was redesigned at an altitude of 20,000 feet. Tibbets proved to be correct as the operation against targets in Bizerte was a complete success even at the higher altitude.

When the Chief of U.S. Army Air Forces, General Henry "Hap" Arnold, requested experienced pilots to help with the fledgling Boeing B-29 Superfortress program, MG Doolittle recommended Paul Tibbets.

The B-29 program was beset with several technical problems, and after the chief test pilot, Edmund Allen, had been killed

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Paul Tibbets was named the commander of the 509th Composite Group which was responsible for the B-29 Silverplate program which was part of the Manhattan Project.

Continued from previous page...

during a test flight of a B-29 prototype, the entire program was in serious jeopardy. Tibbets arrived at the Boeing plant in Wichita, Kansas, in 1943. He flew the B-29 routinely and within a few months had accumulated more B-29 test flights than any other pilot in the entire program.

During these test flights Tibbets determined that the B-29 in its configuration at that time was far too heavy. In an effort to make the platform lighter, he suggested removing the defensive armaments and armor plating. With these modifications the B-29's performance improved. During a simulated combat engagement against the P-47 Thunderbolt, the lighter version of the new bomber easily outperformed the smaller fighter. The B-29 had a shorter turning radius and greater speed which allowed it to easily avoid attacks from fighters with proper maneuvers.

In 1944 Tibbets was on the move again. He was named the Director of Operations, 17th Bombardment Operational Training Wing, at Grand Island Army Air Field in Nebraska. This allowed him to reunite with his old commander, COL Armstrong. The Training Wing was responsible for training pilots to transition from the B-17 Flying Fortress to the B-29 Superfortress. It was also during this time he was able to visit his grandmother in Quincy where he attended an event at the Quincy Country Club.

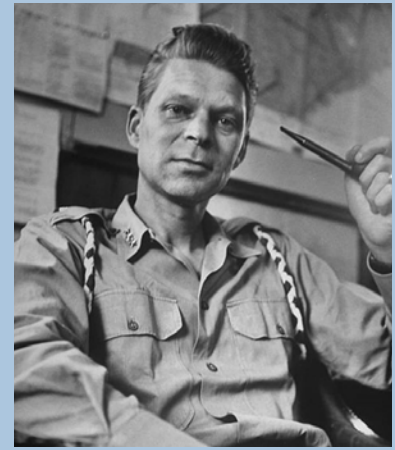
In the training program in Nebraska, Tibbets had a real challenge on his hands. It was difficult to find men brave enough to

transition to the B-29 because the aircraft's poor safety record was well known to pilots in the U.S. Air Forces. Many considered the B-29 a death trap.

Tibbets decided the best way to instill bravery in the young male pilots was to start to train women on the B-29. Female service and demonstration pilots had experience flying, so Tibbets convinced two of them to learn to fly the B-29. He trained the women himself, and his plan paid off. The pressure of seeing women flying the Superfortress convinced many men to take flight in the military's new bomber.

On September 1, 1944, Paul Tibbets was transferred to Colorado Springs Airfield which was the Headquarters of the 2nd Air Force. Soon after arriving in Colorado he was ordered to meet with MG Uzal Ent. Upon entering the room Tibbets immediately realized this was no ordinary meeting. He was briefed by three members of the ultra-secret Manhattan Project. Tibbets was told that he was going to be promoted and named the commander of the 509th Composite Group. This was the self-contained group that would train, maintain, test pilot, and plan the B-29 Silverplate program which was part of the Manhattan Project.

Ent gave Tibbets the choice of operating from three bases, and COL Tibbets chose Wendover Army Air Field in Utah because of its remote location. This would be one of the most challenging assignments of his career. Before leaving the meeting Uzal ominously said to Tibbets, "You are the member of the Air Corps who may



Lauris Norstad was a decorated General in both the U.S. Army and U.S. Air Force. Tibbets and Norstad disagreed about the nature of an important combat mission during Operation Torch.

henceforth consider the atomic bomb your baby." This was a substantial burden for a guy born in Quincy, Illinois, to parents in the grocery business.

By 1944, Paul Tibbets had flown nearly 50 combat missions in Europe and North Africa. He had served as a pilot for legendary generals George Patton, Mark Clark and Dwight D. Eisenhower. He had flown numerous aircraft and was a test pilot for the B-29 Superfortress. He had trained hundreds of men and a few women how to be proficient pilots, and he was now given one of the most important assignments of WWII – one that would not only change the tide of the war, but the history of the world.



When male pilots were reluctant to transition from the B-17 to the B-29, Colonel Paul Tibbets (center) trained Dorothea Moorman (left) and Dora Dougherty (right) to fly the Superfortress.



Tibbets was instrumental in the development of the B-29 Superfortress, which had a troubling safety record. After modifications it was used prolifically during the final years of WWII, primarily in the Pacific Theater.



HSQAC Board of Directors President Jack Freiburg cut the ribbon signifying the opening of the Society's new lounge and coffee bar. Pictured, L to R: Chamber Member Susan Crider; Freiburg; HSQAC Board member Kelsey Pigg; and Chamber member Kelli Fohey. 2nd Row: HSQAC Executive Director Rob Mellon; HSQAC member and former Board member Iris Nelson; HSQAC member and Immediate Past President Arlis Dittmer. Third Row: HSQAC Board member William Arp; HSQAC Board member Tony Crane; HSQAC Groundskeeper Dan Doane; and HSQAC member and Mansion Tour Guide Bob Ackerman. (Photo courtesy of Quincy Area Chamber of Commerce.)


OPEN HOUSE HELD FOR NEW LOUNGE IN VISITORS CENTER

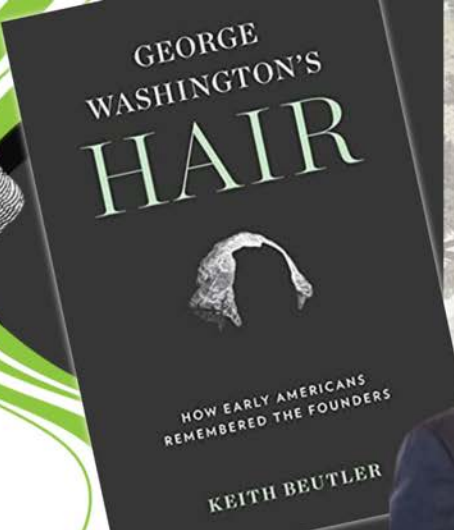
An Open House/Ribbon Cutting was held for the Society's new coffee bar and lounge area in the HSQAC Visitors Center on September 29, National Coffee Day, with more than 60 Society and Quincy Area Chamber of Commerce members attending the event.

HSQAC Executive Director Rob Mellon welcomed the group, and Chamber President/CEO Bruce Guthrie complimented the Society on the

addition of a great space to the Quincy area. Mellon said that in addition to Society members, the room is open to the community for coffee and for small group meetings. Mellon added that an anonymous donor was responsible for the project and was involved in all aspects—from concept, to material selection, to completion. HSQAC Board President Jack Freiburg cut the ribbon at the Open House.

In addition to the coffee bar, the room features custom bookcases and cabinetry; a full wall mural depicting Governor John Wood; and hand laid oak reclaimed barn wood flooring. Hundreds of books which form the Society's new lending library line the bookshelves surrounding the fireplace which highlights one end of the space. Books may be read on site or taken off site, then returned. Non-fiction or historical themed books are always welcome.





HISTORY MUSEUM

332 MAINE ST.

Sunday, May 21, 2023

2:00 PM

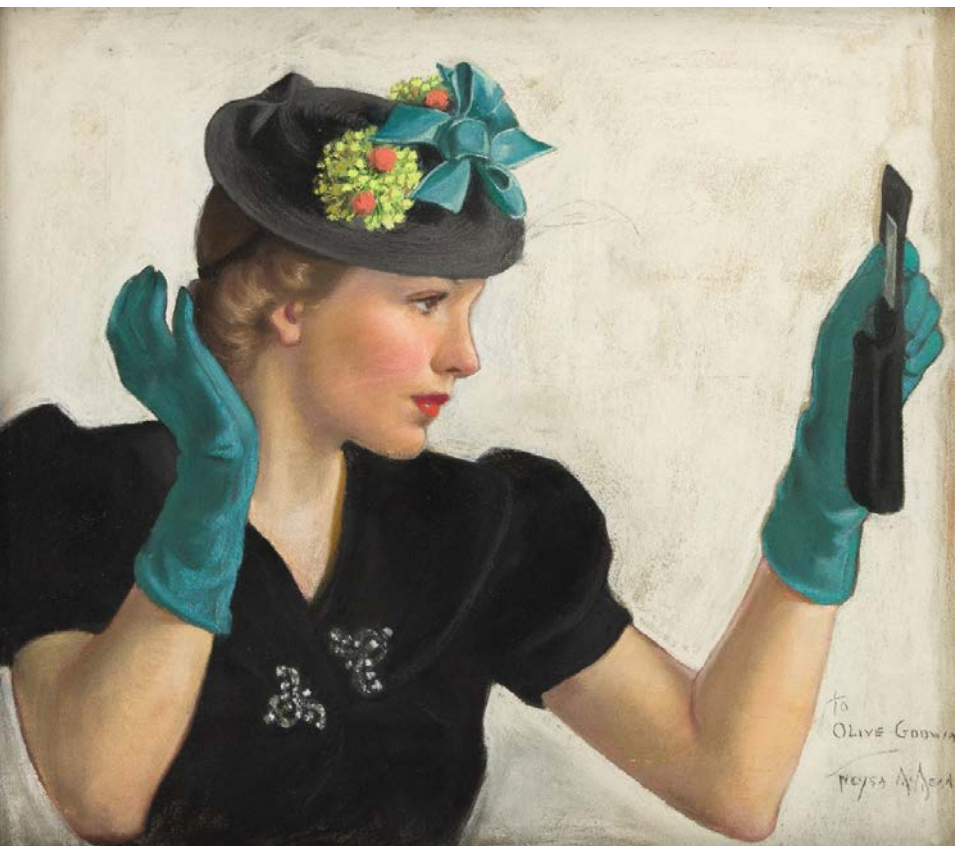
Dr. Keith Beutler
Missouri Baptist University

"George Washington's hair emerges as a pocket-sized counterpart to Mount Vernon or the Washington Monument, all memory-objects that richly illuminate the story of American national identity."
-- Susan Schoelwer

American Artist, Activist, and Patriot

Marjorie Frances “Neysa” McMein

By: Bridget Quinlivan



McMein painting “Looking Into the Mirror” published as the cover of *Women's Home Companion* in June, 1938.



Neysa McMein marching in a parade to advocate for women's suffrage in 1917.

Many people know Betty Crocker is not a real person. Not many people know how she came into being, or that a Quincy woman drew her.

In 1936, General Mills commissioned an artist to draw a portrait of the kitchen maven. The artist combined features from female workers at General Mills for Betty Crocker's face. That artist was Quincy native Neysa McMein.

In 1888, Harry Moran and Isabelle Parker McMein welcomed their baby girl into the world; they christened her Marjorie Frances McMein. Young Marjorie appeared to appreciate and show talent for music, acting, and art. She did not ignore her academics. She graduated from Quincy High School with honors in 1907.

At a time when only around three percent of the female population attended college, McMein left home for Chicago and enrolled at the Chicago Art Institute. She dabbled in acting and music. Despite interest and potential, McMein decided to focus on her visual art. After her schooling, she became the lead designer for a large millinery institution.

Ever ambitious, McMein left her post and traveled to New York in 1911. Like many young people who move to a big city, McMein struggled to find her place for a time. She would eventually make a living and then some. At the height of her career McMein made \$2,500 for every portrait.

Not long after her move to New York, World War I shocked the nation. Never one to sit idly, McMein drew pictures that were used on wartime posters. Most of her work was used by the Red Cross in support of special drives. She became a YMCA entertainer and traveled to U.S. camps all over France. Her father died in 1918 while she was abroad, bringing her back home to take care of her mother.

While in town McMein spoke at a war fund drive at the Empire Theatre on Nov. 13. The theater was so crowded and the talk so popular that McMein spoke again the next night. When recalling the engagement Sarah Carney said, “[McMein] was the main attraction. The theater was filled. She was an excellent speaker; very witty and clever.” After this trip to Quincy, McMein brought her mother back to New York, where Belle McMein stayed with her daughter until her death in 1923. That same year McMein married mining engineer John Baragwanath.



McMein's portrait of Betty Crocker commissioned in 1936. It remained the official image for the company for 20 years.

New York not only allowed McMein to launch her career, but the city also launched her life as Neysa. There are differing accounts as to why the name change took place. The story from her husband is that she took a liking to the name after meeting a filly named Neysa when visiting the stables of Homer Davenport. Another story states that her numerologist suggested the change in name as a pathway to success. McMein herself said that her new name had a commercial value that her baptismal name lacked.

Whether spurred on by her new name or more likely her own talent, success did come to Neysa McMein. She became a premiere artist of magazine covers and was known for her "All American Girls." Her clients included McClure's, *Saturday Evening Post*, *Woman's Home Companion*, *Colliers*, and *National Geographic* magazines. She also worked on advertising campaigns for brands such as Colgate, Lucky Strike, and Cadillac. Her largest account came from *McCall's Magazine*. She drew a cover-girl every month for *McCall's* from 1928 to 1937.

She also enjoyed acceptance at the Algonquin Round Table, or Vicious Circle, which met at the Algonquin Hotel in New York. The Circle encompassed the upper crust of writers, critics, actors, actresses and playwrights. Other members included Dorothy Parker, Edna Ferber, Harpo Marx, Alexander Woollcott, and Herman



Neysa McMein working in her studio on West 57th Street in New York City.

Mankiewicz. Outside this group, McMein also made fast friends with people like Irving Berlin, Walt Disney, Cole Porter, and Ethel Barrymore.

By all accounts, McMein did not differentiate between her friends in the Vicious Circle and her friends from home. For instance, some of the inspiration for her covers came from hometown friends whom she would sketch on visits. Quincyans had their pictures hung right alongside the likes of President Harding, President Hoover, Edna St. Vincent Millay, Helen Hayes, and Amelia Earhart.

On May 12, 1949, McMein died, survived by her husband and their daughter Joan. The last portrait she drew was of English actress Bea Lillie.

Upon her death the Whitney Museum of American Art established the Neysa McMein Purchase Award, which is used to purchase work by living American artists.

Bridget Quinlivan graduated from Quincy University and Western Illinois University. She has volunteered at the Historical Society and has served as an English/Writing Specialist for Student Support Services at John Wood Community College.



Neysa McMein was an American portrait painter and illustrator. She was also a member of the famed Algonquin Round Table and known for her entertaining and lively parties.



McMein travelled to France in 1918 working on the Western Front creating posters for the U.S. and France. For her efforts, she was named an honorary non-commissioned officer by the U.S. Marine Corps.

FROM THE COLLECTION

Robinson Family Braided Hair Bouquet

This framed braided hair bouquet currently hangs in the Guest Bedroom or North Bedroom of the Governor John Wood Mansion. This piece of art was made from the hair of the four daughters of Joseph and Syrena Conyers Robinson: Nellie, Frannie, Jessie, and Josephine. The meticulously designed and looped hair art was created around 1865 and mounted on a burlap backing, inside a frame trimmed with gold on the inside and tortoise shell on the outside. The item was donated to the Historical Society by Lucille McEwen in 1987.



Joseph Dill Robinson was originally from Philadelphia, Pennsylvania, and came to Quincy as a young man. He worked as a machinist for Gardner Governor where he helped perfect the steam engine governor patented by Robert Gardner. He married Syrena Conyers in 1857, and the couple lived with their four daughters in a house at 613 Washington Street.

Syrena Conyers Robinson was born in Owensville, Kentucky, and came to Illinois with her family when she was young. Her father was John Conyers and her uncle was Enoch Conyers, the second mayor of the City of Quincy. Enoch Conyers died in office in 1849, the first Quincy mayor to die while serving. The Conyers' home was located at 3rd and Delaware near the original log cabin built by John Wood.

Syrena grew up near the Mississippi River and greeted John Wood when he walked past their house nearly every day. She was witness to many events in the history of the city, including the cholera plague that ravaged the city in 1849. She also remembered attending a celebratory barbecue held in a wooded area at 5th and Jefferson in 1848 for the returning soldiers of the Mexican War.

Syrena was unable to attend the Lincoln-Douglas Debate because of her household duties and chores, but she and Joseph were passengers on the very first railroad trip from Quincy on July 4, 1855. The original railroad line connected Quincy with Camp Point and then Chicago.

Hair art is a tradition that goes back centuries. Locks of hair can keep their color for hundreds of years, so long ago it became fashionable to loop hair to resemble flower petals and create an artistic memento. This practice became very popular among Victorians in the 19th century. With unexpected death and infant mortality so common during that period, people used hair art as a way to remember lost friends and family members; however, more often than not, hair art was done to commemorate the living. That was the case with the braided hair bouquet of the Robinson sisters which was framed and is now hanging in the Mansion. In fact, most hair art was created with hair from living people, and it is a misconception to believe that the art was done primarily as a death ritual. Interestingly enough, most of the examples of hair art were created by women in the 19th century.



Frank Freiburg of Freiburg Construction completes repairs on the Governor John Wood Mansion porch. (Photo courtesy of Deborah Gertz Husar, Herald-Whig.)

MANSION PORCH REBUILT THIS SUMMER

In keeping with the HSQAC Board's priority of maintaining and preserving its historic structures, the porch on the north side of the Governor John Wood Mansion was rebuilt late this summer. Since the Mansion is a wooden structure, it is in constant need of upkeep and repair. Weather-related deterioration had weakened the porch resulting in the necessity for new framing and decking. The rails, posts, and floor were also scraped and repainted. Often described as the finest example of Greek Revival architecture in the state, the historic home is on the National Register of Historic Places and was recognized in 2018 as one of the Illinois 200 Great Places by the American Institute of Architect-Illinois.

The installation of a new brick patio area and privacy fence outside of the Visitors Center was also completed this summer. All work at the 12th Street campus was completed by Freiburg Construction, T. Womack Painting, and Creative Garden Services.

Recent projects completed at the History Museum on the Square included repairing and tuckpointing the chimneys and replacing a deteriorated kitchen window lintel. The handrail along the south entrance steps and porch was removed, sandblasted, painted, and reinstalled. Koenig Machine & Welding, Quincy Industrial Painting, and Rupp Masonry Construction were involved in the work at the Museum. Groundskeeper Dan Doane also repaired portions of the basement walls with hydraulic cement to stop leaks.



QUINCY'S HISTORY SHOP

AT THE HISTORY MUSEUM ON THE SQUARE
332 MAINE STREET - QUINCY, ILLINOIS

Christmas Sale



ALL NEW INVENTORY FOR THE HOLIDAYS

UNIQUE QUINCY ITEMS AND GIFTS

BOOKS FROM LOCAL AUTHORS

ULYSSES AND JULIA GRANT THE FOCUS OF FIELDS' SYMPOSIUM ADDRESS

Dr. Curt Fields will address the HSQAC's 4th Civil War Symposium this coming April 28th and 29th at the KROC Center in Quincy. His topic will be "President Grant: My Life with Julia" which will detail one of the greatest love stories of the Civil War era. The couple was devoted to each other. Early on, Julia spotted the genius and talents of her husband; Grant himself adored her until he died. Dr. Fields has appeared in Quincy several times in the past five years, each time bringing to the fore an aspect of U. S. Grant, both general and president.

Fields lives with his wife Lena in Tennessee and holds undergraduate and graduate degrees from the University of Memphis and Michigan State. For over thirty years he served as a public school teacher and administrator. Currently, he is a consultant and a living historian.

In 2015 Dr. Fields portrayed General Grant at the program celebrating the

150th anniversary of Lee's surrender at Appomattox; prior to that he appeared as Grant at the sesquicentennial celebrations at Ft. Donelson, Shiloh, and Vicksburg. He has also been selected by the National Park Service, the Grant Homestead Association, and the Grant Presidential Library to portray Grant at a variety of events. Those interested may also find Fields on YouTube and C-Span 2 programs.

If you have not seen and heard Dr. Fields, please consider attending the Symposium where he will appear along with keynoter Dr. Edna Greene Medford, Dr. Samuel Wheeler, Cody Engdahl, and Dr. and Mrs. Tim Roberts. Their topics include politics of the mid 19th century, Lincoln's Matson slave case, fiddle tunes of the Civil War era, and Civil War letters exchanged by a Fulton County Illinois couple.



Living historian Dr. Curt Fields will be portraying Grant as President at Civil War Symposium IV.

HSQAC EVENT FEATURED IN NATIONAL PUBLICATION

For the second time in recent memory, the HSQAC has received event coverage in a national periodical, the *Civil War News*. This monthly publication has a circulation of approximately 3,000 and a FaceBook following of over 70,000.

The program highlighted in the November issue of *Civil War News* was a two-day U.S. Grant Bicentennial event featuring Abraham Lincoln (Fritz Klein), U.S. Grant (Dr. Curt Fields), and Mark Twain (Warren Brown) on August 13-14 at both the John Wood Mansion and Clat Adams Park in Quincy.

On Saturday, the three men met with visitors in the Mansion and discussed the life of General Grant. Twain and Lincoln also tied their own lives to that of the General.

Also on campus for this activity were The Pike Pipers, a musical group from Pike County, who "performed authentic music for the event" as well as Central Illinoisan Jon Cook "who portrayed a soldier with all his accoutrements, weapons, gear, and personal items needed in the field."

On Sunday, the U.S. Grant marker in Quincy's Clat Adams Park was rededicated. After an opening service provided by American Legion Post #37, Quincy Mayor Mike Troup and General Grant (Fields) spoke to those in attendance.

The two day event was a success. According to the *Civil War News* "The crowd was so large that two additional tours were added to allow all to meet the President, General Grant, and Mark Twain."



Dr. Curt Fields as Ulysses S. Grant; Fritz Klein as Abraham Lincoln; and Warren Brown as Mark Twain, gather in front of the Governor John Wood Mansion in Quincy.



Presentation
by Tony Crane

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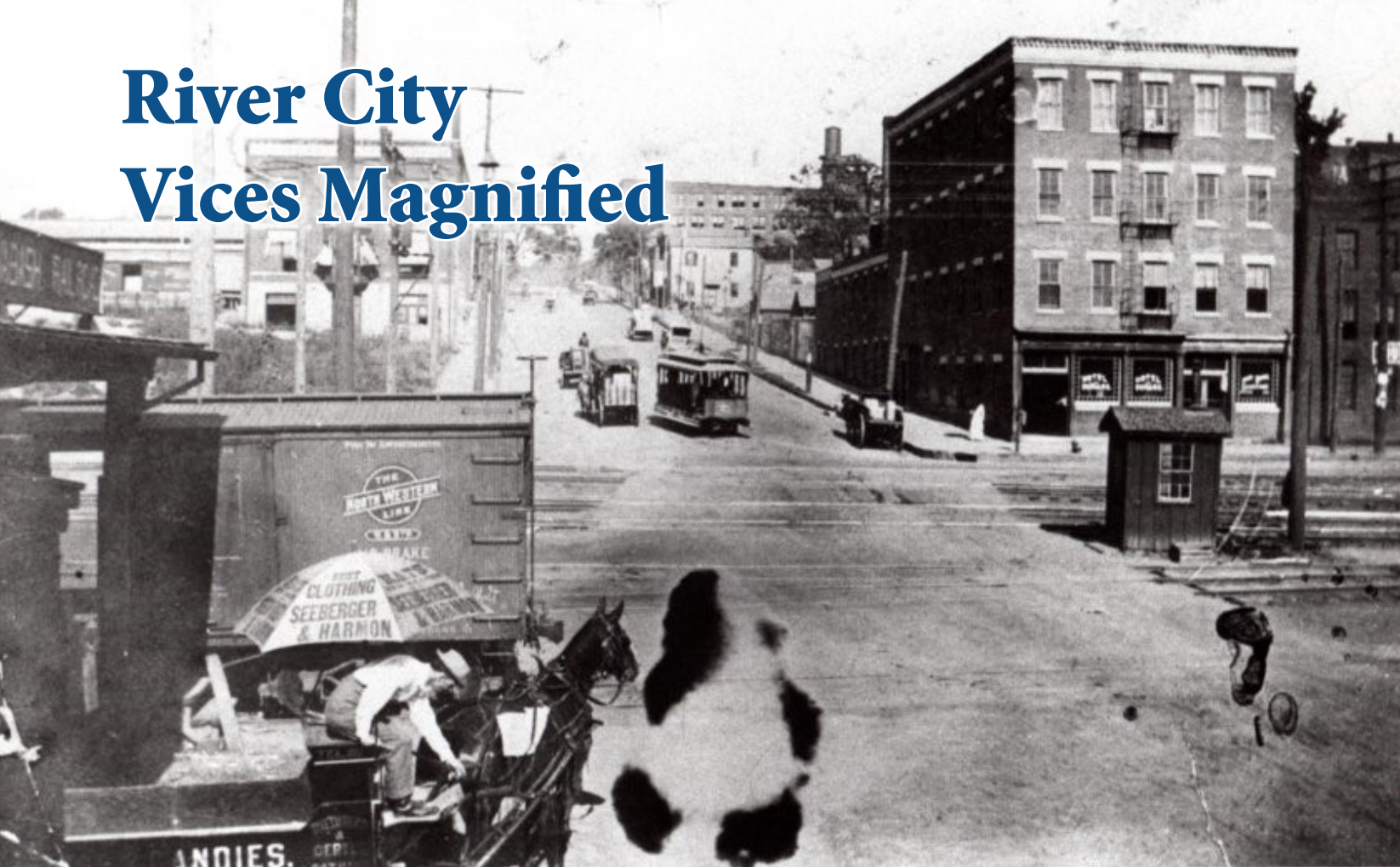
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River City Vices Magnified



Water Street later known as Front Street or the “Levee” harbored a mix of steamboat passengers, tradesmen, speculators, and ne’er-do-wells.

By: Iris Nelson

Within a few years of Quincy’s settlement, the riverfront hummed with growth and commercial activity. Water Street, later known as Front Street or the “Levee,” harbored a mix of steamboat passengers, tradesmen, speculators, and ne’er-do-wells looking for what might come their way. The scene was boosted by an assortment of dry goods stores, saloons, hotels and restaurants. River and rail transportation brought to Front Street a spirited mix of entertainment and river business.

Well before and after the turn of the century saloons such as the Jefferson Renfrow Great Western Saloon and the Olive Branch Saloon, and hotels including the Steamboat Hotel, the Pacific Hotel, the Sherman House and the “notorious” New Orleans, represented a booming river culture. Social gathering establishments grew and prospered. From this amalgam of activity, age-old social vices multiplied at the water’s edge. Plenty of whiskey and a lively burlesque nightlife generated vigorous bordello traffic.

Centered near the waterfront at the foot of Oak Street the initial red light district flourished for decades. The district was legalized by the city council from its beginning. When the new railroad depot was constructed at Second and Oak in 1899, most bordellos were razed and many houses on Maine, Hampshire, Vermont, Broadway, Spring and Oak streets were taken over by “ladies of the night.”

Unhampered by authorities there were “50 brothels on Maine below Third Street” at the turn of the century. Shortly after this time, aldermen voted to fix the district limits at the river, Third Street, Vermont and Broadway. The hub of Quincy’s well-known “famous line of vice” was at Broadway and Second. Police raid reports referred to women as inmates or inmates of “sporting resorts.” Article headings such as Police Raid a Broadway Resort, Red Transom District Raid, and Naughty Girls Fined \$5 Each, were common news captions.

By 1918 local officials and public-spirited citizens were calling for an end to the infectious practices. Eleven

NAUGHTY GIRLS FINED \$5 EACH

**INMATES OF TENDERLOIN RESORT
IN COURT FOR TANKING UP
AT BASE BALL BENEFIT.**

The headline of a story in the *Quincy Daily Journal* on March 30, 1910.

brothels remained. A story by the *Quincy Daily Journal* declared that Quincy’s famous line must go after 50 years of “deadened public sentiment” on social evil. Aldermen Samuel S. Hyatt called upon Mayor J. A. Thompson and Chief of Police Melton to enforce the state and city laws against prostitution. Hyatt’s resolution was printed in the paper and editors stated, it “is expected to pass the council by a unanimous vote.” In one of the “shrewdest political maneuvers in the history of Quincy,” says the *Journal*, Mayor Thompson took away from Hyatt the credit of the resolution and announced that he had already abolished the red light district and its 11 houses on lower



Turn of the century establishments like the Olive Branch Saloon served plenty of whiskey and offered a lively night life which generated vigorous traffic.

Broadway and Vermont by an order to take effect July 1. On June 30, 1918 Quincy's colony of prostitutes was officially ended after 60 years. In short order, however, illicit practices flourished in the core of the city as girls and gambling dens crept into the shadow of the Adams County court house.

With Prohibition laws, underworld trade expanded when all liquor sales came to a halt on July 1, 1919. Quincy mayor, P. J. O'Brien, said, "There will be no dram shops in Quincy because no saloon licenses will be issued and all existing licenses will expire July 1." The National Prohibition Act, known informally as the Volstead Act, carried out the intent of the 18th Amendment prohibiting liquor sales. It was official in January, 1920.

On that last wet weekend everyone stocked up! The well-supplied wholesale liquor houses were jammed until midnight. An estimated \$100,000 worth of liquor was sold on that last day.

Dick's Brewery ran out of beer early and let their drivers help Ruff Brewery. Crowds were orderly for the most part but paddy wagons were kept busy. Old Saloon No. 9 closed. Both breweries were working full force, producing beer with 2.75 percent alcoholic content. There were 123 saloons at the time. Some closed permanently, but most opened Tuesday as Soft Drink Parlors.

Secretive saloons or nightclubs called speakeasies mushroomed, even around Washington Square. In the underground world liquor flowed accompanied by customs of the Roaring Twenties.

Whiskey, gin, and other spirits were secretly produced by residents, business establishments and farmers as they made

their own private stashes. The public demand for moonshine kept the liquor stills going day and night. The police "sponge squad" raided small operations. Large scale bootleggers set up operation in caves, hidden along the river, and in the middle of the city, making millions of dollars.

The big profits of large-scale bootlegging brought in new type of criminal, mob bosses and gangsters. Quincy gained the reputation as "Little Chicago" and had its own mob boss. The violent underworld of mobs and gangsters thrived. Suspicious operations were sometimes immune to authorities. Not all, but many officials were on the take. This was an unspoken problem with gambling and prostitution for decades before Prohibition. Between the illegal liquor discoveries, violence in shady districts and deaths as a result of bad hooch, cops, good and bad were in the middle of it all.

One of the largest still raids took place in 1931 by Chief of Police Joseph McIntyre. Early one morning a surprise call was made at the front door of 1028 Broadway. One of the biggest stills ever uncovered locally was hidden at this location. Over 21,000 gallons of corn mash were confiscated along with 200 five-gallon tins. The plant would have been capable of producing 200-300 gallons of liquor daily. Owner of the property, Joseph I. Zengel, later paid a \$400 fine and the still's owner Milo Calles was indicted. In 1933 a raid in the basement of old St. Peter's church at 9th and York revealed another substantial still. During Prohibition it was said that Quincy was "wetter than the Mississippi."

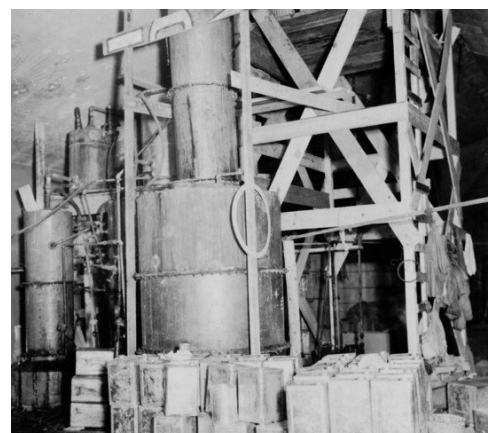
Finally, after more than 14 years Prohibition came to an end on Dec. 5, 1933. Temperance societies had campaigned for liquor abstinence and the harmful social



An estimated \$100,000 worth of alcohol was sold in Quincy on the last day before Prohibition started. Dick's Brewery ran out of beer early and let their drivers help Ruff Brewery.



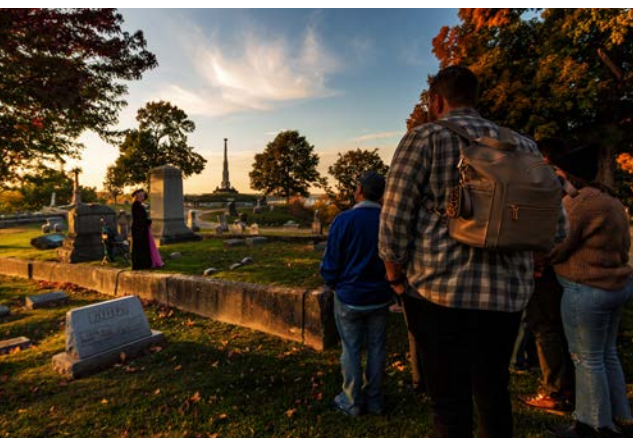
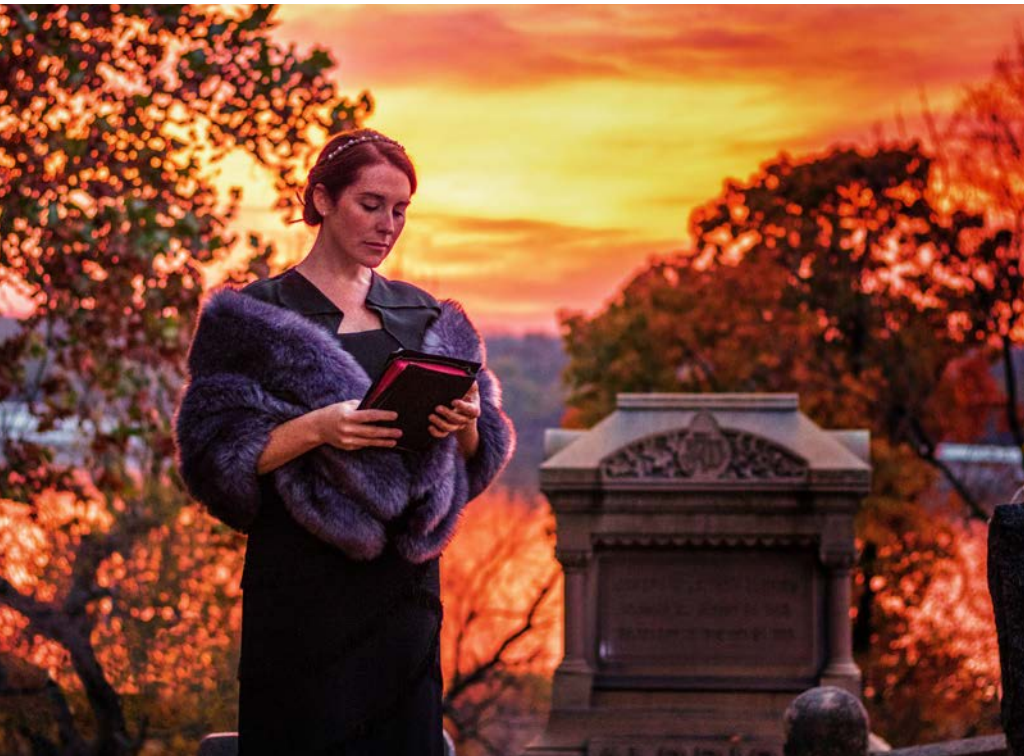
The Quincy Police Department in the early 1920s responded to local officials and dispirited citizens who called for an end to the infectious practices.



In 1933, a raid in the basement of the old St. Peter Church at 9th and York revealed a substantial still and liquor producing operation.

effects of drinking for decades, including the sometimes lethal result of liquor cut with grain alcohol and coloring. The vices typical of many river cities had a strong hold in those communities beginning early and expanding in the colorful years of the Roaring 20s and after.

Iris Nelson served as reference librarian and archivist at the Quincy Public Library until retirement. She is a civic volunteer, member of the Lincoln Douglas Debate Interpretive Center Advisory Board, Historical Society of Quincy and Adams County, and other historical organizations. She is a local historian and has authored articles in historical journals.



WOODLAND CEMETERY TOURS 2022



PHOTOS BY KELSEY PIGG
& GABRIEL ROBER



Woodland Cemetery Tours 2022

The 2022 Woodland Cemetery Tours coordinated by the Historical Society and held at Woodland Cemetery in Quincy were once again the talk of the town and a very popular weekend haunt for more than 800 area residents. The tour is designed each year by members of the Historical Society who research the lives of people buried in a certain section of Woodland Cemetery. Local actors and community members are given the opportunity to portray the characters. On the evening of the tours, the actors dress in period attire and appear at the gravesites to describe their lives to tour participants.



Three themes were the focus of this year's tours—Lincoln Lawyers; Mausoleums, Vaults, and Crypts; and Return to the Roaring 20's. Characters appearing this year included August "Manny" Dick of Dick Brothers Brewery fame; lawyers Jackson Grimshaw and Orville Hickman Browning; philanthropist Helen Gardner; and accomplished artist Neysa McMein. Those portraying characters included Reg Ankrom, Eric Basinger, Kae Blecha, Kristie Bradshaw, Bonnie Brod Nytes, Tamy Cassady, Bobette Cawthon, Dan Conboy, Scott Davis, Terrell Dempsey, Vicki Dempsey, Pichi Fernandez, Jack Freiburg, Tim Jacobs, Rich Keppner, Michael Messier, Crystal Perry, Megan Peters, Susan Peters, Kelsey Pigg, Susan Scholz, Laura Sievert, and Lynn Snyder. Valerie Hernandez coordinated period clothing for the event. Tour Guides included Heather Bangert, J.T. Dozier, Heidi Haisley, Rodney Hart; Amy Kaiser, Jan Leimbach, Rob Mellon, and Brad Tietsort. Tickets were handled by Arlis Dittmer, Jan Hummel, Patty Mellon, Iris Nelson, Lynn Niewohner, Lynn Snyder, Kevin Steinkamp, and Beth Young. George Crickard, Dan Doane, Rob Mellon, and Kevin Steinkamp were responsible for set up and tear down for the event.



QUINCY NOTRE DAME STUDENTS TOUR WOODLAND CEMETERY

More than 120 students from sophomore English Language Arts classes at Quincy Notre Dame participated in a tour of Woodland Cemetery coordinated by the Historical Society in October. Class instructor Libby Campbell created the tour concept in order to enhance a unit on Gothic Fiction which featured such authors as Edgar Allen Poe. "Poe's language and imagery can be complex," Campbell explained. "Visiting Woodland helped students connect with the Victorian era and create context for what we would be reading."

The students' assignment was to create a word bank from any text they could find on gravestones, tombstones, and memorials. Then they reordered and rearranged these collected words into a found poem expressing a theme about life, death, mortality, time, or history. Following the visit, one hundred twenty-two poems were submitted in a poetry contest, with a finalist selected by peer review. Avery Larson's poem was then selected as the overall winner by other Quincy Notre Dame English faculty. A copy of Avery's poem is below.



Society Board member Lynn Snyder portrays Anna Riedinger in front of the Riedinger Vault at Woodland Cemetery, offering high points about her life to Quincy Notre Dame High School students visiting the cemetery as part of an English Language Arts class.

Students from Quincy Notre Dame High School enter the Rogers vault at Woodland Cemetery.



Community in **FOCUS** Golden, Illinois



Henry Emminga built the Prairie Mill on the south edge of present-day Golden in 1873.

Golden Home to Generations of Friesians' Descendants

By: Linda Riggs Mayfield

John Scott of Virginia served in the War of 1812 and received a grant for a quarter section in the northeast corner of Adams County for his service. John never saw his bounty land.

But others did. Some legally bought land, some paid land agents who didn't even have legal deeds, and some knowingly just settled as squatters. Records weren't always kept.

Most of Northeast Township was prairie interspersed with creeks and woodlands, and in the southern part, as in other parts of the county, extensive swamps existed. Most of the farmers who came to the area had little or no interest in attempting to farm malaria-infested swampland, and the verdant prairies attracted the settlers.

But in Northeast and Clayton Townships, that pattern soon changed. Many significant contributions to the area

began with the arrival of families from northern principalities in the Germanic region of Europe that later became the nation of Germany. East Frisia (or Fresia, or Friesia), also called Ostfriesland, then in the kingdom of Hanover, is now "that part of Germany ... along the North Sea between Holland and the Weser River." Friesian history was recorded as early as 12 B.C. by Roman historians. Friesians were always known for their independence and for "clinging together."

The Ostfrieslanders brought a unique skill to Adams County: They knew how to build dikes and drain marshes. The Northeast Township swamps did not intimidate them at all, and the \$1.25 per acre price was very appealing.

The first German settlers, Johann Gerdes Kurk and Carl Friedrich Heinecke, were from Westphalia. Kurk purchased his 160 acres for \$160 on June 27, 1843. Heinecke married Kurk's daughter, Katharina, on

Oct. 14, 1843, and received part of that land.

The next German immigrants were Jann Buss and Gerd Franken from Ostfriesland. A wave of Friesian immigration followed, and by 1852, 14 families, 12 from Ostfriesland, lived around the South Prairie area, near the Clayton Township and Northeast Township line: Busses, Emmingas, Flesners, Frankens, Franzens, Heineckes, Hildebrants, Ihmkens, Kurks, Schoenes and Wilhelms.

German Lutheran worshippers met in homes, then a "blockhouse" of logs was purchased on credit for \$22 and set up on land donated by the Kurks. The church's property was registered as "New Ostfriesland."

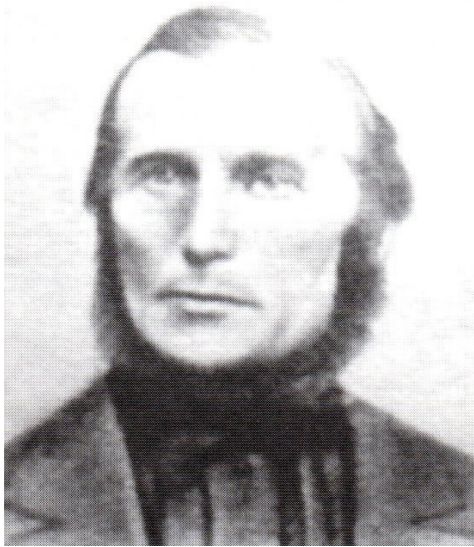
In 1855, the outgrown log church was moved and a new frame church was constructed. The log building served as a Lutheran school until 1870. The second



The Emminga House located near the Mill in Golden, Illinois.



Illinois farmers working in the golden fields of the Prairie State.



Henrich "Henry" Reemts Emminga emigrated to America in 1852. He was an expert builder of mills operated by wind called "Dutch Windmills."

church was outgrown and replaced in 1878. It was destroyed by a storm in 1881, and replaced in 1882.

By the 1880s one of the Friesians, Henrich (or Hinrich, or Henry) Emminga, wrote that "265 Eastfrisian speaking families live in this area." Americans found it difficult to understand their new German neighbors, and government records reflect the confusion. Tax records show six different spellings for the surname Buss.

Henrich Emminga had been a highly trained millwright in Ostfriesland. In 1854, he constructed a Dutch-style windmill, named the Custom Mill, east of present Golden. Built by hand, it was about 40 feet high. He sold it to John Franzen in 1863 and returned to Ostfriesland with his family, where he built another. His wife died and he married Peterje Bengen, then

returned to South Prairie and built the Prairie Mill on the south edge of present Golden in 1873.

Henrich sold the Prairie Mill to his son, Harm H. Emminga, returned to Germany, and died there; but Harm brought his stepmother back to his home, where she remained the rest of her life. Her grave is in Trinity Cemetery.

In 1889 Emminga's Prairie Mill was converted to steam operation, which required no picturesque sails, and became known as the New Era Steam Mill; but the old windmill still stood. Harm added grain elevators in 1888 and 1908, and operated the mill until his death in 1915. After storm damage in 1924, a gasoline engine became the steam mill's power source.

After only a few years, however, the mill was closed and remained mostly unused until 1986, when local citizens formed the Golden Historical Society to purchase and restore it. Today it is a landmark that houses banquet facilities and a gift shop and is open for tours.

Details in the records about the origins of the actual town of Golden, a few miles northwest of the Ostfrieslanders' South Prairie area, differ substantially.

Reportedly, the Chicago, Burlington & Quincy Railroad obtained the right-of-way to build tracks across the swampy land in 1855. In 1862, the Wabash Railroad built a branch line from Clayton Township to Keokuk, Iowa, that passed through Northeast Township. In 1863, the Toledo, Wabash & Western railroad tracks crossed them. The crossing was soon known as Keokuk Junction.

"Although the C., B., & Q. at first refused

to recognize the Junction as a station and goods bound for that point had to be shipped to LaPrairie that matter changed for the better when the post office of Keokuk Junction was established in the fall of 1863 and Mr. Albers appointed postmaster." The following April, Albers also became station agent.

One source says J.H. Wendell, the first settler of the town, occupied a shack near the junction of the branch line and main track of the CB&Q and operated a small saloon there for about 10 years while building other structures. Mr. Wendell's occupation was apparently not one that elevated him in local society: a 1919 history reported his business as a saloon keeper, then added, "But the first really solid citizen to arrive was L.U. Albers, who opened a small store." Mr. Albers was an Ostfrieslander.

Another source stated the first building constructed in Keokuk Junction was Thomas Cain's saloon, on the east side of the tracks, and that it became the railroad station, with John Harlow as agent. Another source refers to Wendell and Cain equally as the "first settlers of the village."

In 1863 a railroad depot was constructed and freight shipments began. L.U. Albers and G.H. Buss built a shipping granary, Albers constructed a store on West Front Street, and the post office was opened in it. Albers served as the first postmaster for a salary of \$2.50 for the first quarter.

After the Civil War, land ownerships were often impossible to determine. A Quincy attorney, Jeremiah Bushnell, had the authority to represent the heir of the original bounty holder, John Scott. In

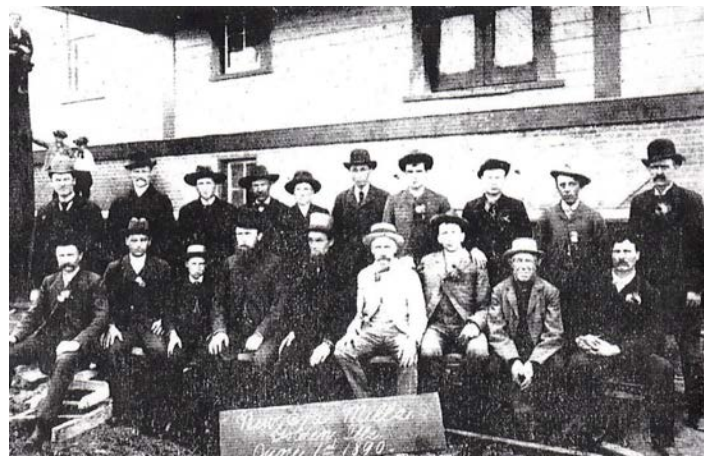
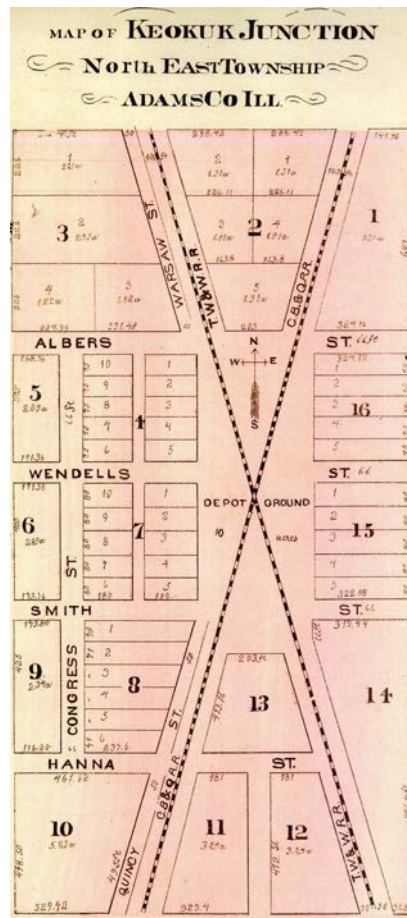
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1866, Bushnell had a town platted on the land and sold lots at auction, and the following year the legislature incorporated it as Keokuk Junction. In 1868, William T. Gronewold arrived from Ostfriesland, and as contractor of the village, built the Golden Methodist Church, the Trinity Lutheran Church “and many other fine buildings in this area.”

In 1870, “owing to the many different names given to the town by the railroads and past [sic] office authorities, it was decided to change the name to Golden, which went into effect January 1st, 1881.” Various speculations have been made, but no record was left for why the citizens chose that name.

Nothing remains of South Prairie except the Evangelical Lutheran Cemetery on N. 2200th, Clayton Township, but the town of Golden has been home to generations of Friesians’ descendants who continue the tradition of “clinging together.”



Men of Northeast Township gathered at the Mill in Golden, Illinois in 1890.

The Toledo, Wabash & Western Railroad built tracks that crossed a branch line of the Wabash Railroad in Northeast Township in 1863. Soon after the crossing became known as Keokuk Junction.

Linda Riggs Mayfield is a researcher, writer and online consultant for doctoral scholars and authors. She retired from the associate faculty of Blessing-Rieman College of Nursing, and served on the board of the Historical Society of Quincy & Adams County.

QUINCY'S HISTORY SHOP

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G E R M A N

Apple Strudel

Have a Sweet Christmas

Bake Temp
400 Degrees

Bake Time
30 Minutes

Bake 30 minutes at 400 -
reduce heat to 350 and
bake until crisp and brown

Ingredients

- 1 1/2 Cups All-Purpose Flour
- 1/2 Tsp. Salt
- 1 Egg, Beaten
- 1/3 Cup Milk
- 2 Tsp. Melted Butter
- 4 Pounds Apples
(Pare, Core and Chop Fine)
- 1 1/2 Cups Currants and Raisins
- 1 1/2 Tsp. Cinnamon
- 1/4 Pound Blanched, Shredded Almonds
- 1 Cup Sugar
- 5 Tbsps. Melted Butter

Preparation

- 1** Sift into a bowl flour and salt. Add beaten egg. Heat milk until lukewarm and add.
- 2** Combine ingredients quickly with pastry blender. Knead the dough on a board until elastic and no longer sticks to the board. Place on a floured board and cover with a warm bowl for 30 minutes.
- 3** Work into the dough the melted butter (2 tbsps.) Place in the center of a large table on a floured cloth. Gently pull and stretch the dough until it is thin as paper. Be careful not to tear it. Strudel will stretch to tremendous dimensions, 2 x 2 yards or more.
- 4** Spread the dough with apples, raisins, and currants, cinnamon, almonds, sugar, and melted butter (5 Tbsps)
- 5** Fold the dough over at one edge and with the cloth raised slowly, let the Strudel roll into a huge roll. Twist the roll into a large greased pan or cut in pieces and trim edges.

RESEARCH KEY TO SOCIETY'S MISSION

One of the most interesting services provided by the HSQAC is research assistance. This service is provided by our archivist/librarian, Jean Kay, who has worked at the Society in this capacity for twenty years. She frequently helps patrons with genealogy and local history requests. One minute she is tracking 19th century property transfers; the next, she is assisting an individual find cemetery records for an ancestor. In addition to these research activities, Jean is also in charge of collection development, document preservation, and collection organization.

During the last month, Jean has worked with two individuals in particularly interesting cases. In each instance, someone traveled from outside Quincy in order to use our facilities and documents.

Kathryn Warner and her husband Brian flew half way across the country from Blaine, Washington, to seek information about her greatgrandfather Elisha Bentley Hamilton. General Hamilton was born in Carthage, Illinois, in 1838 and graduated in 1860 from Illinois College in Jacksonville, Illinois. Prior to joining Company B of the 118th Illinois Volunteers, Hamilton read law at the Quincy firm of Warren and Wheat. During the Civil War, Hamilton saw action at Vicksburg and other battles and participated in Sherman's "March to the Sea." He returned to Quincy after being mustered out of the army in 1865 and continued his legal studies before passing the bar in 1869. For a number of years, he resided in Quincy, practiced law, and participated in local Republican politics. Hamilton was also involved in the Illinois National Guard and was made a general after his service with the 8th Illinois Infantry during the East St. Louis labor strike of 1877.

The Warners spent two days in the Quincy area looking over materials and sites relating to Hamilton; chief among these were the six volumes of his Civil War diaries which are owned by the Society and the Mormon Temple keys which were given to the Society by the Hamilton Family years ago. Kathryn and Brian also toured cemeteries in Carthage, Illinois, before checking Hamilton graves in Woodland here in town. They also toured the Mansion and The History Museum, as well as the site of the Hamilton home at 1416 Maine. HSQAC staff also helped the Warners make arrangements to visit the archives at Illinois College and the Lincoln Presidential Museum in Springfield. When the Warners returned home, they sent a gracious thank you note and a donation to the Society.

A second recent major research visit to the HSQAC occurred in late October when Dr. John Hallwas, Distinguished Professor Emeritus of English at Western Illinois University, visited campus to investigate the life and works of Katherine Holland Brown. Brown was an American novelist and short story author of importance who had connections to Quincy. Her father, Horace Safford Brown, lived in Quincy for a significant portion of his life, and the Society owns many letters to and from Horace and members of his family.

Dr. Hallwas was looking for details regarding Katherine's birth and early years, as well as information about Horace's wives. Hallwas is the author of more than thirty books and monographs



During her visit to Quincy, Kathy Warner viewed the keys to the Mormon Temple which were given to the Society by her family years ago.

(Lower left): Elisha Hamilton. (Lower right): Dr. John Hallwas did research at the Society for a story he is writing for Illinois Heritage, a magazine published by the Illinois State Historical Society.



and literally hundreds of articles dealing with a variety of aspects of Illinois history and literature. He is a native of the Prairie State who taught at Western for over thirty years.

In addition to information regarding Brown Family history, the letters include details about Horace's service in the Union Navy during the Civil War. He was a ship's engineer in a number of coastal battles along the eastern shores of the U.S. Anyone interested in reading the letters may do so by contacting the Society.

The Research Library preserves a collection of more than 20,000 items primarily documenting the community's history and architecture from the formation of the county in 1825. The collection contains local and county histories, relevant monographs, photographic images, maps, prints, drawings, deeds, diaries, and objects.

HSQAC members can use the library and its resources free of charge. Inquiries about our holdings will be answered without charge by email or telephone. Photocopies may be made on a fee-for-page basis with permission of the staff. The Historical Society enforces its rights of ownership, copyright, and other title of materials in its research collection.

A research fee of \$15 an hour is charged to non-members.



From top left, clockwise, L to R: (1) Restoration Committee Members John Klingner and Janet Conover listen to Committee Chair Ned Broemmel discuss the Mansion restoration project at the 40th Anniversary Reception. (2) Klingner offered a guided tour of the Mansion following the reception. (3) New HSQAC Board member Kelsey Pigg attended the reception. (4) Framed prints were given to honorees at the event. (5) Around 80 people attended the event. (6) The band The Gentlemen provided music at the reception.

MANSION 40TH ANNIVERSARY RECEPTION HONORS RESTORATION COMMITTEES

The reception celebrating the 40th anniversary of the restoration of the Governor John Wood Mansion was a wonderful experience for those Restoration Committee and Board members honored and for other members of the Society attending. The perfect autumn weather enhanced the already beautiful Mansion grounds, adding to the enjoyment of the event which drew a crowd of around 80 to celebrate the restoration of the historic home.

Thirty-four people worked on the renovation which spanned eight years and required the support of many area residents and hundreds of thousands of dollars from the community.

Billed as a cocktail party, the function featured hors d'oeuvres from caterer 8te Open and a variety of mixed drinks as well as live music by the acoustic group The Gentlemen. HSQAC Executive Director Rob Mellon, emcee for the event, welcomed the group, then read the names of all committee members, presenting those in attendance or their families with a commemorative framed print of the architectural rendering of the home by architect Jack Hafner of Hafner, Dierkes and Flachs. A plaque on the print read "In Honor of Your Significant Contribution to the Preservation of The Governor John Wood Mansion and to the History of Quincy and Adams County."

Following the presentation of the prints, Restoration Committee Chair Ned Broemmel offered remarks about his experience on the restoration. Committee member John Klingner took attendees on a tour of the home and described various aspects and challenges of the massive, multi-faceted project.





Samantha Fagan and Gavon Tappe selected the Governor John Wood Mansion grounds as the site for their wedding this fall.



The beautiful flower beds on the north side of the Mansion were a focal point for the outdoor autumn ceremony.



The Stained Glass Gallery in the History Museum provided a beautiful setting for a wedding.



Lindsey Stroot and Mark Hespen are pictured on the front steps of the History Museum on the Square following their ceremony in the Stained Glass Gallery.

MANSION GROUNDS & MUSEUM SITES OF WEDDINGS

The History Museum on the Square and the Governor John Wood Mansion grounds were selected as the sites for two area weddings this summer. In May, Lindsey Stroot and Mark Hespen were married at the History Museum. “The Stained Glass Gallery on the second floor of the museum offered a unique intimate setting for our private morning ceremony,” Stroot said. “The space is beautiful. We immediately fell in love with the location, color pallet of the windows, vaulted ceilings and woodwork.”

The History Museum has air conditioning and is heated. A kitchen is available on the first floor and contains a sink and standard-sized refrigerator and stove as well as a microwave. A handicap accessible restroom is also located on the first floor and additional men’s and women’s restrooms are located in the basement. The History Museum’s Stained Glass Gallery houses the stained glass collection of the Gardner Museum

of Architecture and Design which was conveyed to the Historical Society of Quincy and Adams County with the building and other collections in 2012. Frank Lloyd Wright and Tiffany & Co. Studios are among the glass designers for the pieces, which include windows from several area churches and buildings. Tables and chairs are also available at the History Museum.

In October Samantha Fagan and Gavon Tappe were married on the grounds of the Governor John Wood Mansion. The Mansion grounds are well manicured and contain several gardens, including a Pioneer Herb Garden, Prairie Grass Garden, and Parlor Garden. Various species of period-appropriate flowers are selected for the plots which are maintained by volunteer gardeners from the community.

Fagan said “The John Wood Mansion has a unique aesthetic for those wanting

a memorable event. Its beautifully landscaped backdrop has an undeniable charm and intimacy you cannot find anywhere else in Quincy.”

Outside electricity is available for outside activities at the Mansion and parties renting the grounds may use the restroom in the Society’s Visitors Center located across the alley. The Visitors Center also features a kitchenette and adjacent meeting room which can be used for events held outside on the grounds. Tents and other portable structures may be added at the licensee’s expense, but care must be taken not to damage the Mansion’s lawn. Tables and chairs are also available for small gatherings.

The Society requires a signed Facilities Use License Agreement for all venues. Those interested in using either historic site for an event should contact the Society’s Office at 217-222-1835.

Gully Transportation: Three-Quarters of a Century of Excellence



William "Bill" Gully

By: Rob Mellon

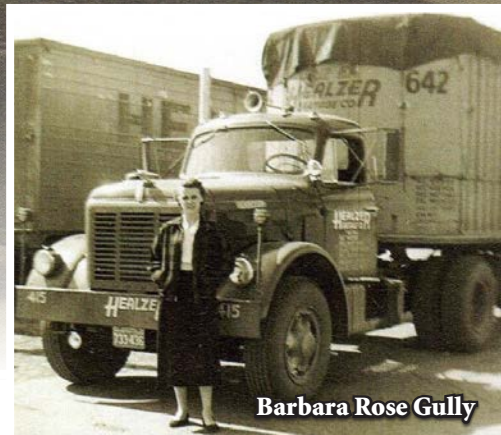
Growing up in depression-era Western Illinois was a tough experience requiring hard work and perseverance, and William "Bill" Gully developed his own tremendous work ethic and resilience using what he learned from his father and older brothers during those hard times. When he was just 14, he began driving a gravel truck in the summers for Missouri Gravel, but those short trips from that rock quarry near Barry, Illinois, sparked a lifelong passion for driving.

Throughout his younger years, Bill would accompany his father and older brothers as they carried livestock from Barry to the Stockyards in East St. Louis. These travels with his family put him into contact with several drivers, and these old school operators took young Bill under their wings and taught him the ropes. One in particular, Wimpy Skillman, became a true mentor to him, and by the time Bill was in high school, he was fully immersed in the world of trucks, maintenance, and driving.

In 1944, and with World War II in full swing, young Bill was working part-time at Knaus Truck Line in Barry fixing tires, washing and working on trucks. Millions of men were in the military, creating a significant driver shortage in the nation. This shortage prompted the Interstate Commerce Commission (ICC) to loosely enforce the law that required interstate drivers to be at least 21 years old and allowed a 17-year old Bill to transition from servicing trucks to driving for Knaus.

On one weekend trip to Indianapolis, Bill's truck became disabled. There were no repair shops open, but the young driver convinced a local mechanic to allow him to use his shop. Bill completely took the engine apart and put it back together, making the truck operational. His dedication and initiative certainly caught the attention of top management in Kansas City.

In 1947, veterans returned from the war and many drivers returned to Knaus, forcing Bill to be laid off. At that time, the ICC began to enforce the age



Barbara Rose Gully

21 requirement once again so Bill was removed from his driver's position. But enterprising Bill, always a forward thinker and a hard worker, purchased his first used truck and leased it to Healzer Cartage based in Kansas City. He was only 20 years old at the time, but this action led to the formation of Gully Truck Leasing and Bill soon added another truck.

The first two trucks Bill leased to Healzer did not work well. The first had issues and the second had significant transmission problems and constantly broke down. While Bill was waiting for his truck to be repaired at the White truck shop in Quincy, he admired a brand-new truck White had on their showroom floor. Frustrated with consistent mechanical issues, Bill arranged to buy that new truck. Only one month after moving from driver to owner of his new company, then, Bill Gully made the leap from a used truck to new ones.

By 1951, owner/operator Gully had increased his fleet from that one truck to eight. All of his tractors were leased to Healzer Cartage and made the run from Kansas City to Chicago, Milwaukee, and Peoria with routes relaying in Pittsfield, Illinois. Bill continued to drive during the week and helped keep the trucks operational on the weekends. It was in 1951, also, that Bill bought his first Cummins diesel, and the Gully company moved from gasoline to diesel trucks.



In 1955, Bill was at the Healzer Chicago Terminal when he met Barbara Rose Kujawa, a chance meeting would change both their lives forever. Just a year later, in April 1956, Bill married Barbara Rose and she became the bookkeeper at Gully Truck Leasing.

This was fortuitous for the young company because Barbara had a great deal of experience, having worked in the office for several trucking companies. By the time Bill and Barbara met, she had already worked for the Denver Chicago Trucking Company, Consolidated Freightways, Southern Plaza, Chicago Express, and Healzer Cartage. Gully Truck Leasing would not have been able to grow and prosper without Barbara's decades' long steady hand in the office.

Bill had developed an excellent relationship with Healzer, but in 1958 the company was sold to Arkansas Best Freight (ABF), prompting Gully to move away from leasing to company-owned trucks. This was a setback, but Bill continued to acquire tractors and build new business arrangements with other lines, including Hannibal-Quincy Truck Lines (H&Q). He also purchased nine new White trucks in 1958 and leased them to Freightways which was based on Wichita, Kansas.

In 1961, Bill and Barbara became the majority stock holders of H&Q, and the fleet changed from red to yellow and black trucks. In 1964, Gully purchased 14 new White Freightliners and leased them to Chicago Kansas City Freight Lines. This marked the start of Freightliner being the primary truck used by Gully Truck Leasing.

The following year H&Q purchased Macon Kirksville Truck Lines, further expanding the size and routes of the company. In 1967, H&Q opened a Kansas City terminal and constructed a new H&Q terminal in St. Louis. The expanded Kansas City terminal included flatbeds which ran between Kansas City and Chicago.

Expansion continued in 1968, when the company purchased Nelson Truck Leasing and its 21 trucks. That same year a new terminal and shop was built in Quincy. In 1969, Gully purchased Hinton Truck

Leasing and started leasing trucks to Prairie Farms Dairy.

During the late 1950s and early 1960s, Bill and Barbara not only saw their business grow, but their family as well. Bill had a daughter named Sharon, and son Michael was born in 1957. Jo Ann was born in 1959 and Janet arrived in 1964.

Michael Gully began following his father around with the trucks when he was just four years old, and when he was only 11, he began working for the family business fueling and washing trucks. In 1973, when Michael was 16, he started dispatching trucks. After graduating from high school and attending a year of college, Michael returned as a full-time member of the family management team at Gully.

The decade of the 1970s was challenging and rewarding for Gully. In 1970, there was a six-week Teamster strike in St. Louis. This was difficult for the company

The deregulation of the 1980s had an impact on the company as well. The new policies really challenged the H&Q business model, but allowed for the growth and expansion of the Gully Transportation model. In 1986 H&Q merged into Gully Transportation. Gully Truck Leasing still existed but as a separate entity that owned all of the company's equipment and leased it to Gully Transportation.

From the mid-1970s to modern times the leadership of Gully Transportation was Bill as President, Michael as Vice President, and Barbara as Secretary and Treasurer. This close-knit family team served the company extremely well.

In 2006, Bill was diagnosed with Alzheimer's, but he continued to work diligently with the business until 2014. After his father transitioned out of his leadership role, Michael Gully became President, and to this day he has continued the legacy of hard work and dedication his father Bill had established.



When Bill and Barbara Gully became major stock holders of the Hannibal-Quincy Truck Lines (H & Q) in 1961, the fleet changed from red to yellow and black trucks.

because H&Q's largest terminal was in St. Louis. Gully Truck Leasing also had a new fleet of trucks leased to Meinhardt Cartage Company of Quincy and Chicago-Kansas City Freight Lines of Kansas City, and both fleets had just recently been updated with new tractors that required monthly payments. Also, Meinhardt's and Chicago-Kansas City's major hubs were in Chicago, which was on an 11-week Teamster strike.

These tribulations did not stop the growth and expansion of Gully, however. In 1971 the company purchased Canton Quincy Transfer and C.L. Connors of Quincy in 1972. In 1974, Gully adopted the now familiar blue and white colors for the fleet, and in 1975 the business was completely debt free for the first time. From that point forward, all new equipment was paid for on delivery.

Gully is the oldest continuously operated company between Chicago and Kansas City on US 36. The current president is Michael Gully, and the Secretary and Treasurer is his wife, Ginny. Andrew Eisenbeiss, who has been with the company since 2007, is Vice President. Gully's home office is in Quincy, and they have terminals in the following states: Missouri (Kansas City, Macon, and St. Louis); Iowa (Keokuk); Illinois (Chicago - Shorewood); Indiana (Indianapolis); and New Jersey (Willingboro). They own 215 tractors with 700 trailers.

Throughout his life, Bill's tremendous work ethic and devout loyalty to his business associates and partners became legendary in the industry, and the business he began in 1947 is now celebrating 75 year of excellence in the industry. Through the hard times and the good times, he persevered and he never lost the love of driving he first felt on those short gravel truck trips from the quarry in Barry. Bill Gully left a lasting legacy, one which is continued by his son Michael and family and one which has put Gully Transportation on the map as a survivor in the trucking industry.

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CHRISTMAS CANDLELIGHT TOURS AVAILABLE IN DECEMBER

The Historical Society of Quincy and Adams County will once again offer Christmas Candlelight Tours of the Governor John Wood Mansion. Annually, this popular Quincy tradition has allowed visitors to step back in time and enjoy the beautifully decorated Greek Revival home of John Wood, Quincy's founder.

Governor and Mrs. John Wood will welcome guests to the Mansion and musical guests will be featured. Light refreshments will add to the festive nature of the event. This year's performers include string players from Javaux Music School; local choral group The Eventide Singers; singer Logan Kammerer; and string duo of John Basinger and Dave Hermann. The schedule is as follows:

Javaux Music School Violinists, December 10; The Eventide Singers, December 16; Javaux Music School Cellists, December 17; Logan Kammerer, December 23; and String Duo, December 26. Javaux Music School offers Suzuki lessons on a variety of instruments. The Eventide Singers are coordinated by Gerry Wagner and the group includes a number of area vocalists. Logan Kammerer will sing and play guitar on a medley of holiday selections. The String Duo of John Basinger, violin, and Dave Hermann, viola, will be accompanied by keyboardist Rhonda Basinger, who will perform on the Mansion's antique keyboards—the Magnussen organ and melodeon.

Candlelight Tours will be scheduled between 5:00 and 7:00 pm on five days—December 10, 16, 17, 23, 26. Tour times are 5:00; 5:20; 5:40; 6:00; 6:20; and 6:40. Tours will begin in the Society's Visitors Center next to the Mansion, and tour guides will be available to take groups to the historic home.

The Hal and Kathy Oakley Family are sponsoring the event which is free and open to the public.

Reservations are requested and may be made by contacting the HSQAC Office at 217-222-1835 or info@hsqac.org.

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