

# BOONE'S LICK HERITAGE



The Missouri River from the bluffs above historic Rocheport

## Two Historic Views of the Missouri River

*19th-century Voyage Up the River and  
20th-century Memoir of a One-time Riverman*

VOL. 11 No. 2 — SEPTEMBER-OCTOBER 2012

BOONSLICK HISTORICAL SOCIETY PERIODICAL



## *A River Runs Through It . . .*

Our theme in this issue of *Boone's Lick Heritage* is water, specifically streams and rivers. Waterways have played a major role in the exploration and settlement of this country by Europeans, many of whom were finding and following the earlier pathways and villages of Native Americans. Starting with the 1804-06 Corps of Discovery journey by Lewis and Clark up the Missouri, "our river" played the starring role in the exploration and western movement of our young nation. And the Missouri's northern tributary, the Mississippi (as many of us like to think), drew Gen. Lewis Cass and Henry Rowe Schoolcraft north in 1821 and Schoolcraft again in 1832, seeking its headwaters and source (Lake Itasca, Minnesota) and on into the Great Lakes region.

In this tradition of waterways exploration we must acknowledge the 1811 expedition led by Henry Marie Brackenridge, then deputy attorney general of Orleans (Louisiana) Territory, and Manuel Lisa, an experienced river voyager and trader with Indian tribes. They set off from the Village of St. Charles on April 2 of that year aboard a 20-ton "barge" equipped with sails and oars and filled with "merchandise" for trading. They planned to travel up the Missouri River for an unknown distance with two objectives: to see if they could locate a company of men that had undertaken an expedition earlier in the year and to determine trade possibilities with the various Indian tribes up the Missouri River. By June 27, they had traveled more than 1,640 miles upriver into the Dakota Territory and met with several Indian tribes, including the "Chienne" Nation, the Arikara, and the Mandan. At the end of July, Brackenridge and his company of men turned their barge southeast and headed for St. Louis, which they reached early in August. This section of the *Journal* describes the passage from the mouth of the Osage River to Fort Osage, the easternmost and westernmost limits of the Boonslick Country.



**Missouri River from Stump Island at Glasgow**

As a youngster growing up in the St. Louis area during the 1940s, I was part of a family that often vacationed in the southeastern Missouri Ozarks, a region defined by its many springs and spring-fed streams. The Current River, for example, was born of and is sustained by spring waters, the largest of which is Big Spring near Van Buren. Big Spring and the Current are Ozark waters that tug at my soul, especially when I'm absent from their rugged watershed. The region's many springs and the waters of the Current, along with those of its southern artery, called the

Jacks Fork, and the nearby Eleven Point, course through my veins and bind me to place as strongly as blood to family. They are elements of my youth that shaped personal values – a strong conservation ethic and love of the land in untrammelled state.

My father's first love of a waterway was the Missouri River, a youthful infatuation that began in 1927 at age 19 when he signed up as a quarterboat hand, a civil servant, with the Army Corps of Engi-

neers as it attempted to tame the Big Muddy and design it for ever-larger commercial riverboats, the final days of the shallow-draft steamboat (we used to design boats to fit rivers, but then began designing rivers to fit boats). He spent many months between college semesters during the next six years working on the Missouri between Hermann and Miami. His remembrance of those shaping years of his young life were penned more than half a century later, shortly before he died at age 82. Fittingly, as he stipulated, his ashes were poured into the clear, spring-fed waters of the Current, another river he came to love.

As with the late University of Chicago English teacher and author Norman Maclean, who wrote a best-selling now-classic autobiographical novella at the age of 73 that also became an acclaimed movie, for many of us to define a time, a place, a life as we grow older is to say ... that "A River Runs Through It."

— Don B. Cullimore

### ***Boone's Lick Heritage***

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We encourage our members and others interested in history to contribute articles or other information of historical interest pertaining to the region. Please address all contributions and correspondence related to the periodical to the editor, Don B. Cullimore, 1 Lawrence Dr., Fayette, MO 65248, or email to: *don.cullimore40@gmail.com*, phone: 660-248-1732. Publication deadline are February 1 for the March issue; May 1 for the June issue; August 1 for the September issue; and November 1 for the December issue.

**The Boonslick Historical Society** was founded in 1937 and meets several times a year to enjoy programs about historical topics pertinent to the Boonslick area. Members of the Society have worked together over the years to publish historical books and brochures and to mark historic sites. They supported the founding of Boone's Lick State Historic Site, marked the sites of Cooper's Fort and Hanna Cole's Fort and have restored a George Caleb Bingham painting on loan to The Ashby-Hodge Gallery of American Art at Central Methodist University, Fayette, Mo.

Membership dues are \$10 (individual or family) and the dues year is January through December. Receive our quarterly publication, *Boone's Lick Heritage*, and attend annual Society events highlighting the region's history. To become a member, send a check made out to the Boonslick Historical Society, P.O. Box 426, Boonville, MO 65233.

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# **BOONE'S LICK HERITAGE**

**Boonslick Historical Society Vol. 11, No. 2 \* September-October 2012**

## **Contents**

**Journal of a Voyage Up the Missouri River, in 1811** Page 4

*by Henry Marie Brackenridge*

**Missouri River Days: a Memoir** Page 8

*by Don G. Cullimore*



**Steamboat J.W. Spencer**

*Photo courtesy Missouri State Archives*

**Journalist Rudi Keller Speaker at Fall BHS Meeting  
at Historic J. Huston Tavern in Arrow Rock** Page 12



**Historic room in J. Huston  
Tavern, which dates to 1834**

*Photo by Don B. Cullimore*

**Howard County Historical Records Project** Page 13

**News in Brief:** Page 14 - 15

- New Edition of Prize-winning Book Published
- Magazine Seeks Articles and Information
- BHS Has a Website
- A Note of Thanks
- Boone's Lick Road Group Founded
- Battle of Moore's Mill Panels Dedicated

**Book Notes** Page 15

*- Boone's Lick Road (a History)*

*Cover photo: Missouri River from bluffs above historic Rocheport,  
digital image by Jim Steele;*

*Page 2 photo: Missouri River at Glasgow, digital image by Don B. Cullimore*

## Journal of a Voyage Up the Missouri River, in 1811

by Henry Marie Brackenridge

Cramer, Spear and Eichbaum. Pittsburgh, Pennsylvania. 1814 edition

*Editor's note: Henry Brackenridge and a company of 25 men under the direction of Manuel Lisa, an experienced river voyager and trader with Indian tribes, set off from the Village of St. Charles on April 2, 1811, aboard a 20-ton "barge" equipped with sails and oars and filled with "merchandise" for trading. They planned to travel up the Missouri River for an unknown distance with two objectives: to see if they could locate a company of men that had undertaken an expedition earlier in the year to determine trade possibilities with the Indians, and to ascertain for themselves the opportunities for developing a trading relationship with various Indian tribes up the Missouri River. By June 27, they had traveled more than 1,640 miles upriver into the Dakota Territory and met with several Indian tribes, including the "Chienne" Nation, the Arikara, and the Mandan. At the end of July, Brackenridge and his company of men turned their barge southeast and headed for St. Louis, which they reached early in August. This section of the Journal describes the passage from the mouth of the Osage River to Fort Osage, the easternmost and westernmost limits of the Boonslick Country. Spelling, punctuation, and grammar are original to the Journal.*

Friday 12th. Weather fine.—a gentle breeze on the river from the S.E. Remained here until eleven, engaged in repairing our cabin. Mr. Lisa here employed a famous hunter, named Castor, a Kansas Indian, who had been brought up from infancy amongst the whites.

*Cote sans dessein*, (1) is a beautiful place, situated on the N.E. side of the river, and in sight of the Osage. It will in time become a considerable village. The beauty and fertility of the surrounding country cannot be surpassed. It is here that we met with the first appearance of prairie, on the Missouri, but it is handsomely mixed with woodland. The wooded country on the N.E. extends at least thirty miles, as far up as this place, and not less than fifteen on the other side. The name is given to this place, from the circumstance of a single detached hill filed with limestone, standing on the bank of the river, about six hundred yards long, and very narrow. The village has been established about three years; there are thirteen French families, and two or three of Indians. They have handsome fields in the prairie, but their time is spent in hunting. From their eager inquiries after merchandise, I perceived we were already remote from the settlements.

We continued under way, with a light breeze, but scarcely sufficient to waft the barge of itself, without the aid of oars.-- Handsome wooded upland, S.W. side, gently sloping to the river, and not recall. For many reasons, I would prefer these situations to the bottom, where the soil is richer. Passed the Great Osage river, one hundred and thirty-three miles from the mouth of the Missouri, and navigable about six hundred miles. There is much fine land immediately on its borders, but the prairies stretch out on either side, and to the westward are almost boundless. The Osage villages are situated about two hundred miles up.

Passed a long island, called *l'isle a'cedar*, Cedar Island. (2) A number of islands on the Missouri bear this name, from the growth of cedar upon them, in this particular, differing from the islands of the Mississippi. In this island the best part of the wood had been cut down, and rafted to St. Louis, to supply the settlement with this wood, of which there is a great consumption.

Throughout the course of this day, we found the navigation less arduous and painful; owing principally to the falling of the waters, and to our having passed one of those rivers which add to the current of the Missouri. The sand bars, begin to present a pleasing appearance; several miles in length, clean and smooth.



Henry Marie Brackenridge (1786 – 1871)

Brackenridge was born in Pittsburgh, Pennsylvania. He attended a French academy at St. Genevieve, Louisiana, later studied law and was admitted to the Pennsylvania bar in 1806. He was appointed deputy attorney general of the Territory of Orleans (Louisiana) in 1811, district judge of Louisiana in 1812, secretary of a mission to South America in 1817, and judge for the Western District of Florida 1821. He returned to Pennsylvania in 1832 and founded the town of Tarentum. He was elected as a Whig to the Twenty-sixth Congress to fill the vacancy caused by the resignation of Richard Biddle and served from October 13, 1840, to March 3, 1841. He was a member of the commission under the Treaty with Mexico in 1841. He engaged in literary pursuits until his death in Pittsburgh, January 18, 1871. He was buried in Prospect Cemetery, Brackenridge, Pennsylvania.



Instead of ascending along either side, we pursued the middle of the river, along the sand bars. Encamped N.E. side, just above the Cedar island. The bars and the sides of the river are everywhere marked with deer tracks.

Saturday 13th. A fine morning—somewhat cool—set off with a favorable breeze. Passed hills on the S.W. side—saw five or six deer sporting on a sand bar. Passed the Manitoo rocks, S.W. side, *a la Bonne Femme* creek.(3) The country hereabout, is delightful; the upland sloping gently to the river, timbered with oak, hickory, ash, &c. The lands on this stream are said not to be surpassed by any in the territory.

After having had a favorable wind the greater part of the day, encamped at the Roche Percee, perforated rock; a high craggy cliff on the N.E. side. This is the narrowest part of the river I have yet seen; it is scarcely two hundred yards wide. Made in the course of this day about twenty-eight miles, for which we were indebted to the favorable wind. Some of us considered this good fortune, a reward for the charity which was manifested by us yesterday, in spending an hour to relieve a poor ox, which was swamped near the bank. The poor creature had remained here ten or twelve days, and the sand into which he had sunk, was become hard and solid. The wolves had paid him friendly visits from time to time, to inquire after his health, while buzzards, crows, and eagles, tendered their salutations from the boughs of the neighboring trees.

Sunday 14th. Violent wind all night—hoisted sail before daylight, in order to take advantage of the wind. Passed the Manitou on the N.E. side, and high rocks. A delightful country. Wind slackened about ten. At twelve, came in sight of the hills of the Mine river, resembling those of the Gasconade. At three, the wind again rose—passed the Mine river, S.W. side. This river is not navigable more than ten or twelve miles. Valuable saltworks are established here.(4) The whole of this day we found rich and extensive bottoms, N.E. side, and beautiful sloping upland, S.W. on this side of the river some beautiful situations for farms and plantations. The hills rise with a most delightful ascent from the waters edge, to the height of forty or fifty feet; the woods open and handsome. The lands on the Mine river, reputed excellent.

The bottoms on the N.E. side the Missouri, uncommonly fine. There is a flourishing settlement here. As this is Sunday, the good people were dressed out in their best clothes, and came in groups to the bank to gaze upon us, as we passed under sail. We put to shore, at the farm of Braxton Cooper, a worthy man, who has the management of the saltworks. The settlement is but one year old, but is already considerable, and increasing rapidly; it consists of seventy-five families, the greater part living on the bank of the river, in the space of four or five miles. There are, generally, persons in good circumstances, most of them have slaves. Mr. Cooper informed me that the upland, back, is the most beautiful ever beheld. He thinks that from the mouth of the Missouri to this place, the country for at least forty miles from the river, may bear the character of rich woodland; the prairies forming but trifling proportions. This place is two hundred miles up. We inquired for the party of which we were in chase—they had passed by nineteen days before us.

Monday 15th, Rain last night, but without lightning—from

this it is prognosticated that the wind will continue favorable to day. Set off with a fair wind, but the course of the river became unfavorable. At half past seven, again fair—continued under sail until twelve. Passed handsome upland S.W. side, and the two Chareton rivers N.E.(5) Had to oppose in the course of the day some very difficult places—the river extremely crooked. While the men were towing, they chased a she bear into a hollow tree; we set about chopping the tree, while several stood with guns presented to the hole at which she had entered, about twenty feet up. In a short time she put out her head and shoulders, but on receiving a volley, instantly withdrew. The chopping was renewed; madam Cuff again appeared, and was saluted as before, but without producing the same effect, as she leisurely crawled down the tree, and attempted to make off, amidst the shouts of fifteen or twenty barbarians, who were bent on the destruction of a mother and her little family. She was killed with a stroke of an axe, having been previously severely wounded. In the hollow sycamore, there were found three cubs. At five, hoisted sail, and continued until seven, having this day made twenty-eight miles. Towards evening, passed beautiful undulating hills, gently sloping to the river. What charming situations for seats and farms.

Tuesday 16th. Set off without wind—the river rising. At eleven, the wind so much against us that we were obliged to lie by. At three we continued our voyage, and as it was resolved to tow, I set out with my rifle, expecting to meet the boat at the head of a long bend. This is the first expedition I have made into the country. I passed through the bottom with great difficulty, on account of the rushes, which grow as high as a mans head, and are matted with vines and briars. The beauty of the upland in some degree recompensed. Clean and open woods, growth, oak, hickory, &c.; the grass beginning to appear green. Saw several deer, and abundance of turkeys. We are now in a country which abounds with game. I came late in the evening to the boat, I having been supposed lost in the woods. Our hunter had been more successful than I, having killed a she bear with four cubs. The river very crooked in the course of this day. Passed some places of thin woods—not quite prairie, on the bank of the river.

Wednesday 17th. Breakfast under sail. Passed the Grand river, N.E. side.(6) It is two hundred yards wide at its mouth; a very long river, navigable six or eight hundred miles, and takes its waters with the river Des Moines. The traders who were in the habit of visiting the Mahas, six hundred miles above this on the Missouri, were formerly compelled to ascend this river in order to avoid the Kansas Indians, who were then the robbers of the Missouri. There is a portage of not more than a couple of days, from the Grand river to the Mahas.

At the confluence on the lower side, there is a beautiful situation. The bottom is a handsome prairie, which is seen extending for the first time on the Missouri, to the water's edge, and about a mile in width; the upland then rises with a gentle ascent, with here and there a few clumps of trees. Immediately at the point of junction, there are about fifty area of well timbered land. Here is a delightful situation for a village; the distance about two hundred and forty miles from the mouth of the Missouri. There is some beautiful country lying on the Grand river, but deficient in wood. In fact, this river may almost be considered the boundary of the

wooded upland on that side of the river.

Here the wind failed us. The Missouri very wide; a large bar in the middle. The beautiful green hills on the Little Osage in sight. But for the single defect of the dilapidating banks of the Missouri, the country boarding on it, thus far, would not be surpassed by any in the world. Spring has already cast her green mantle over the land; and the scenery every where assumes a more enlivened appearance. After an arduous navigation, came this day about twenty miles.

Thursday 18th. Heavy rain last night, accompanied by unusual thunder and lightning. Set off at six, weather apparently clearing up. About ten, compelled by heavy rain to put to shore until three, when we again shoved off, came a few miles and encamped, N.E. side.

Friday 19th. Continued our voyage at daylight, and came through a long channel, between an island and the shore. The wind S.E. but the course of the river such as to disable us from profiting by it. A drizzling rain, and the weather disagreeable. Wind favorable for an hour. Passed handsome upland and prairie S.W. side. There was formerly a village of the Little Osages here, but from the frequent attacks of the Ayuwas, they were compelled to go higher up the river. The situation is fine. At a distance, the deep green herbage on this open ground had much the appearance of a wheat field.

Encamped late, after having got through a channel with considerable difficulty. The slowness with which we have advanced for several days past, forms a contrast with those which preceded. Water rising.

Saturday 20th. A cold disagreeable morning. The men drenched by the heavy rain of last night. Hoisted sail about six, but the wind served us but a short distance. Weather clearing up—put to shore for an hour to dry our effects. Handsome hills on the S.W. side. Got underway at three, along the N.E. side. One of

the finest tracts of land I have ever seen—a great proportion of the timber is walnut, poplar, and cotton wood of enormous size. Entered a channel, at the upper end of which, fired upon a flock of several pelicans, standing on a shoal. These birds abound very much on the Missouri, but are shy. We daily kill wild fowl, ducks, geese, brandt, &c.—which ascend the river at this season of the year, to breed. Their eggs are found at every moment, on the sand bars.

Sunday 21st. A delightful morning, though somewhat cool. Got under way early—passed through the channel, and crossed over to the S.W. side. Had some difficult embarras, but no great current. After breakfast, took my gun, and struck into the woods. On ascending the hills about two hundred feet in height, I had a fine view up and down the river. On the other side (N.E.) there is an extensive prairie bottom, apparently four or five miles wide; and a level plain of vast extent stretching out on either hand, of rich alluvium soil, from appearance of the luxuriant herbage. There is a singular contrast of the sward which has remained unburnt, and the extensive tracts of deep green of the grass of this spring. Beyond the plain, the prairie rises into upland, of abrupt elevation, and in a thousand fantastic forms, but without a shrub, and apparently covered with but a thin coat of vegetation.

On this side (S.W.) I found the soil of the upland of an excellent quality—and notwithstanding the ravages committed by fire, the woods, principally, hickory, oak, walnut, ash, &c.—were tolerably close.

Returned to the boat about four in the evening. We spent an hour and a half this evening, in grappling around some rocks of free stone, the distance of a few hundred yards. The swiftness of the current on the other side rendered it impossible to attempt it there, encamped some distance above and encampment of Mr. Hunt, which appeared not more than ten or twelve days old.

Monday 22d. Continued until eleven, with cordelle, or towing line -- the banks being favorable.

The hills, or bluffs, are here, about one hundred feet high, and rise abruptly from the river. Wind from the S.S.W. becoming too strong, were compelled to lie by until three. Crossed to the N.E. side, and endeavored to ascend between the shore and an island, but found a sand bar running across, at the upper end, so that we were obliged to back, and camp nearly opposite the place of starting.

Tuesday 23d. Very high wind this morning. Doubled the island which had been the scene of so much vexation. Endeavored to proceed on the outside, but met with so many difficulties, that we were compelled to cross to the S.W. side. Towed to Ibar's channel and Island—then re-crossed to the N.E. side, and found ourselves about two miles above our last night's encampment. Remained here until



**Sometime between April 12 and 13, 1811, the party passed by Marion Bottoms, today a popular access point for recreational boaters. Photo by Don B. Cullimore**

three, when the wind somewhat abated its violence. Having arrived opposite the Wizzard's island, (*L'isle du Sorcier*) crossed over and encamped. The superstitious boatmen believe that a wizzard inhabits this island; they declare that a man has been frequently seen on the sand beach, at the point, but that he suddenly disappears, on the approach of anyone. These few days have been in a manner lost, from contrary winds, and bad weather. Heavy rain this evening—Musketoos begin to be troublesome, for the first time during our voyage.

Wednesday 24th. Attempted a ripple this morning, and were driven back five times—we had once got within half the boat's length of being through; the oars and poles

were insufficient; ten of our men leaped into the water with the cordelle, while the rest of us exerted ourselves with the pole; and thus by perseverance became conquerors. This ripple, like all others of the Missouri, is formed by high sand bars, over which the water is precipitated, with considerable noise. This bar has been formed within two or three years. The bend formerly almost impassable from the swiftness of the current, is now tolerable. There is seldom any great current on both sides; the falling in of the banks indicates the current to be there. Wherever the river has a wider channel than ordinary, there is usually a sand bar in the middle. This extraordinary river sometimes pursues a straight course for ten or fifteen miles, then suddenly turns to every point of the compass. In other places, the whole volume of its waters is compressed into a channel of three hundred yards; again suddenly opening to the width of one, or even two miles, with islands and sand bars scattered though the space.

Passed a canoe with four men, who had wintered up the Kansas (river), about five hundred miles; they had beaver, and other furs. They could give no information respecting Hunt's party;—we conclude he must have passed that river before they came out of it.

From the violence of the wind, made but a few miles. While Castor was out, he saw a white turkey, but was not so fortunate as to kill it. I am told that they have sometimes been seen of this color; but I suspect it is: *Rara avis in terris, nigroque simillima cygno*.

Thursday 25th. Contrary winds, but not such as to prevent us from continuing our voyage tolerably well. About eleven, came in sight of Fort Osage, situate on a bluff, three miles off, on a commanding eminence. We stopped at the clearing of Mr. Audrain, who is about opening a farm below the fort. A number of Indians



**View of Eagle Bluffs area across the Missouri River from the small community of Lupus about 20 miles downriver from Boonville. The Brackenridge party passed this location around April 13, 1811. Photo by Don B. Cullimore**

of the Osage Nation of all ages, and sexes, were scattered along the bank, attracted by curiosity—some with old buffaloe robes thrown over their shoulders, others dressed out in the gayest manner. They gathered round us in crowds, and manifested an idle curiosity, very different from the Indians who live east of the Mississippi, one of whose characteristics, is a studied indifference, as to everything strange which transpires around them.

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## NOTES

1. *Cote Sans Dessein* (originally pronounced *Cote Sans Dusaw* by the old French) was a town settled by the French before 1815 on land granted to Jean Baptiste Roy in 1808. By 1818 there was a horse mill, school, and a Methodist preacher began making regular visits. *Cote Sans Dessein* is a hill on the north bank of the Missouri River located just across from the confluence of the Osage River with the Missouri River. The name *Cote Sans Dessein* means literally "hill without design." Translated, it could be "hill by itself," or "isolated hill."

2. The Cedar Island referenced here may be the island today located about 5 miles east of Jefferson City on the southern side of the river.

3. Here, the expedition would have been in the area of Boonville.

4. An apparent reference to the saltworks established by Daniel Boone's sons in 1805, now the location of Boone's Lick State Historical Site near Boonsboro in Howard County.

5. This point on the old river would be six to ten miles upstream from Glasgow near the present-day community of Cambridge.

6. The Grand River comes into the Missouri River about three miles south of the community of Brunswick in Chariton County. The D.A.R. erected an historical marker near there noting Fort Orleans, the first European post in the Missouri Valley. It was built in 1723-24 by the French explorer Etienne Véniard De Bourgmond on the Missouri River close by, a few miles above the mouth of the Grand. The exact location of the fort is not known. The Lewis and Clark Expedition camped at the mouth of the Grand River on June 13, 1804.



## Missouri River Days: A Memoir

by Don G. Cullimore

Edited by Lee M. Cullimore

*Editor's note: My father's recollections of working for the Army Corps of Engineers on the Missouri River during the depression years were written shortly before his death in 1989 at age 82. His memories, put down in two short, unpublished essays and numerous handwritten notes, have been compiled into the following article that offers readers a glimpse into what life was like for the men who tackled the job of taming the Missouri River in the early years of the 20th century.*

Dad had grown up in Kirksville, however he moved to Marshall, Missouri, with his mother, a school teacher, when he was 16 and finished high school there. He enrolled in college at Kirksville in 1926, but the following spring was forced to withdraw when he ran out of money. For the next six years he was an employee (sometimes laid off during winter, time he used to continue his education as a student of the University of Missouri School of Journalism) of the Corps as it worked to stabilize the channel and banks of the Missouri River across the state. His last year on the river was 1932.

In 1933 he got a job as a reporter for the Jefferson City Tribune, and spent the rest of his working life as a writer and editor, including stints as city editor for the Wichita Eagle, and as the night telegraph editor for the St. Louis Post-Dispatch during World War II. He ended his journalism career as the executive director of the Outdoor Writers' Association of America, maintaining their office in Columbia, Missouri, until his retirement in 1971. — Lee Cullimore

'Twas a wild river, both by technical description and in actuality, the day when a 19-year-old lad stepped off the train at Glasgow, Mo., and headed for the waterfront. One hand held a suitcase, the other clutched coat lapels close around his throat in an effort at protection from the wind-driven, drenching cold rain. Midway down the steep-sloped bank of the Missouri River the lad's feet slipped and he rolled uncontrollably in sticky black gumbo mud that plastered coat and trousers like a suit of armor.

On regaining his feet, near the river's edge, the lad found himself being observed by a big man with a broad-brimmed black hat on his head and a glint of sardonic amusement in his

eyes. He spoke:

"Are you the clerk from Marshall?" The answer: "Yes."

"Can you pull a skiff?" was the next query.

Detecting this as a colloquial euphemism for "row a boat," the reply again was "yes," which elicited a skeptical glance from the big man. [The lad] soon would learn there was good reason therefor.

The time was March of 1927. The lad was myself, whose freshman college year had been interrupted by a family financial crisis. The questioner was Arthur Harrison, a veteran riverman recently promoted to "Overseer" (a title) of an Army Corps of Engineers construction fleet.

For me, it was to mark the beginning of a six-year acquaintanceship with "Big Muddy" as an employee of the Corps in its efforts to tame that rambunctious stream into navigability between Kansas City and St. Louis. In those years I would learn the rigors of life both on, and along, the river — quite different from the situation today.

My introduction to those rigors came in "pulling a skiff" on that raw March day. There were two such craft, of 16-ft. length and scow-bow design, waiting on the mud bank of the river. Mr. Harrison, as he was then known to me (it soon became "Arthur," there was little formality on the Missouri River) had rigged the two boats with a towing bridle so one could follow the other. In the lead skiff, which both of us were to occupy, were cartons of canned foods. The trailing craft contained more cartons, plus two 300-lb. cakes of ice cradling a supply of cloth-wrapped large cuts of beef and pork.

Any confidence I had as to my boat-rowing abilities vanished quickly as we shoved off into the river for the eight-mile downstream trip to the fleet's tie-up point in Euphrase Bend. Instead of metal oar-locks tightly clasping the oars in comfortably fixed position, the skiffs had tholes — vertical pegs between which the oars pivoted free of restraint other than that which could be applied by arm muscle and strong wrists. And it took a hell of a lot of muscle to control the oars in the face of a malicious wind



**Don G. Cullimore as a working journalist in Kansas, where he was city editor of the Wichita Eagle, 1935-42.** Photo courtesy Cullimore family



that blew upstream, creating a rough surface chop that sprayed us with cold water; and switched without warning into a sidewise cross-current blast that swung the boats into broaching position.

After my 1926 graduation from high school at Marshall, I began college at Kirksville's K.S.T.C.,(1) which operated on three-month quarters. (not semesters) the following autumn. I became a cheer-leader, found the college replete with datable girls (who well outnumbered the boys) and was having a helluva good time when it became apparent the family funds were running out. So, at the second quarter's end in February 1927, 'twas back to Marshall, which happened to be area headquarters for an Army Corps of Engineers' broad program to restore the Missouri River to navigation status. There I obtained a job [with the Corps] as construction clerk. This involved living on a "quarterboat," with a floating plant consisting of such things as pile-drivers, barges, launches, skiffs, and a steamboat.(2)

Fortunately, my high school courses had included book-keeping and typing (two essentials for the job); and after a probationary period drawing the standard unskilled laborer's pay of \$3.60 a day, I obtained Civil Service status with an initial salary of \$165 a month – damned good for back in the late 1920s. My Civil Service position on the river was technically known as "steward, clerical" and in addition to the clerical phase I was responsible for quarters and subsistence for workers living on the quarterboat and/or in a construction camp. That included ordering the food, scheduling the meals in company with the cooks, and insuring that it was well prepared. I fired a few cooks over the river years.(3)

The fleet often was docked at a river point remote from any community and precariously accessible by road. My work was varied and exciting, ranging from time-keeping to materials checking to cost-accounting, report drafting, and practical (if somewhat primitive) sub-surveying. I learned to use transit, Y-level and plane table. 'Twas a great experience, though a rugged one in many respects I was learning many skills, and a bit of the "how to" of many more, such as rock quarrying and its blasting, black-smithing and truck-engine repair, and I thoroughly enjoyed it. Plus I acquired enough funds to own an automobile – which Mother and I had never been able to afford.

In the winter of 1929-30, two fleet units were combined in a land-based construction camp at the site of "Merna Station," an

otherwise abandoned depot point on the Missouri Pacific Railroad (which parallels the river) a short distance below Boonville, Mo. Housing was in portable "bunk sheds," of one-inch-thick board siding and tar-paper, each containing 16 double-deck bunks and a huge pot-bellied coal stove in the center. Toilet facilities were exterior, of the un-heated "Chick Sales" several-holder type; and the closest, available bathroom was six miles away in a Boonville barber shop. It was reachable only by catching the passenger-and-freight "local" train back and forth; the single dirt road out, curving up the bluff-bound hilly country, remained impassable throughout the winter, one of the most severe I recall, as the Missouri River remained solidly frozen.

I was somewhat on the frozen side also. Another sometime collegian and myself were engaged in a survey task which involved establishing azimuth and elevation stakes for dikes across a broad and long sandbar expanse which, except in a dry winter, would be covered by the river's water.

The cypress piling for the dikes were driven by steam-powered "land drivers" which laid rails and rode atop each dike section as it was completed. Pat (my co-worker)(4) and I were responsible for planting the guiding stakes, at 18-foot intervals, which would establish the center and elevation of the dike proper. This dike project was a rush-rush job under emergency conditions; it had to be completed before the first thawing conditions (usually by mid-February

at the latest) began disrupting construction. There were, as I recall, two land-drivers, each working on a triple-shift, 24-hour basis. There was a long series of dikes down the bar, and as each was completed its pile-driver would be shifted to start one at the next locale.

There could be no deviation from the specified line – no easy task, inasmuch as our working time was necessarily restricted to the short daylight period in winter, plus the additional obstacle of occasional vision and work-impairing snow. Whatever gains we quit with at day's end were rapidly gobbled up overnight by the triple-shift drivers.

And it was bitterly cold. The thermometer outside the shack could read down to 20 below and many a morning, as we left, the mercury couldn't be seen. Habitually we grabbed an early-dawn breakfast at the dining shack and headed (shanks mare) to our stakes' pick-up point, which became progressively farther



**Modern concrete bridge carries Highway 240 traffic across the Missouri River at Glasgow. Historic steel-frame railroad bridge is on the far side. In the 1920s the Corps of Engineers river fleet would tie up at Euphrase Bend, just a few miles downriver, when working that stretch of the river. Photo by Don B. Cullimore.**

downstream.

Clothing-wise, as I recall, I wore high boots with two pair of socks, one pair light covered by another of super-heavy wool; two pair of trousers – one light and the other of wind and moisture-resistant cold-weather hunting weight; an inner sweater (over T-shirt underwear) and outer heavy woolen shirt, and a sheepskin-lined corduroy coat which extended downward below the buttocks.

Equipment-wise, one of us carried the tripod-mounted transit and its accompanying reading board, the other toted the tripod-mounted Y-level. Once arrived at the starting point, we added (from an overnight cache) a cross-cut handsaw, a hand-axe, claw-hammer, sledge, and (in our pockets) some nails.

The winter of 1929-30 found me still on the river, based in a construction camp site which provided railroad linkage to Jefferson City, which offered a weekend “relief haven” from the otherwise isolated and rather primitive construction camp life. It was there that I met Marie Fromme [whom he would marry in 1931]. Our contacts were lapsed in the summer of 1930 when my river fleet was moved far upstream out of easy reach of Jefferson City.(5)

In the summer of 1932 Marie joined me [as he worked on the river] and we lived in apartments at the river towns until a change of assignment required my return to quarterboat living. Marie returned home on a temporary basis – which was to become protracted when the Corps of Engineers moved the fleet to winter storage, and “laid off” the working crews. The depression was on with full impact, and the federal government was running out of money.

Jefferson City offered more promise for some kind of work than the then-smaller, and university-student populated Columbia, so I joined Marie at my in-laws’ home and began job-hunting; a virtually futile task. I was a part-time helper in a radio shop, hanging up aials and driving a truck for pick-up and delivery of ailing sets; found a few other temporary odd jobs paying peanuts (On the river, I’d been drawing my \$165-a-month Civil Service salary!). I spent the first half of the summer of 1933 as an unpaid assistant director at a Boy Scout camp, because I received food and tent-shelter and wouldn’t be a financial drain on my in-laws.

So [because of his river work] I knew much about food, and somehow learned that Jeff City’s large Missouri Hotel had an opening for a “commissary clerk” who would order the food supplies and oversee and record its issuance. The job paid \$50 a month and my meals – and I grabbed it, mid-summer of ‘33.

*Following are notes from Dad’s files indicating where the fleet(s) were at various times, and what he was doing.*

March - June, 1927 – Glasgow, Euphrase Bend. Early June until September or October –Huntsdale, Searcy Bend, then cross river to bend below Lupus. Harrison’s dynamite shed incident. Huntsdale, Lupus, track walking. November – to Gasconade for property check. Easley, Wilton-Hartsburg area. Quarries, blast wrecking tracks, rock crusher, Speed Garstang [and] E.M. Riddle,(6) Katy [Missouri, Kansas, Texas Railroad] to Columbia or Jeff City from winter quarters [at] Hartsburg.

Winter 1927-spring 1928, – winter quarters, Hartsburg. Original fleets – Harrison, Turner, Riddle. New fleets – Golicke, Barnhouse. At Arrow Rock: Golicke, Barnhouse, Harrison. About 15 miles, strung out. Requisition food 1,000 men for 3 months.(7)

Summer 1928 -- Cedar Creek Bend. Late summer-early autumn -- Sandy Hook. Late autumn -- Arrow Rock.

Winter 1928-29 – to Marshall office [doing] paper work on preparation for forthcoming season, requisitions, co-coordinating estimates, etc.

*In 1929, Dad worked out of Arrow Rock. Among other duties, he was responsible for ordering supplies and overseeing the preparation of meals for 275 men working in that area of the river. His notes record the following information about how the work crews were fed:*

March 1929 – Arrow Rock job opens. Responsibility for two quarterboats (one 50-man double-deck, one 25-man single deck) and bunk camp on bank for approximately 200 men. Quarterboats 3-5 miles apart; plus subsistence two steamboats. Construction triple-shift. Meals to be [both] served and sent out.

Schedule –

7 a.m., breakfast for 8 a.m. - 4 p.m. shift.

8:15 a.m., breakfast for 12 midnight - 8 a.m. returning shift.

For 12 noon delivery, lunch for 8 a.m.- 4 p.m. shift.



**Missouri River steamboat Tuscumbia at dock, circa 1915.**  
*Photo courtesy Missouri State Archives.*



4:15 p.m., supper for 8 a.m. - 4 p.m. returning shift.  
5 p.m. supper [sent out] for 4 p.m.-midnight shift.  
8 p.m., deliver lunch for 4 p.m.- midnight shift.  
11 p.m. breakfast for midnight - 8 a.m. shift.  
12:15 a.m., supper for 4 p.m. midnight returning shift.  
For 4 a.m. delivery, lunch for midnight-8 a.m. shift.  
Night crews – pile driver, graders, launchmen.(8)  
Winter 1929-30 – Merna, Diana Bend, Rocheport. Cold.

River frozen over. Barnhouse fleet opposite.

March - April 1930, transferred to Carrolton office region with Golicke. Materials foreman, construction records, spot surveying. Lexington, Bootlegger Island, Sunshine Lake, Napoleon base, straightening river above and below Napoleon, closing off island at Napoleon end of Aug.

June 1932 – Started as laborer with Bill Turner, brush cutting Dewitt Island below Miami to near cross-river from Grand River mouth. Water to wade, mosquitoes, etc. Cross by rowboat. Then above Miami to Noble's Island. Name of timekeepers, Buck and Earl Noble. Then Waverly area (Malta Bend) as steward. Finally, Bushwhacker Bend. Fleet picked up by steamboat 2 days before Thanksgiving. End of river work.(9)

*The following is a list of names of men who Dad remembered as working on the river at the same time as he did, and also some boat names.*

Friemonth – Gerald, Clarence, Edgar, Abner. Thompson, Heckmanns, Ray Feagan, Cliftons, Wm. D. Earp, Bob Wilson, Arthur Harrison, John Barnhouse, E.M. Riddle, Bill Turner, Bill Golicke, Jacques, Speed Garstang.

Ollie Ochsner, Walt Kirchner, Tony Kremer, Tobey Ballew, Dalton Starr and Carl Starr (brothers), Charlie Smith and son John Smith, Vander? (Eng.), Cramer Hutchinson, Bluford Jett, Dick Clifton, Bro. Clifton, Trendo Clifton. Maj. Robb, Capt. Theodore Wyman, Col. C.C. Gee, Col. Gordon R. Young.

Snagboats – McPherson, Mandan, Missouri.

*A brief selection of notes from his files indicates things he saw or did during his time on the river.*

Measuring Boonville bridge for pile driver lead [head?] clearance (60'). Shooting rabbits, snakes during flood with

Charley Smith. Rescuing families, stock, with barges. [Seeing] towboat spinning barges, etc., to free drift from beneath. "Jump" method over bars on downstream run (Capt. Earp). Small boat sounding ahead of steamboat. Driving dynamite truck (blasting caps in cab). Bootleggers Island, cattle drunk on whiskey mash, water just pure river water – mud, hiding liquor in water tanks when fleet moved.(10)

## NOTES

1) Kirksville State Teachers' College, now Truman State University.

2) It was at this time that Dad developed an affection for steamboats, in fact for boats of all kinds, and they would play an important role in his life. On a scrap of paper Dad had noted the crew of one of the boats (believed to be the George G. Keith) in May of 1927 as: Edgar Friemonth, Master; Bluford Jett, Engineer; Jim Corbin, Fireman; Orlando Schnitzmeyer, Deckhand; Humpy Sellmeyer, Deckhand - Water Tender.

3) Dad's more specifically described his duties as: "Responsible for quarters and subsistence, [records of] personnel employment and supervision, purchasing of supplies, food, etc., care of facilities and services; daily time-keeping, monthly payroll preparation, daily construction progress reports, each phase; inventory on supplies acquired, used, on hand; accounting on hours used of mechanized equipment, requisitions for all equipment and supplies, checking all shipments of anything received for quantity and condition; records on brush cut, stone quarried (for royalty payments), accounting recapitulation and projection against cost-per-unit in construction; correlating delivery and pickup duties of truck trips for supplies, etc., some basic surveying by tape measurement, first aid to injured.

He listed employees' wages as: 45 cents per hr. day laborers, 47 if on Q&S [quarterboat & steamboat]; 48 cents per hour skilled day laborers, 50 if on Q&S. \$100 to \$120 monthly technicians such as launchmen, blacksmith. \$135-150 cooks; \$145-175 foremen and steward, etc., \$183-up overseers (\$2,200 annual). No overtime.

4) Shown as "Pat Draper" in an accompanying note.

5) The fleet was transferred to the Lexington area during the spring of 1930.

6) These two names appear in a list below.

7) This passage reflects his responsibility for servicing two fleets, one wintering at Hartsburg, the other at Arrow Rock.

8) A side note indicates that some workers ("rivermen") were from the Ohio River.

9) This was his last year to work on the river.

10) Dad sometimes told a story about the time his boss, Arthur Harrison, sent him downriver to Glasgow where he went into a small store, on the pretext of purchasing some supplies, and spoke with the proprietor, telling him that in a week all the brush would be cut from a certain island above town.

This island was known to be harboring illicit whiskey stills, and Harrison wanted to warn the owners of the stills that he was coming, and at the same time assure the safety of his workers who might be in danger if they stumbled upon one of the moonshiners at work. The result of Dad's visit to Glasgow was that when the crews arrived at the island to cut brush, there wasn't a still to be found. Dad said that thereafter he had a ready supply of whiskey at no cost whenever he visited Glasgow.

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*Lee M. Cullimore of Lake Ozark is the author of a recently published historical work, The Boys of Company K, dealing with Ohio Cavalry soldiers who served in the West during the Civil War. He is currently working on a biography of Meredith Miles Marmaduke, who established a mercantile, agricultural, and political family enterprise in the Boonslick Region during the early to mid-19th century.*



**Steam ferry Peerless at Hermann, circa 1893-1905.**

*Photo courtesy Missouri State Archives.*

# Veteran Journalist and Civil War Columnist Rudi Keller

## Guest Speaker at BHS Fall Meeting

*Columbia Daily Tribune* veteran reporter and Civil War columnist Rudi Keller will be the featured speaker November 9 at the Boonslick Historical Society (BHS) annual fall meeting. The title of Keller's presentation will be "Life During Wartime." It is based on his popular Civil War column of the same name that has been appearing in the *Tribune* for the past 22 months and chronicling the war correspondingly on a daily basis, with an historic focus on the people and events in an eight-county area of Central Missouri.



The BHS fall meeting will be held at the historic J. Huston Tavern in Arrow Rock. It begins at 5:30 p.m. with a social hour, followed by the dinner at 6:30 p.m. and then the program. The general public is invited to attend the meeting. Cost of the dinner is \$18 per person. Membership in BHS is \$10 either for individuals or a family. For meal reservations (due by November 1),

contact Cindy Bowen at 660-273-2374 or by email at [gbowen@socket.net](mailto:gbowen@socket.net).

During his presentation, Keller will discuss the Civil War situation as it was a century and a half ago, what he has discovered in his extensive Civil War research "that is fascinating about the region" he now calls home, how he finds the stories he writes about in his column, and why he thinks the Civil War is an important subject for study.

"The series formed in my mind after I wrote an article at the beginning of November 2010 on the anniversary of Lincoln's election," Keller says. "I knew someone should make themselves responsible for this throughout the sesquicentennial era, and over time I thought of the day-by-day histories that had already been done and thought that might work best for a daily newspaper."

The *Tribune* began running the daily Civil War series January 2, 2011. It has been published continuously since then except for a few one-day gaps early in the series. The end date is set as August 1, 2015, the anniversary of the last day of a continuous active-duty Union presence in Columbia that began in early January 1862.

Keller notes that the Civil War Project for the newspaper has required extensive research from many sources, including the Library of Congress, newspaper files of the State Historical Society of Missouri, Missouri State Archives, Official Records of the War of the Rebellion, local county and community newspaper archives, local and country historical archives, and historical works (books and monographs) on the Civil War. He adds that he has also relied on his readers, who have contributed material for his project.

Keller is a native of Kentucky and a graduate of the University of Missouri School of Journalism. After living in Central Missouri for 16 years, including 12 years covering state politics at the *Columbia Daily Tribune*, he left to pursue other professional opportunities. He returned to the *Tribune* in August 2010 to again cover politics and the state legislature, and launched the Life During Wartime newspaper project in December 2010.

## Arrow Rock Tavern Is Historic Landmark

Established in 1834, Arrow Rock Tavern (also known as J. Huston Tavern), is thought to be the oldest continually operating restaurant west of the Mississippi.

According to the Missouri Department of Natural Resources, Division of Stat Parks, the town of Philadelphia was founded on the Arrow Rock Bluff overlooking a ferry crossing on the Missouri River in 1829. The town's name was changed to Arrow Rock in 1833 to coincide with that familiar landmark.

Joseph Huston of Virginia had settled in the area in 1819 and was one of the town commissioners. In November of 1833, he purchased a tract of land in Arrow Rock and the following year began construction of a Federal-style, two and a half story brick house. Large numbers of travelers on the Santa Fe Trail and the Missouri River were passing through Arrow Rock at that time, and Huston may have added a log or frame addition to the house so he could offer overnight accommodations to travelers, and by 1840 he was widely known as a hotelkeeper.

A brick addition to the structure was completed in 1840. The first floor served as a grocery or mercantile store, the second floor functioned as a ballroom and meeting hall. Frame additions housing dining space and additional bedrooms were constructed between 1850 and 1870 and a detached kitchen was incorporated into the main structure. It began serving as a hotel, restaurant and tavern. Numerous changes in ownership and functions of

the structure took place over the years. And in 1923, the D.A.R. persuaded the state legislature to purchase the Tavern for \$5,000, making it the first building in Missouri to be set aside for historic preservation purposes with public funds.

Today, the Tavern operates on Sundays for brunch between 11 a.m. to 2 p.m. in April, and has regular season hours from May into October for serving lunch or dinner from Tuesday through Saturday. For information about services and to make reservations, call 660-837-3200.





## State Undertakes Historical Records Project with Howard County Court *19th-Century Documents May be Placed at CMU for Scholarly Research*

Fragile and significant 19th-century Howard County Court documents such as road petitions and plats, property surveys and assessments, loyalty oaths, estate ledgers and financial records are being analyzed and prepared for microfilming and security by the Local Records Program of Missouri State Archives.

Historians in Local Records expected to encounter important documents for frontier Missouri and they were not disappointed. Lynn Morrow, director of the Local Records Program, says that “they represent the administrative history of Howard County, but also contain social and economic history, insights to settlement and historic geography, and essential family history in this key Booneslick County. New regional history will be written from these records.”

Archivists are so pleased with the project development that – after security and preservation is accomplished – the professionals have suggested that Howard County local government and Central Methodist University (CMU) consider a negotiation to transfer selected records series to the archives at CMU’s main campus in Fayette. There, university students, scholars, and the public could research and work under the supervision of the Smiley Memorial Library. Records under consideration will be ready for that discussion by late 2013.

Appraisal of the 19th-century Howard County Court documents began a year ago after Local Records Archivist Carolyn Collings and Howard County Clerk Kathyrne Harper discussed a preservation project. Collings began the examination of dozens of boxes of records housed in a courthouse vault. The goal was to identify and catalog them and prepare the historic documents for security, preservation, and ultimately, public access. Both Collings and Harper enjoy seeing and discussing the incremental progress.

“My priority assignment was to organize the Road Petitions,” says Collings. “In order to do that, I have had to go through all the old (19th-century) records, boxes that contain documents dating from 1816, when the county was established, to about 1870. I’ve been working on this project part-time since July 2011, and am now (Sept.) reviewing 1843 records. This series will be helpful to the recently-formed Boone’s Lick Road Association and their efforts to promote that landmark trail.”

Among the initial papers found by Collings were the Road Petitions (dating from 1813 to 1870) that began when modern Howard County administration emanated from St. Charles, and Road Overseer Appointments (1813-1870). Others include reports on Slave Patrols (1823-1863); Financial, Laws & Elections (1836-1870); information on Bridges and their replacements (1828-1870) and Rail Roads (1867-1870).

Others include records about county office Appointments (1823-1870); papers regarding the Assessor (1826-1867), the Au-

ditor (1826-1856) that often reveals rare labor history, and Bonds for Free Negroes (1845-1858). Ledgers contain summaries of County Court Cases (1821-1869); Court Orders (1823-1858); Deeds (1840-1852); Elections (1838-1869); and documents that concern the antebellum Jail (1829-1855) and the townships’ Justices of the Peace (1838-1860).

Some of the more intriguing records found include Civil War-era Loyalty Oaths (1861-1870); Pauper records (1846); Sale of Slaves and Poor Farm documents (1857-1869); subscription schools (1828-1868); Sheriff (1837-1866); and about the construction of a Tobacco warehouse for the river trade (1822). More involve Collector land taxes (1822-1870); Collector licenses (1821-1870); and Surveys and Plats (1821-1869). “If you look at these documents, you could learn a lot about a developing community,” Collings notes.

Howard County Clerk Harper is the official keeper of these executive local government documents that have been protected for years, but not yet arranged by archivists for research and use by the public. She says making the documents available for research, in general, and the permanent preservation is a high priority with her. “Most important to me,” she stresses, “is safely maintaining them – I want to see them archived in a safe environment. I want them to be accessible for scholarly research and public interest.”

Cynthia Dudenhoffer, director of information resources at Smiley Memorial Library on the CMU campus in Fayette, said the University is very interested in the prospect of having the historic

Howard County Court documents placed with the library. “Access to these original records will be a great boon to students and researchers,” she adds. “It’s fantastic [when] our students can look at original records for things like Civil War-era loyalty oaths and antebellum slave documents. Smiley Library and CMU will benefit from housing these materials.”

Similar state projects involving the appraisal and preservation of historical documents in county courthouses throughout Missouri have been ongoing for a number of years under the direction of the Local Records Program of Missouri State Archives, which is headquartered in the Secretary of State’s office in Jefferson City.

“Missouri’s Local Records Preservation Program is an effort to improve long-term local public records by advising, educating and encouraging the custodians of those records in the use of sound records management and archival practices,” states the Missouri State Archives website. “Archivists provide their expertise to local governmental officials on the retention of records. A part-time local records analyst program was initiated in 1986. Legislation that took effect July 1, 1990 converted this to a full-time program.”



**State archivist Carolyn Collings reviews 19th-century county court documents with Howard County Clerk Kathyrne Harper. Photo by Don B. Cullimore**

## News in Brief

### New Edition of Prize-winning Book by BHS Member Published

F&G Publishers of Guatemala City recently announced publication of a second edition Spanish language version of a prize-winning book by Ralph Lee Woodward Jr., *Rafael Carrera and the Emergence of the Republic of Guatemala, 1821-1871*, as Volume 3 in their "Basic Library of Guatemalan History." Two English language editions of the book also have been published by the University of Georgia Press.

An emeritus professor of Latin American History at Tulane University,



**Ralph Lee Woodward Jr.**  
Photo courtesy of Fayette Round Table

Woodward is now a resident of Fayette, Missouri. He and his wife, Dee Woodward, also a retired educator, are both members of the Boonslick Historical Society. When

originally published in 1993, the book was awarded the Alfred B. Thomas Prize of the Southeastern Council on Latin American Studies as the best book on Latin American Studies for that year.

Described by F&G Publishers as "monumental," the book analyzes the first half-century of Guatemalan Independent life, much of which was under the rule of a powerful dictator, Rafael Carrera, who had risen from lower class roots. The first Spanish edition was published in 2001 and a second English edition in 2008.

### Magazine Seeking Articles and Member Information

We encourage our members and others interested in history to contribute

articles or other information of historical interest pertaining to the region. Please address all contributions and correspondence related to the periodical to the editor, Don B. Cullimore, 1 Lawrence Dr., Fayette, MO 65248, or email to: [don.cullimore40@gmail.com](mailto:don.cullimore40@gmail.com), phone: 660-248-1732. Publication deadlines are February 1 for the March issue; May 1 for the June issue; August 1 for the September issue; and November 1 for the December issue.

Boone's Lick Heritage is published four times a year by the Boonslick Historical Society, P.O. Box 426, Boonville, MO 65233.

### BHS Now Has a Website

A website has been established for the Boonslick Historical Society. It features information about the organization, and a pull-down menu providing history of the Boonslick Region and Road, News and Calendar of Events, links to other Resources, such as the State Historical Society, the Society's magazine in PDF format so it can be read online, and a listing of BHS Officers and Board Members.

To access the web site go to [www.boonslickhistoricalsociety.org](http://www.boonslickhistoricalsociety.org).

### A Belated Note of Thanks

When we penned the Editor's Note for the June issue of the Quarterly, including a tribute to the late Bob Dyer, founder and long-time editor of the magazine, we turned to BHS member Jim Higbie, who generously provided us with the photo of Bob we used on page 2 and a wealth of biographical information about him. In the press of getting the Quarterly off the ground again and to the printer, we forgot to express our gratitude to Jim for his invaluable contributions concerning Bob Dyer. It is folks like Jim Higbee who make our job easier. – The Editor.

### Boone's Lick Historical Road Group Celebrates First Year

The Boone's Lick Road Association (BLRA), a non-profit citizens' group orga-

nized to promote the historic importance of the Boone's Lick Road (also referred to as Boone's Lick Trail) and to seek federal recognition of it as a National Historic Trail, marked its first anniversary this September.

The organization's efforts focus on educating the public on the historical significance of the Boone's Lick Road from St. Louis-St. Charles, Missouri, to the area near the Boone's Lick State Historical site in Howard County. This includes promoting public events, issuing publications, and helping to identify and preserve remaining parts of the old road – efforts "to share the fascinating stories of the first road in the heart of Missouri."

In its literature, BLRA notes that "the Boone's Lick Road, which dates to the early 1800s, stretches across the present St. Charles, Warren, Montgomery, Callaway, Boone and Howard counties of eastern and central Missouri. "Although the road has been largely forgotten in modern times, if St. Louis was the Gateway to the West, then the Boone's Lick Road was the way to get there."

"The Boone's Lick Road began in St. Charles and wound its way to the original Franklin, Missouri, in the center of the state. In the 1810s thousands of pioneers traveled on it into the new settlement areas of the Louisiana Purchase. In 1821, the Boone's Lick Road begat the Santa Fe Trail, which opened the Southwest to trade and exchange. Settlers and traders who traveled on the other great Western trails, such as the Oregon Trail, traveled first on the Boone's Lick Road. In the 20th century, it became the guiding path of U.S. Highway 40 and eventually U.S. Interstate 70 through Missouri."

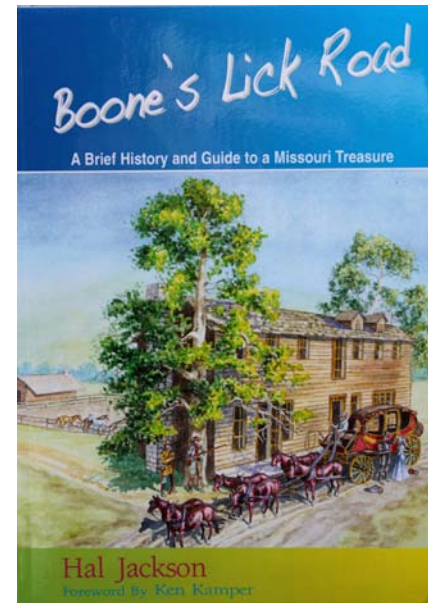
Membership in BLRA costs \$20 for two years, on a calendar year basis for individuals and \$50 for two years, on a calendar year basis for organizations. Anyone joining by December 31, 2012, will be considered a Charter Member. Interested persons should send a check made out to Boone's Lick Road Association, 101 South Main Street, St. Charles, MO 63301. The organization's website is [www.booneslickroad.org](http://www.booneslickroad.org).



## Book Notes

*Boone's Lick Road: A Brief History and Guide to a Missouri Treasure* by Hal Jackson (Woodston, KS: Trails Press, 2012). 131 pp. Illustrations. Maps. Notes. Bibliography. Index. \$16.00, paper.

Jackson's book relates how the Boone's Lick Road was the main route for the migration of the America's population as it shifted from east of the Mississippi River to western territories opened up after the 1803 Louisiana Purchase. He documents the historical significance of the road to the nation's history. The book notes that the Boone's Lick Road was used beginning in the early 19th century to connect St. Charles, Missouri, with the Boone's Lick Country in central Missouri. The road became the corridor for thousands of immigrants eager to settle in the "new Eldorado of the West." Franklin, the de facto capital of the Boone's Lick Country, became a boom town. Jackson includes many first-hand accounts by early travelers in order to give readers an eyewitness perspective of the road's importance. The book has more than 60 maps, including several historic maps of land grants secured by members of the Boone Family and others.



## Battle of Moore's Mill Markers Dedicated in Callaway County

Two historic panels noting the Civil War Battle of Moore's Mill on July 26, 1862, were dedicated this July 26 on the 150th anniversary of the fight as part of a series of panels on Civil War history marking the Gray Ghosts Trail in Callaway County. The panels are located at 4050 Route JJ close to the community of Calwood.

The dedication was organized by the Kingdom of Callaway Civil War Heritage organization. The two panels describe the battle of Moore's Mill, which was considered "the most significant engagement in Callaway County" during the war. One panel provides maps and narratives detailing the intense fighting that took place that day. The other profiles the two leaders of the opposing forces — Union Col. Odon Guitar of Columbia, leading a force estimated at 700 to 800 Unionist militia, and Col. Joseph Porter of Lewis County, with a force of about 242 Confederate guerrillas known as the Blackfoot Rangers.

Guitar's forces engaged Porter's at Moore's Mill. It was a ferocious battle that lasted four hours. It first appeared the guerrilla forces would be victorious, but when additional Union forces (Guitar's militia) arrived after the battle had started the tide

turned against the guerrillas. After the battle, Guitar reported 13 men dead and 53 wounded. He estimated Confederate casualties at 52 dead and more than 100 wounded.

The Missouri Department of Natural Resources also has placed several Civil War panels in Central Missouri, including

one on the campus of Central Methodist University in Fayette, where the Battle of Fayette, involving confederate guerrilla forces under "Bloody Bill" Anderson, took place on September 24, 1864 (see the June 2012 issue of *Boone's Lick Heritage*). William Quantrell also was at Fayette that day but reportedly did not take part in the assault on the Union blockhouses on the north end of the campus because he had opposed Anderson's plan of attack.

The Confederate forces, estimated to be as many as 300, were driven off after several attempts to overwhelm about 50 Union forces in the blockhouses.

When the fight ended, the guerrilla forces had suffered nine casualties, including five dead, and the Union forces none, although some reports say that one Union soldier was shot dead outside of the blockhouses by retreating guerrilla forces. They also shot and killed one civilian in the town square before attacking the blockhouses.



**Three historical panels mark the location of the Battle of Moore's Mill in 1862 near Calwood in Callaway County. The two most recent panels were dedicated July 26. Photo by Don B. Cullimore**

## **Boonslick Historical Society**

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**A CLASSIC LADY MAKES HER SECOND DEBUT** on the Central Methodist University campus in Fayette. Dedication of Classic Hall, built in 1911 and closed in 1980, will occur at 11 a.m. on October 13, Homecoming weekend. An example of Renaissance Revival architecture, the building first served Howard-Payne Women's College, which merged with CMU in the 1920s. It will now house The Ashby-Hodge Gallery of American Art and quarters for the Swinney Conservatory of Music. *Photo by Don B. Cullimore*