

BOONE'S LICK HERITAGE QUARTERLY



DAR granite marker notes location of the Salt Creek Church, ca 1817,
located on the Boone's Lick Road in eastern Howard County.

Western End of Historic Boonslick Road

*From Columbia to Arrow Rock via
Rocheport and New Franklin*

An Old Map: Where the 'Road' Started
Original Plat of Streets and Property in Old St. Charles

VOL. 14 No. 4 — WINTER 2015-16

BOONSLICK HISTORICAL SOCIETY PERIODICAL

Old Trails Never Die – They Just Fade Away....

WITH APOLOGIES TO GENERAL OF THE ARMY DOUGLAS MacArthur, we borrowed words in the Editor's Page heading from his famous "old soldiers never die" farewell address to the U.S. Congress in 1951. MacArthur was an imperial presence in our society, in both war and peace, and his sentiments about the fleeting influence of old warriors put out to pasture could also apply to those among our forgotten forefathers who blazed pathways into the wilderness of a young nation expanding westward following Thomas Jefferson's acquisition of the vast Louisiana Territory in 1803.

And those pathways, once prominent and essential to our nation's growth, have succumbed to the forces of Mother Nature and to the existential nature of human consciousness which tends to dwell on the present rather than the past. As the tangible pathways fade

from the landscape and our memories, we forget the vital role they played. It is the historian's responsibility to remind us of what and who came before in order to better understand what exists today and possibly lies ahead tomorrow. In this issue of the *Quarterly*, Missouri historians James (Jim) Denny and Dorris Keeven-Franke remind us of the importance of an old pathway that played a critical

role in the early nineteenth-century settlement of Missouri from west of the Mississippi River to Howard County. Various identified as the Boone's Lick (Booneslick or Boonslick) Trail/Road, it led from St. Charles to Boone's Lick (saline) in Howard County, across the Missouri River from Arrow Rock, where it connected to that community by ferry.

The Boone's Lick Road was an extension of trails that led west from St. Charles to nearby settlements established before and after Daniel Boone and his family migrated into the region from Kentucky in 1799 and settled in the Femme Osage Creek area. The trail/road took on a larger role when it became the route to the Howard County salt lick the Boone sons, Daniel Morgan and Nathan, began working ca 1805-12, and when, in 1808, Nathan Boone guided William Clark and a unit of dra-

goons up the Boone's Lick Trail/Road to establish Fort Osage on the banks of the Missouri River in what is now Jackson County. After the War of 1812 and cessation of Indian hostilities (1815) in central and eastern Missouri Territory and establishment of a government land claims office to sell newly opened lands in central Missouri, the Boone's Lick Road became a major route for traders and pioneers moving west into Missouri. With creation of the Santa Fe Trail in 1821 at Old Franklin, the Boone's Lick Road became an important link in the movement of traders, military forces and ultimately migrants going farther west via the Santa Fe, Oregon, and California Trails.

Keeven-Franke's article (page 13) tells a tale of historical intrigue following the discovery of an old map stemming from an early nineteenth-century plat that reveals early ownership of

the first five blocks of the village of St. Charles. "It puts a name on a place," says Keeven-Franke, "and helps us travel to a destination shrouded only by time." The old map also "shares another original" finding, she adds, "the beginning of the Boone's Lick Road" in that riverfront community. Denny's article (page 4) tackles the Road from its western end. He traces its development during the 1820s and '30s

through Callaway, Boone, and Howard Counties – a braided collection of roads influenced by the emerging settlements of Fulton, Columbia (originally Smithton), Rocheport, and New Franklin and leading to Boone's Salt Lick and the ferry landing to Arrow Rock.

As our readers follow the Road's alternating routes, they will begin to understand the development of today's Central Missouri communities and our modern roadways. Thus we invite readers along for a journey of discovery down the present and faded pathways of the Boonslick.

— Don B. Cullimore



Lientz family cemetery, located on a dead-end road off of Route J in Boone County, is near where a settlement was located on a Boonslick Road beta route. Photo by Don Cullimore

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

We encourage our members and others interested in history to contribute articles or other information of historical interest, including family histories, 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. Editorial guidelines may be obtained from the editor. Publication deadlines are February 1 for the March (Spring) issue; May 1 for the June (Summer) issue; August 1 for the September (Fall) issue; and November 1 for the (Winter) 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.

Membership dues are \$15-Individual, \$25-Family, \$50-Sponsor, \$250-Patron, \$500-Life. The dues year is January through December. Receive our publication, *Boone's Lick Heritage Quarterly*, 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.

Officers and Board Members 2015

Cindy Bowen, Armstrong, President
Brett Rogers, Boonville, Vice President
Paula Shannon, Boonville, Treasurer
Denise Gebhardt, Glasgow, Secretary
Don B. Cullimore, Fayette
Mike Dickey, Arrow Rock
Sam Jewett, Boonville
Connie Shay, Fayette
James (Jim) Steele, Fayette
Tom Yancey, Fayette

Editorial Staff

Don B. Cullimore, Editor
Cathy Thogmorton, Graphic Designer

BOONE'S LICK HERITAGE QUARTERLY

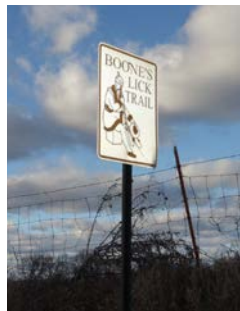
Boonslick Historical Society Vol. 14, No. 4 • Winter 2015-16

Contents

Western End of the Boonslick Road

By James Denny

Page 4



Tracing the multiple routes from Columbia to Arrow Rock in the 1820s and 1830s.

An Old Map: Eastern End of the Boonslick Road

By Dorris Keeven-Franke

Page 13



Early nineteenth-century map reveals original starting point of the Boonslick Road and land ownership in St. Charles

News from Historic Arrow Rock

By Don Cullimore

Page 16



Sandy Selby named new executive director of Friends of Arrow Rock

Front cover: DAR historical marker for Salt Creek Church, ca 1817, which was located on old Boone's Lick Road in eastern Howard County off of the current Route P. Photo by Don Cullimore

The Western End of the Boonslick Road: Columbia to Rocheport to New Franklin to Arrow Rock Ferry Sections of the Boonslick Road (see maps pages 8-9)

By James M. Denny

THE CELEBRATED BOONSLICK ROAD PASSES THROUGH A scenic and historic stretch of rural Missouri, where there is much history to be rediscovered and sorted out in those old landscapes. The development and building of the road informs us a great deal about how this area was settled and grew.

At western end of the Boonslick Road, the founding of Rocheport influenced the ultimate route the road followed. This route has long been recognized locally in Rocheport as a segment not only of the Boonslick Road but also the National Road, first advocated by Thomas Jefferson. There is a granite Daughters of the American Revolution marker in Rocheport recognizing its connection to this historic artery of westward expansion. The Rocheport to Columbia section has also been recognized as a part of the Boonslick Road by James Darrough in an article that appeared in the 1971 publication, *A Boone County Album*. In that article, he identified an undeveloped stretch of the old BLR that contained the historic Lowery house, which was known to be located on the Rocheport to Columbia road. Some time after Rocheport came into existence, a road was extended westward to connect Rocheport with New Franklin and the Arrow Rock ferry.¹

In figuring out which routes the BLR took as it developed over the decades of the 1820s and 1830s, most historians have examined a process of road evolution that played out over the post War of 1812 period, through the decade of the 1820s and a little beyond. During this period the western route of the BLR passed through alpha, beta, and gamma stages. Several transitional roads developed to lead from the alpha BLR to the gamma BLR (Map 2). During this same period the destination of the trace/road leading out of St. Charles changed from the Boone's Lick, a saline spring in western Howard County, to the Boonslick, a vaguely defined region along the Missouri River encompassing several fertile central Missouri counties. After the War of 1812, Franklin became the new western terminus for the BLR and point of linkage with the Santa Fe Road via the Arrow Rock ferry, or a ferry to Boonville, once that town was founded.²

On the western end of this route, the rise of towns exerted their social/demographic/political/economic pull on the BLR and caused it to abandon its alpha track, and the infant towns of Lexington and Persia along it. After Columbia was founded, the BLR bent southward along several routes (Map 2) to a new gamma road

(Maps 1 and 2). This gamma road went through the new towns founded in the 1820s—Fulton (1825), Columbia (1821), Rocheport (1825), and New Franklin (1828). Some time in the late twenties, or 1830s, a gamma BLR route was created to connect Rocheport, New Franklin and the Arrow Rock ferry. By the late 1830s there was a proposal to the state legislature to create a state road

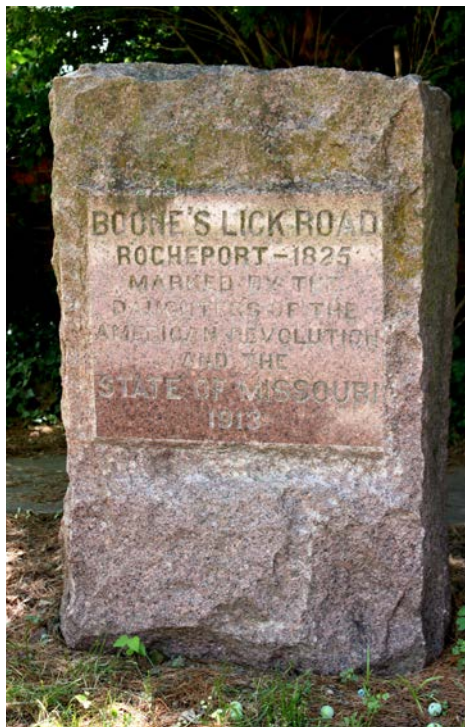
from Rocheport to the Arrow Rock ferry crossing. As a result, Rocheport had multiple connections to the historic junctions with the Santa Fe Road at Franklin, New Franklin, or Boonville. Roads led from Rocheport to all three destinations. Thanks to the ferry at Rocheport, there was a direct link to the destination town of Boonville (1819) at a newly developing junction with the Santa Fe Road via the Rocheport ferry and Old Civil Road (Map 3). And, as we have seen, the BLR led from Rocheport to New Franklin and Franklin.³

Of course, on the western side of the evolving BLR, the fundamental development that altered the east-west route of the alpha BLR to a new east-west gamma BLR was the founding of Columbia in 1821. On August 6, 1821, the commissioners, appointed by the state legislature to locate the county seat of Boone County, made a fateful decision regarding the BLR. They rerouted the alpha BLR. The only inkling of the new gamma road to come was the directive to erect bridges over the Moni-

teau, Roche Perce [Perche], Hinkson, and Cedar Creeks “on the direct route from Franklin to St. Charles, through the county seat.” These stipulations spelled the doom of Persia and Lexington, although it took several years for the whole transfer process along multiple roads to play out (Map 2).⁴

In 1821, Boone County collected only 77 dollars in tax revenue, so there was hardly a budget to achieve any major capital improvement projects for some time to come. For example, it took 12 years to build the first bridge across Perche Creek. The bridge, when it was finally built in 1833, was on the gamma route along the Rocheport to Columbia road.⁵

Another instance of the slow transition from alpha to beta to gamma routes was the Booneton Post Office, which, in 1819, was first located in Oliver Parker's store, “Lexington,” on Thrall's Prairie. In 1828, the post office migrated to Booneton at Lientz's on the beta route. Finally, in 1832, the post office was moved to Rocheport on the gamma route (Map 2).⁶



Note in Map 2 the interesting network of roads converging at Lientz's, once a popular stopover for travelers, that lead to Rocheport as well as Lexington and Franklin, New Franklin and Fayette. The Rocheport gravel road appears to have been an important route from alpha Lexington to gamma Rocheport. Sexton's road is a well-known route to Columbia from the extensive George Sexton operation of stage lines, manufacturing facilities, supplies and stables headquartered on the alpha BLR. Several stretches of Sexton's Road still survive on modern maps (Map 3). In Columbia, a stretch of Sexton Road is an active street angling across the grid of surrounding streets.⁷

An improved road from Rocheport to Franklin and New Franklin also started to take shape by the 1830s. This route through Howard County is depicted on Maps 2 and 3. A hand-drawn road map from 1835 depicts a route from Rocheport through New Franklin to the Arrow Rock ferry crossing near Benjamin Cooper's

The same year that Columbia was founded, 1821, John Gray received a license to operate a ferry across the Missouri River at the mouth of Big Moniteau Creek, soon to be Rocheport. He was also one of the commissioners who located the county seat at Columbia. Gray may have influenced the placement of the proposed Perche Creek bridge "along a direct route" as ordered by the first county commission. Twelve years later, when the bridge was finally built, it was on the Rocheport to Columbia road—the "direct" route to John Gray's ferry, Boone County's link to Boonville and the Santa Fe Road. From near the mouth of the Big Moniteau, Gray's ferry moved traffic across the Missouri River from the north side to Overton landing on the south side. From the landing a road crossed today's Overton Bottom to a ridge road that ran west into Boonville (Map 3). (During the early months of the Civil War, General Lyon landed his troops opposite Rocheport and marched his army down this same old road, fighting the famous Battle of Boonville along the way).¹⁰

In the early twenties, Gray owned the land Rocheport would soon be founded upon. He remained on the Boone County Commission through 1824. He possibly played a key role in laying out a beta route of the BLR. In 1821, the county court directed him to lay out a road from Columbia to intersect the St. Charles (alpha) road at or near "Augustus Thrall's field" ("Lexington," or Oliver Parker's Store).¹¹

There was a road to the mouth Big Moniteau Creek long before the BLR came along. On June 30, 1808, while en route to build Fort Osage, blazing a pre-alpha trace to Boon's Lick, William Clark noted in his journal: "passed over to a branch of Monotou [Moniteau] River, ...Crossed a large Indian trail leading S. at the last Creek." Clark's guide, Nathan Boone, was very familiar with where this Indian road led—the mouth of Big Moniteau Creek. In 1804, he had spent the night there, in an abandoned Indian cabin, one of several, a half mile from later Rocheport. He had reached this place in a cross-country trek that led past saline springs that would soon bear the family name, Boone's Lick. He perhaps followed the same route to the mouth of the Moniteau that he later led Clark across. This nexus with the Missouri River was a busy place in those days: Zebulon Pike reported hearing in 1805 that 500 Sauk, Fox and Iowa Indians were encamped at Big Moniteau Creek.¹²

In 1819, Arnold's warehouse became the first permanent American presence at the mouth of Big Moniteau Creek. Soon after Arnold's warehouse came Gray's ferry in 1821. Now commerce and people could not only move up and down the river, but also across it, following the BLR to a major jumping off point at Rocheport by way of the ferry to a new junction, as noted, with the Santa Fe Road at Boonville. In 1825, when Rocheport was laid out, the special qualities of the town site were already very much in evidence. The History of Boone County reprinted a notice from the *Intelligencer* of September 2, 1825, that sums up very well the prospects for the new town of Rocheport:

This town is situated on the Missouri River, at about an equal distance from Franklin and Columbia, at the mouth of the Grand Moniteau. Its site is not equalled by any on the Missouri from its mouth to Fort Osage. Its harbor is very superior, hav-



Bronze marker at the Lientz family cemetery in Boone County notes William Lientz's service on the first Board of Curators of the University of Missouri in 1839. Photo by Don Cullimore

house (Map 5).⁸

A key guide to the routes of the beta and gamma roads is an 1835 listing in the *Columbia Missouri Intelligencer*, which is cited in Mapping the Boone's Lick Road. Part of this guide is particularly relevant to this inquiry. It is this description of the gamma route in the 1835 listing:

From Columbia to Boonville.

To Thrailkeld's—5 miles

Rocheport—9 miles

Boonville—10 miles

Thrailkeld's (later Van Horn's Tavern), a ca. 1830 dogtrot log house, was clearly located on what was known at that time as the Rocheport to Columbia road, and the road was perceived as leading directly from Columbia to Boonville (via the ferry).⁹

The Rocheport to Columbia road was obviously a major route of travel by the 1830s. However, it remains to be seen if this road can earn its gamma status by claiming an origin in the mid-1820s, the same period from which the Columbia to Fulton gamma route begins to take form. Evidence, both circumstantial and direct, does point to a mid-1820s origin, if not earlier, for the Rocheport to Columbia road.

ing nearly half-a-mile of deep still water in front of the town, occasioned by a bluff of rocks above, projecting into the river, which renders it perfectly secure for boats during the breaking up of ice. The tract is well watered, having several large springs of fine soft water. As it respects the advantages of this point for business, to those who have resided any time in Boone's Lick country nothing need be said, its superiority being generally acknowledged; but for the information of emigrants, who feel disposed to settle in or near a town of some promise, it may be proper to make a few remarks. The business of this section of country necessarily includes in some degree the exportation of its surplus produce; and, as emigration ceases, and cultivation and improvements are extended, it will then constitute a considerable portion of our commerce. For a business of this kind, its situation is peculiarly favorable, having in its rear the largest connected body of good country in the State, and its settlements, though good at present, are rapidly progressing, and of a wealthy and enterprising class.

Of particular relevance to this inquiry is what the article has to say about roads:

Its communication with the back country is easy and free from those difficulties which generally exist with towns situated on the Missouri, viz., bad roads. In almost every direction, from this point, good roads are and may be had with but little labor. The traveller from St. Louis to Columbia, Boonville, Lexington, Liberty, or Fort Osage, will no doubt shortly adopt the route by Rocheport, there crossing the Missouri, by which he will save in distance ten or twelve miles, have a much better road, and avoid several creeks and extensive bottoms, which, in a wet time, much impede his progress on the old route.

The above passage seems to make it clear that the Rocheport to Columbia road (and other roads, as well) was already in existence by the time of the town's founding. Town founders were already trumpeting the superiority of the new gamma route over the alpha route. One indicator of the demise of Lexington along the alpha road is the fact the *Intelligencer* article was probably referring to Lexington (1822) in Lafayette County and not Lexington on Thrall's Prairie.¹³

Also, there is a key piece of evidence in the form of the Lowery house that helps modern investigators fix the location of one landmark on the Rocheport to Columbia Road. The Lowery house appeared in the *Missouri Historic Sites Catalogue*, 1963, edited by Dorothy Caldwell. She stated that Capt. Francis Lowery built the stout log house in 1842. According to the *History of Boone County*, Lowery's parents, in 1826, settled the old Lowery homestead, five and one-half miles east of Rocheport, located on the "State road between Rocheport and Columbia." In *A Boone County Album*, 1971, James Darrough wrote an article on the BLR through western Boone County; the route he traces is the gamma Rocheport to Columbia road. He included a photograph of the Lowery house as it then appeared. He also included a photograph of the country lane (the Rocheport to Columbia road) that ran past the Lowery house.¹⁴

Now, at about 188 years old, this old lane is one of oldest surviving gamma sections of the BLR still in the rough. On Thanksgiving Day, 1983, H. Denny Davis took this writer and his soon-to-



Capt. Francis Lowery built this stout log house in 1842. It was located on the Rocheport to Columbia old road. Photo by James Denny

be wife, Sue, to visit the Lowery house and the lane it was on. By then, the Lowery house had been abandoned and we went inside. The house was of log construction in the "saddlebag" style with a large central chimney. Exposed on the second floor were massive hewn logs, some more than a foot in width. Not too many years after our visit, news was reported that the Lowery house had been torched and destroyed. The old remnant of the Rocheport to Columbia road was sunken in places and had not yet been graveled. This segment is now called Shady Lane and is at the south end of Boothe Lane.

The road has now been partially graveled, and several new houses have been built along it. But it still has the feel of a lane and seems to continue past the graveled section in a relatively unchanged state.

A considerable stretch of this lane still exists on the west side of Boothe Road. Here, the road, in an overgrown but seemingly intact state, extends west, protected by a tree line, almost all the way to Route J.

Once Rocheport and New Franklin were founded, a road was laid out to connect them. New Franklin sprang up in 1828 after "old" Franklin was substantially washed away by the Missouri River in the floods of the 1820s. At some point, probably in the late 1820s or early 1830s, this road took shape and ultimately became known as the Rocheport to Arrow Rock road. In the late 1830s there was a proposal to designate this route a state road. We have already mentioned the hand-drawn map of this route, dating from about 1835 (Map 5). The only landmark shown on this map on the stretch of the road between Rocheport and New Franklin is Drake's Mill (Maps 2 and 3). Today, the most impressive monument to the once important Rocheport to New Franklin road is the John Agnew house, a stately two-story brick mansion with an impressive two-story rear ell dating from the late antebellum period. It turns its back on the paved Route P, which runs along the back line of the Agnew property. The front of this house faces the more important (at the time) Rocheport to Arrow Rock road, which is now the graveled County Road 448.¹⁵

Today, the alpha BLR route through eastern Howard is often depicted as following today's Howard County Road 436 west



The John Agnew House, located on the old Rocheport to New Franklin road, was built in 1857 and is being restored. Photo by James Denny

from the county line. Along this road is a granite marker for Arnold's Inn. According to family history, this marker is near where the gate posts once stood at the head of the lane leading back to the inn, which was an unusually large house for its time, ca. mid-1820s—a full two-story brick house with a two-story ell.¹⁶



Granite marker noting location of Arnold's Inn on Howard County Road 436.

Photo by Don Cullimore

of this era, the late William R. "Bill" Lay, reexamined the route past Arnold's Inn. He mapped a part of the route suggested by a long-time local descendant of residents along the old BLR and also examined the road system depicted in the 1876 Howard County atlas. In 1875, the eastern and western ends of the antecedents to Route P are shown, but there is a large gap in the middle where no road exists to link the two ends (Map 2). Lay concluded that the alpha BLR road must have run along county roads south of Route P. I show the alpha route following parts of Howard County Roads 453 and 457 to a intersection with the gamma BLR, present County Road 448, nearly three miles east of the present-day intersection of that road with Route P. I also show a hypothetical route that follows the route of present Route P to the Salt Creek Cemetery and then down County Road 455 to a junction with the Rocheport to New Franklin segment of the Rocheport to Arrow Rock gamma BLR (County Road 448 (Map 3)).¹⁷

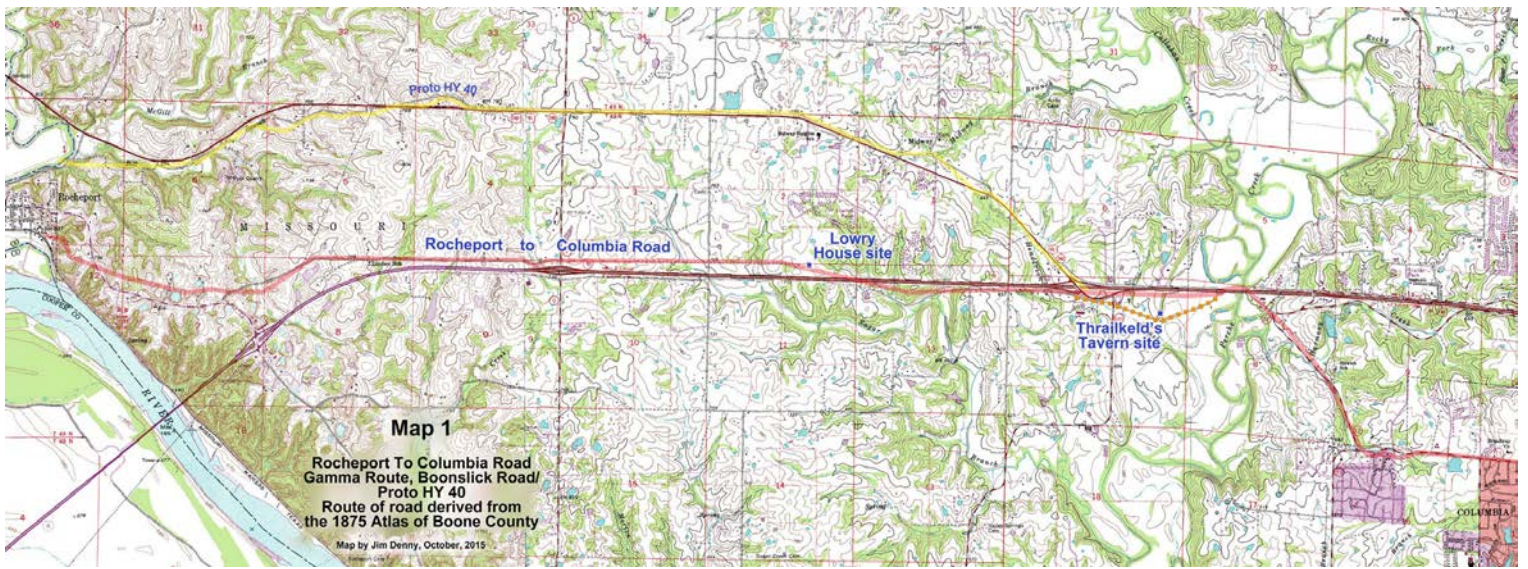
Although there is a stone monument in New Franklin, in the

center of the main street of the town, that proclaims the end of the Boonslick Road, this is not precisely correct. While the Santa Fe Road did start at the same spot, as a sizable granite bolder proclaims, it remains true that for several years prior to the first trip to Santa Fe, there was a trace/road leading from St. Charles through Franklin to the Boone's Lick saltworks and the Arrow Rock ferry crossings. Well-worn trails connected Forts Cooper, Kincaid and Hempstead, along this same approximate route well before Franklin and New Franklin came along. And even as the eastern terminus of the Santa Fe road shifted from Franklin/New Franklin to Independence, the route from Arrow Rock to Rocheport continued to exist in the public mind as an important state road in through the 1830s and beyond.

The Rocheport to Arrow Rock road (or gamma BLR) entered New Franklin along East Broadway Street, proceeded through town as East and West Broadway Streets, past the entrance to the University of Missouri Horticulture and Agroforestry Research Center. That this roadway is steeped in early Boonslick history is indicated by the lane entering the horticultural farm that leads to the oldest house in the Boonslick country, the Thomas Hickman house, built in 1819, and to the site of Fort Hempstead, built in late 1813/early 1814, just west of the Hickman house. Along the route, West Broadway becomes Stephens Street, turns west on 2nd Street and becomes County Road 342, which leads to Highway 87 and then Route Z. Along this old route are reminders of a rich antebellum past—the William Jefferson Smith antebellum Gothic revival house and Clark's Chapel on the right just before Highway 87 meets Route Z. Along Route Z, a Santa Fe Trail granite DAR marker indicates that this is not only the Rocheport to Arrow Rock road but also part of a much earlier road that dates back to when this road connected Franklin with the Boone's Lick, the Arrow Rock ferry, and the considerable Cooper's bottom settlement that had sprung up around the nearly abandoned Cooper's Fort. Behind this marker stands the stately Cedar Grove mansion—actually the conjoined houses of Nicholas Amick and Horace Kings-

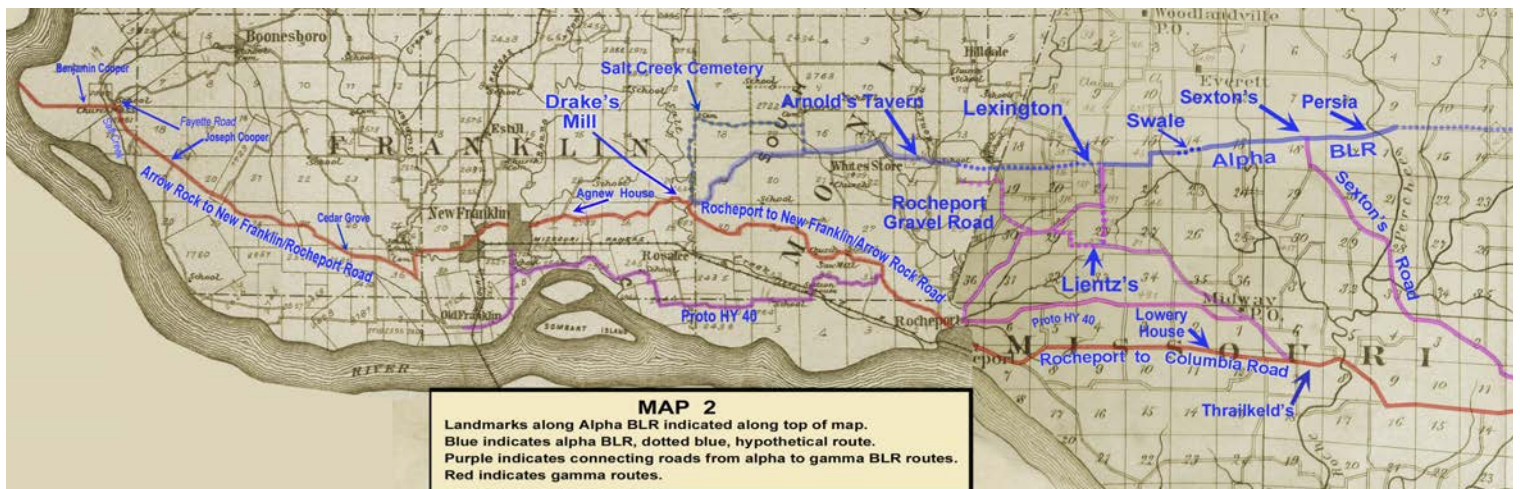


Thomas Hickman House was built in 1819 and has been fully restored. It is located in New Franklin on University of Missouri property.

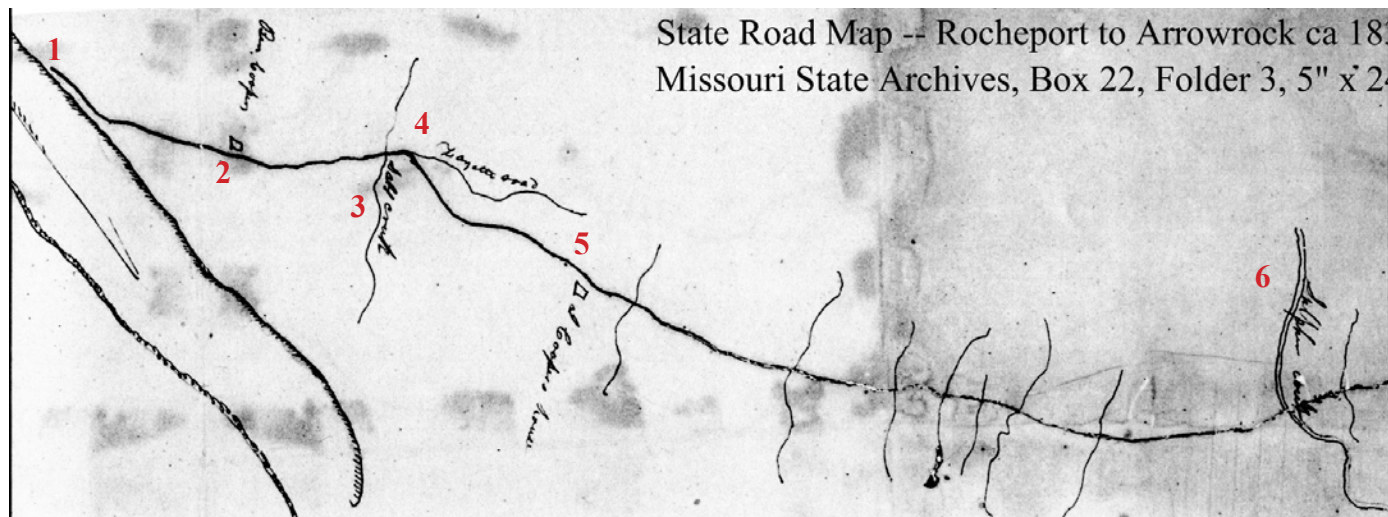


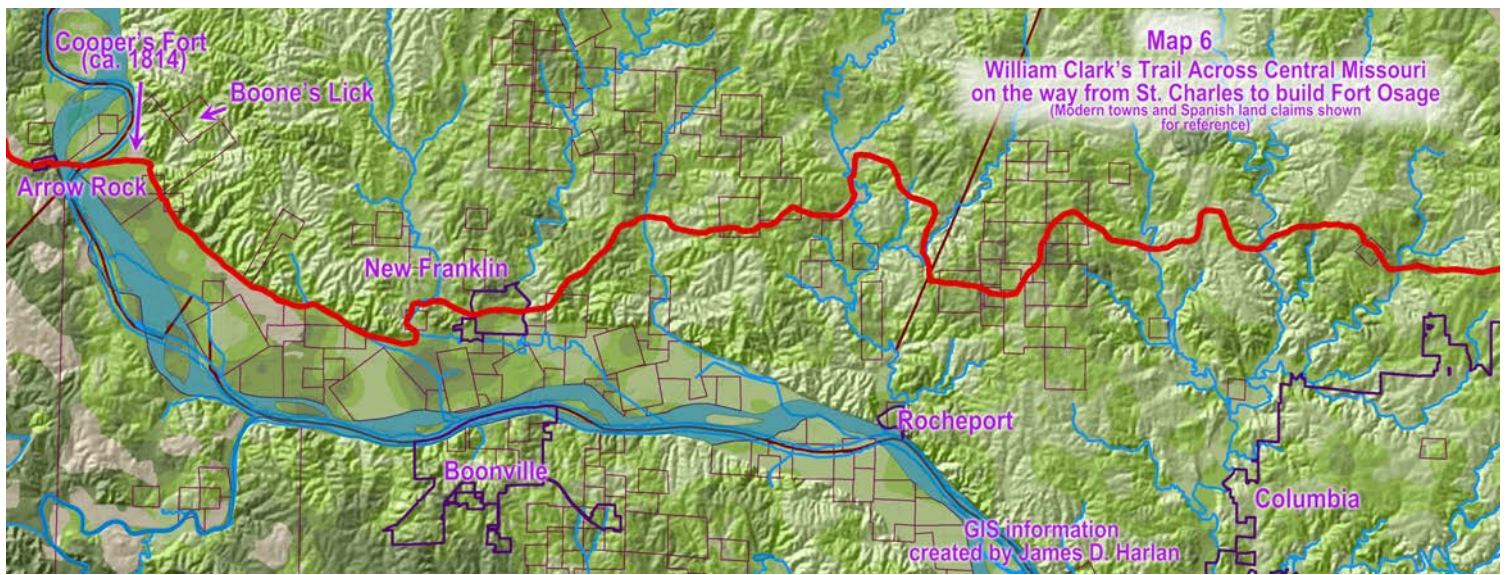
Map 1, above; Map 2, below

—Maps courtesy of James Denny

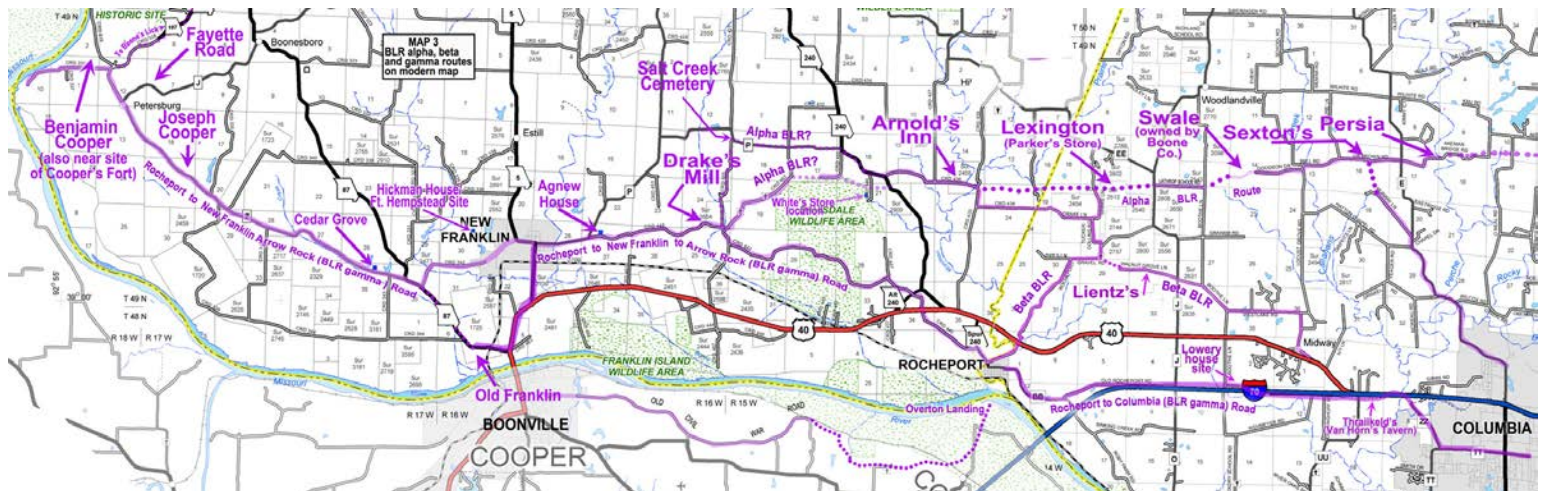


Map 5: The following numbers indicate map locations. 1) Arrow Rock Ferry; 2) Ben Cooper's House; 3) Salt Creek; 4) Drake's Mill; 5) Moniteau Creek; 6) Rocheport

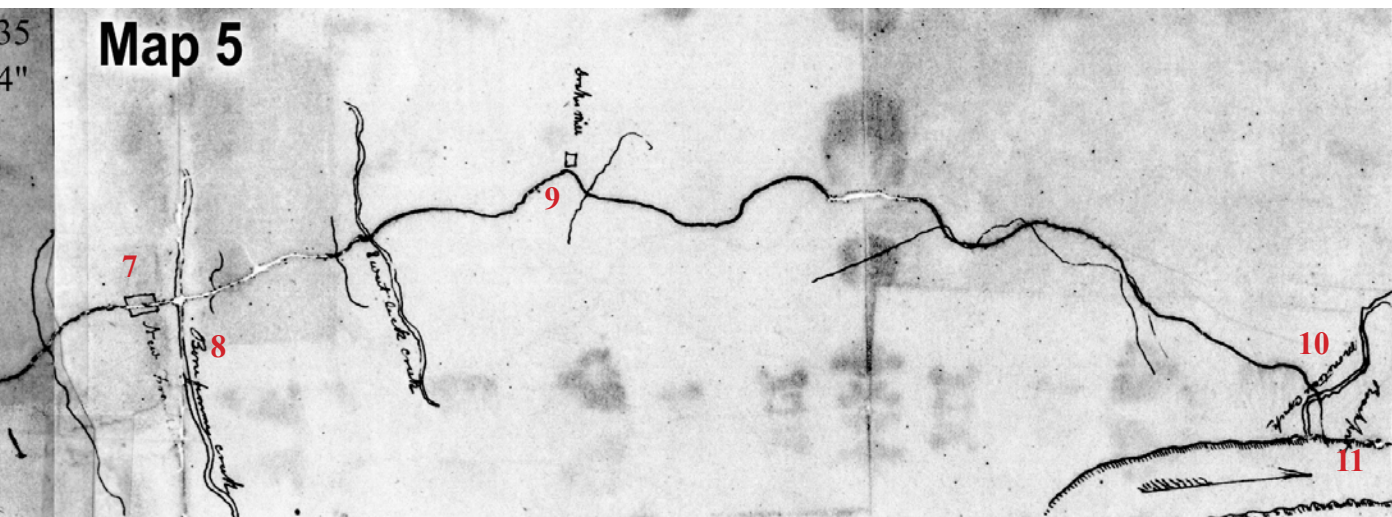




Map 6, above; Map 3, below



4) Fayette Road; 5) Joseph Cooper's House; 6) Sulphur Creek; 7) New Franklin; 8) Bonne Femme Creek;



bury, built around 1825 and 1856, respectively. The Amick house, a nearly perfectly intact hall-and-parlor cottage and possibly the second-oldest house in the Boonslick region, must have witnessed many wagon processions rumbling west to Santa Fe.¹⁸

The hand-drawn Rocheport to Arrow Rock road map, Map 5, indicates several landmarks on the western end that can be identified, if only approximately, today. Among these are houses of Joseph and Benjamin Cooper. Both Coopers were stalwart pioneers who helped establish Cooper's Fort, a key outpost during the bloody War of 1812 days. While there is no trace of either house, property records indicate tracts of land they owned along the route of the road. Pioneer cemeteries also survive for both Benjamin and Joseph. The locations for the two cemeteries were once marked by signs that have since collapsed but are, as of this writing, still lying on the ground. That the Santa Fe/BLR ran through Joseph Cooper's property long before the route was designated a state route in the 1830s, is evident from a complaint levied against road overseer, Otto Ashcraft, in 1826:

The road leading from Franklin towards the Arrow ferry used by and for the use of all good citizens of said county, especially that of it lying between George Yonts and Joseph Coopers containing in length three miles and in breadth 20 feet was greatly obstructed and out of repair by reason of certain brush and trees of one foot and less in diameter and certain limbs of trees such as may incommode horsemen and carriages and certain stumps of more than 12 inches high standing and lying in and upon that part of said road, also by reason of certain causeways over swamps and low ground and certain bridges over small water courses heretofore made and erected.

Among the complainants were William Becknell, "father" of the Santa Fe Trail, and Stephen Cooper, Joseph's brother, who in 1822 journeyed down the fabled trail, himself. Ashcraft was found guilty of neglecting his road overseer duties.¹⁹

The "Fayette Road" indicated on the map is present Route J, leading to Boonesboro. County Road 329/Highway 187, which runs past Boone's Lick State Park, meets County Road 330, which leads down to what is as close as we can come to the original road leading to the Arrow Rock ferry from the Boone's Lick saltworks.

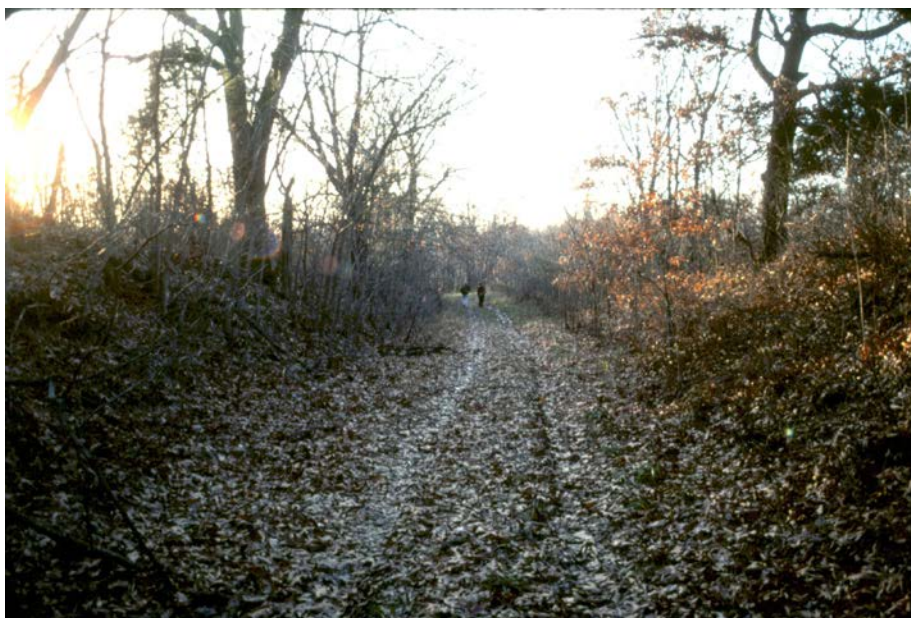
On Sept. 31, 1808, William Clark led the first group of Americans to travel what is essentially the western end of the alpha-gamma BLR/Santa Fe route. Also along was Clark's "pilot," Nathan Boone, who knew this area, and a detachment of St. Charles Dragoons making their way overland along the proto BLR/Santa Fe Trail to build Fort Osage. On Sept. 31, 1808, Clark, "Set out...proceeded on...to the River Missouri bottom then along the high bottom through delightfull lands and passed 3 glades, about the center of the Middle Glade N. Side near the hill is a large Deer lick, 5 miles from

Sulpher lick, passed thro a butifull small plain Mackays about a mile wide." Here, Clark noticed a two-mile long "cart road" leading from "Boons lick" down to the Missouri River. He also noted that men were working at the lick and corn was being grown in the bottom.

The first road built in the Boonslick region was likely this cart road. That road, in turn, connected to the trace blazed from Boone's Lick to St. Charles by Clark, Boone and others. The point at which Clark and his party crossed the Missouri River was directly opposite the "Arrow Rock." County Road 330 is directly opposite the town of Arrow Rock, and is as close to the Arrow Rock ferry crossing as we can come today. As we've seen, the Arrow Rock ferry crossing was the western terminus of the Rocheport to Arrow Rock Road, successor to the BLR/Santa Fe road, and was connected to the cart road Clark observed, or some other nearby extinct primitive road leading from the Boone's Lick saltworks to the river.²⁰

From the saltworks eastward, the earliest known route of the alpha BLR to St. Charles was hardly well defined. It was in part a blazed trail that Clark created in 1808 on his way to build Fort Osage (Map 6). In the years following, occasional wagons, herds of cattle to feed the salt boilers at Boone's Lick, and other traffic, including family migrations by the Cooper and Cole clans, moved along this evolving route to the Boone's Lick. Even before the outbreak of the War of 1812, this salt-boiling enterprise had become a large-scale manufacturing operation with multiple employees and ever-moving land and water traffic to and from St. Charles.²¹

The extent to which the this early roadway to the river from the saltworks was an extension of the earliest alpha manifestation of the Boone's Lick Trace back to St. Charles, a full circle is formed that connects the western ends of the alpha and gamma routes of the BLR at the Arrow Rock Ferry crossing. Map-wise



Rocheport to Columbia Road was one of the later routes that developed after the settlement of Columbia (originally called Smithton) came into being in the early 1820s.

Photo by James Denny

and history-wise, this conjunction of routes closes the circle of the old Boonslick Road(s) on the western end as best we can reconstruct how the alpha, beta, and gamma routes of that fabled road once ran.

After the smoke cleared from the War of 1812, Franklin, as we know, emerged to become the new BLR terminus. Franklin, despite being a booming and exciting place, existed for little more than a decade before the mercurial Missouri River sealed the town's fate. At the same time a new world was dawning for the Boonslick. With the coming of the land survey ca. 1815 and the founding of the Boonslick boomtowns in the 1820s, the organic alpha road that had taken shape from the earlier trace following the easiest water crossings and most convenient contours of the landscape gave way to a gamma route that was more constrained by surveyor lines, the maze of road petitions processed by county courts, and, later, roads designated by the state. What remained of the old alpha route was either incorporated into the emerging antebellum road network of the nineteenth century or abandoned. As the nineteenth century gave way to the twentieth, more original routes of the alpha, gamma, and interlinking beta routes, shown on Maps 2 and 3, gave way once again to a more modern road system characterized by paved and graveled roads that did not necessarily follow the old routes. Once again, additional portions of the legendary and shifting Boonslick Road slipped into memory.

One route associated with the BLR started as humbly as the other roads we have discussed but ultimately went on to become part the nation-spanning coast-to-coast highway created in the 1920s—Highway 40. On Map 1 and 2, I have identified the predecessor road as Proto HY 40. On the east side of Rocheport, this road ran parallel and to the north of the Rocheport to Columbia road. The Midway Post Office was along its route.

Over the course of the nineteenth century, the Midway road gained ascendancy over the Rocheport to Columbia road. This is best demonstrated by examining the Boone County atlas of 1898. By 1898, the Midway road had become one of Boone County's first six gravel roads, and labeled as such in the atlas. More than that it also became a toll road. Tollgates are visible in the plats of the 1898 atlas of Boone County. One such tollgate was just north of the city limits of Rocheport along the Midway road on the west end. On the east end, a tollgate was placed a short distance west of the then city limits of Columbia on what is now Broadway, itself part of the new gamma BLR. At the eastern end, the Midway road merged with the Rocheport to Columbia road just about where the Fayette exit on Interstate 70 is presently located on the south side (Maps 1 and 3).²²

West of Rocheport the proto Hy 40 road may well have been the flood-prone Missouri River bottom route quoted earlier in the 1825 Franklin Intelligencer article. This article, as we will recall, urged travelers to use the Rocheport ferry, "by which [the traveler] will save in distance ten or twelve miles, have a much better road, and avoid several creeks and extensive bottoms." This characterization could as easily apply to the gamma BLR route through Howard County, as well as the Proto HY 40 route, especially when Salt and Bonne Femme Creeks are flooded after heavy rains.

It is no coincidence that the route of Highway 40 (and later, I-70) is intimately connected with the history and predecessor

route of the BLR (especially that of Highway 40 through the study area of this writing). By the dawn of the twentieth century, agitation for a coast-to-coast road was gaining momentum, based in part on Thomas Jefferson's proposal of 1806 to create a National Road. Although this road never made it past Vandalia, Ill., Missouri advocates of the twentieth-century route referred to Jefferson's continent-spanning ambition and considered the BLR and Santa Fe routes as westward extensions of the National Road. Agitation for a cross-state highway from St. Louis to Kansas City meshed with a campaign by the DAR to mark the historic routes of the Booneslick Road and the Santa Fe Trail across Missouri. In 1911, a state board appointed by Gov. Joseph Folk proclaimed:

Various newspapers gave space in helping keep alive the movement. *The Kansas City Star* and *Kansas City Post* especially are to be commended for the stand taken and for being consistent "boosters" for a cross-state highway. During this time the lovers of history and admirers of romance joined in the fight. This was on account of the historic route, over which Daniel Boone and pioneers of the West blazed their way and around which linger many pleasing tales of pioneer times, being one of the practical routes for a state highway. This brought the Santa Fe Trail and Boone's Lick Road Association, the Kansas City Historical Society, the Missouri Historical Society, and the Daughters of the American Revolution into the fight.

Walter Williams is known today as the founder of the University of Missouri School of Journalism, but he also happened to be president of the Old Trails Association of Missouri at the time when critical decisions about Missouri's first cross-state highway were being made. He proved a powerful spokesman for what became "The Missouri Cross State Highway—Old Trails Road." His point of view prevailed and, after 1926, the cross-state route, known then as Highway 2, became part of U.S. Route 40, which was destined to stretch from Atlantic City to San Francisco.²³

Today, the stretch of Highway 40, from Midway exit off of I-70 across Boone and Howard Counties to the Boonville Bridge, is still intact. In places, a few short stretches of the concrete 1926 road can still be seen alongside the improved road. As for the rest of the BLR alpha, beta and gamma stretches, despite nearly two centuries of change, there is still an excellent driving route along existing roads that retraces most of the several routes of the Boonslick Road as it was during the 1820s and early 1830s.

Map 3, while primarily intended to show how the old BLR routes overlay a modern road map, is also useful for self-guided auto trips along the routes shown. Along the way are several BLR and Santa Fe Trail granite markers and a few landmark structures. Readers are invited to explore for themselves the scenic and historic stretch of rural Missouri that these historic roads pass through. These are not well-beaten tourist routes, and there is still much history to be rediscovered and sorted out in those old landscapes of the Boonslick country. The search continues to fully understand and recapture all the wanderings of that Boonslick Road and "pleasing tales of pioneer times," that played such an pivotal role in the shaping of the American West.

NOTES

1. In 1913, the Daughters of the American Revolution erected a series of granite markers at important sites along the route of the Boone's Lick Trail and Santa Fe Road. The best guide to these markers is Dan A. Rothwell, *Along the Boone's Lick Road: Missouri's Contribution To Our First Transcontinental Route—U.S. Highway 40* (Young at Heart Publishing Company and Greater St. Charles Convention & Visitors Bureau, 1999). The DAR allied with the National Old Trails Association to make sure the old Boone's Lick Trail and Santa Fe Trail routes became part of the continent-spanning paved road that was destined to become Highway 40. James Darrough, "The Boonslick Trail," *A Boone County Album* (The Columbia/Boone County Sesquicentennial Commission, 1971), pp. 6-11; Dorothy J. Caldwell, "Rocheport, River Town," *A Boone County Album*, pp. 14-17.

2. The best modern studies of the route of the BLR are Rothwell, *A Boone County Album*; David P. Sapp, *Mapping the Boone's Lick Road* (David P. Sapp, 2014), available online along with an interactive map of the BLR at www.booneslickroad.org. For this article, Darrough, "The Boonslick Trail," was especially helpful.

3. On this subject, a comment by University of Missouri geographer, James D. Harlan, to the author on Oct. 26, 2015, might be instructive:

—Jim Denny forwarded his lengthy case for the BLR having gone through Rocheport in its latter stages, before becoming the National Road when it certainly did just such. His case reflects what I purported at the very beginnings of the effort. That is the BLR was not a single route, except at the beginning which was probably established by Clark's route to Fort Osage, but was a tangled braid of trails over time and space. The gravitational pull of quickly developing cultural geography over this period dictated that the road would not remain on one track for long.

—Some 2 years ago, I became convinced that the Rocheport Gravel Road was of great importance here. It basically connects old Lexington down to Rocheport and I'm certain that was a geographic necessity back then during the BLR. That simple road was an indicator that everything was being pulled south from the original route to the more significant towns and ready resources. With Smithton, then becoming Columbia, the Smith Land Company knew they had to drag that road down south to their town and they did. The same happened with Fulton.

—Therefore, how could Rocheport be left out of the mix? That seems entirely improbable. Gray had his land grant in 1816 (on my GLO maps) and he did quickly establish that ferry crossing over to the Overton Bottoms. That is entirely too much geographic pull for that place to be "off the road." Think about it. In short, that old road went to Rocheport, at least in the mid-to-late 1820s; maybe on one of the confusing braids that I've always insisted upon, but it went there.

Also of interest is this from Walter Williams, *The History of Northeast Missouri*, Vol. I (Chicago: Lewis Publishing Company, 1913), p. 82, he states: —the "Boon's Lick [Road]... enters the county road as it crosses the Moniteau creek at Rocheport and runs through the north edge of the present town of New Franklin and on west by way of Clark's chapel to the Boone's Lick Springs to few miles east of the Missouri River near Arrow Rock where in all likelihood a branch of the Santa Fe trail crossed the river as a short route to the main "trail" running by that town, for freighters from the northern parts of Northeast Missouri."

4. William F. Switzler, *History of Boone County, Missouri* (St. Louis: Western Historical Company, 1882, Reprint), p. 161.

5. *Ibid.*, p. 168. See also the Boone County Historical Society's online archive, the article entitled "Perche Creek Covered Bridge." Available online: <http://boonehistory.blogspot.com/2010/03/perche-creek-covered-bridge.html>.

6. *History of Boone County*, p. 1000.

7. The most detailed examination of William Lientz along the beta BLR is Sapp, *Mapping the Boone's Lick Road*, p. 50, and Sapp's interactive map. See also *History of Boone County*, p. 1040, and *passim*. Matthew A. Palen, "George Sexton's Statecoach Line Across Missouri Helped to Carry Pioneers West," *Kansas City Star*, March 12, 1953 (typescript copy in possession of author).

8. *State Road Map -- Rocheport to Arrowrock ca 1835*, Showing Rocheport, New Franklin, Drake's Mill, I. Cooper's and Ben Cooper's. Missouri State Archives, Box 22, Folder 3, 5" x 24" *State Road Map -- Rocheport to Arrowrock ca 1835* Showing Rocheport, New Franklin, Drake's Mill, I [sic., should be J for Joseph Cooper] Cooper's and Ben Cooper's Missouri State Archives, Box 22, Folder 3, 5" x 24."

9. Table reprinted in Dan Claxton, "Historic Tavern to Get a New Lease on Life," *Columbia, Mo., Daily Tribune*, November 30, 2010. According to David Sapp, this table appeared in a 1835 listing in the *Columbia Missouri Intelligencer*.

See Sapp, *Mapping the Boone's Lick Road*, p. 49. The *Tribune* article also contains an excellent account of Van Horn's Tavern.

10. Switzler, *History of Boone County*, p. 177. Overton landing is depicted in, *Map of the Missouri River: From Surveys made, in accordance with Acts of Congress approved on June 18, 1878 and March 3, 1879 under the direction of Major Charles R. Suter, Corps of Engineers U.S.A., Plate VIII* (Missouri River Commission Maps).

11. Switzler, *History of Boone County*, p. 984.

12. James Denny, "Lewis and Clark in the Boonslick," *Boone's Lick Heritage* 8: 2-3 (June-September, 2000):23, 25-26.

13. Switzler, *History of Boone County*, pp. 177-78, 998.

14. Dorothy J. Caldwell, *Missouri Historic Sites Catalogue* (The State Historical Society of Missouri, 1963), p. 12; Darrough, "The Boonslick Trail," pp. 7, 9-10; Switzler, *History of Boone County*, pp. 1043, 1041. This section of the study is a tribute to my late cousin, H. Denny Davis, who first interested me in the BLR and in the special little stretch along Shady Lane that evoked the spell of the old Boonslick Road as it must have been. Many readers will recall the key role Denny played in ensuring that the Howard County end of the Santa Fe Trail received the recognition it deserved when the designation of the Santa Fe National Historic Trail was being crafted in the late 1980s and early 1990s. The memory of these experiences has finally motivated me to get around to setting all this down. That this study helps confirm Denny's suspicions that this stretch was an actual part of the gamma BLR is so much the better.

15. David Sapp, in an email to the author and others dated Aug. 27, 2013, has this to say about the location of Drake Mill:

—Drake's mill appears to refer to a mill belonging to the prominent Judge David R[ose?] Drake. I deduce this from another collection in the State Archives holdings that is the Howard County Road petitions, 1813-1860. A spreadsheet finding aid for this collection indicates that [box?] 3, folder 107, contains the following: Petition by Samuel Pearson for a change in the State Road (Rocheport/Franklin) dated 10 Aug 1837. It apparently mentions the Rocheport/New Franklin State Road, starting from Benjamin Caton's on the west end, past "Judge Drake's Mill," to "intersect the St. Charles Road at William Sibert's farm" (on the east end). The "Sibert" may have been "Seibert." This document clearly references the same Drake's Mill and makes the connection with "Judge" Drake. I have not yet checked out the actual petition. Judge Drake was David R[ose?] Drake, an early Howard County Court judge. I'm not 100% sure yet of his relationship to Charles but David R. appears to have been a brother of Charles, both sons of Jesse Ward Drake. David R. Drake obtained a patent on the SW1/4 of section 24, T49, R16 in 1824 and this agrees closely with the overlay of the survey on a present-day topo map."

David Sapp also prepared an overlay of the Rocheport to Arrow Rock road on a modern-day USGS 7.5 topographic map. His route coincides with Howard County Roads 440, 442, 448 (plus a short stretch of 467). See Map 3 for this route. This route is practically identical to that shown in the 1875 Howard County Atlas and on Map 2.

16. There is an interesting history of Arnold's Inn in the Arnold Family Association of the South, 5:4 (Summer, 1975):

—"On the abstract the first transfer was made to Price Arnold September 11, 1821. There is nothing anywhere that I can find that tells about the building of the house, but I have been told by persons who remembered others saying the bricks were burned in a kiln on the place. We do not know the exact time lodging and serving meals started at the Inn. We do know positively that it was known and patronized as 'Arnold's Inn,' by travelers on the Santa Fe Trail. Feb. 12, 1873, James T. Arnold and his wife Sally deeded to George W Drake 228.69 acres. ... Inn Closed in 1870's - Just a few years ago Mrs. Lou Drake Pipes, now deceased, daughter of the late George W. Drake, mentioned above, told me that her father bought this land which was the Drake home for many years from Arnold. Mrs. Pipes was only six years old at the time her father purchased the farm but I think the Inn was still in operation or had not been closed very long when bought by Drake. She said they told her the meals had been served on the lower floor and travelers were put upstairs to sleep. I can remember a long flight of stairs that went up on the outside of the building on the west of the house. Mrs. Pipes said her father built rooms and porches as his family increased. It was a great place for family gatherings and was a beautiful country home. ... Although no hard surfaced roads were in the county at that time the dirt road from Rocheport north which passed this place was widened and graded, and was one of the best in the county. It followed the old trail route into New Franklin. The beautiful old house in the setting of native trees was very impressive. The family contributed much to the hospitality and refinement of the community. In 1913 the Daughters of

the American Revolution erected a brown granite marker commemorating the existence of Arnold's Inn. It remains where the old gate stood leading into the front yard."

17. According to Lay:

—I went out and visited with Jerry McKee who lives south of 240 highway just of its junction with County road 436. I got the following information from him or as a result of visiting him. . . According to Jerry McKee the Boonslick Road ran south of Jerry's home, which is located in SW Quarter Section 16, Township 49, Range 15 Howard County lying south of Highway 240. Jerry's house was originally constructed as two log cabins with a breezeway. I am enclosing a drawing which is my concept of what I think Jerry was describing to me about the location of the road. I am also enclosing a drawing the red line on which shows my concept as to where the Boonslick road went by visiting with Jerry and referring to the 1876 Illustrated Atlas Map of Howard County. [Map 4]. Actually Jerry suggested the road may have run essentially west of the road and hit P Highway, but from the other roads I believe it turned south and hit the Rocheport road.

18. James M. Denny, "The Georgian Cottage in Missouri," *Pioneer America Society Transactions* 13 (1990):65. Denny, "Early Southern Domestic Architecture in Missouri, 1810-1840," *Pioneer America Society Transactions* 8 (1985): 13-15, 17-18. Elaine Derendinger and James M. Denny, Cedar Grover or Amick-Kingsbury House, National Register of Historic Places Inventory Nomination Form April 21, 1982. Available online: <https://docs.google.com/viewer?url=http%3A%2F%2Fdnr.mo.gov%2Fshpo%2Fnp%2F82003140.pdf>.

19. There are many accounts of the storied Cooper family, including many online resources. See also Mrs. N. A. Brunda, "Boonslick's Incredible Cooper Family," *Bicentennial Boonslick History*, Published as the official project of the Boonslick Historical Society in commemoration of the United States Bicentennial, January 1976, pp.14-15; Lilburn A. Kingsbury, "Howard Countians Clamor for Better Roads," *Bicentennial Boonslick History*, p. 45.

20. Kate L. Gregg, *Westward With Dragoons: The Journal of William Clark* (Fulton, Mo.: The Ovid Bell Press, Inc., 1937), p. 27. For an excellent account

of the ferry operations at and near Arrow Rock, see Michael Dickey, *Arrow Rock: Crossroads of the Missouri Frontier* (Arrow Rock, Mo.: Friends of Historic Arrow Rock, Inc., Arrow Rock, 2004), pp. 56-65.

21. One instance of wagon traffic on the early Boone's Lick Trace is Daniel Boone's driving of a large freight wagon across the trace in May 1809, to the Boone saltworks and back to St. Charles. See Lynn Morrow, "Boone's Lick in Western Expansion: James Mackay, the Boones, and the Morrisons," *Boone's Lick Heritage Quarterly* 13 :3-4 (Fall-Winter 2014): 17 and passim. Available online: <https://docs.google.com/viewer?url=http%3A%2F%2Fwww.boonslickhistorical-society.org%2Fwp-content%2Fuploads%2F2014%2F12%2FBLHV13-smaller.pdf>

22. Williams, *History of Northeast Missouri*, p. 81. *Plat Book of Boone County Missouri*, Northwest Publishing Company, 1898. Township 48, Range 14 and 15 West (page 10), Township 48, Range 12 and 13 (page 11). Available online: <http://cdm.sos.mo.gov/cdm/compoundobject/collection/mocoplats/id/4440/rec/1>.

23 Richard F. Weingroff, "The National Old Trails Road Part 1: The Quest for a National Road." Available online at <https://www.fhwa.dot.gov/infrastructure/trails.cfm>.

Jim Denny was a historian with the Missouri Department of Natural Resources (DNR) for thirty-three years before retiring in November 2009. He received his education at the University of Missouri, where he earned a Master's Degree in American History.

Denny is co-author, with James D. Harlan, of the *Atlas of Lewis and Clark in Missouri* (2003). His latest book, co-authored with John Bradbury, *The Civil War's First Blood: Missouri 1854 - 1861*, has been published by Missouri Life (2007). Since 2011, Denny has written a series of articles for *Rural Missouri* magazine on the Civil War in Missouri and on the War of 1812 in Missouri. Denny gratefully acknowledges the invaluable assistance of his wife, Sue, who serves as a proof reader and editor of his writings.

An Old Map: Revealing Secrets, including Starting Point of the Boone's Lick Road

By Dorris Keeven-Franke

I love a good map, especially an old one. Old maps can tell you a lot about a place. They can tell you what a place looked like at a certain point in time and transport us back to that time. In 2010, when I began working as archivist for the St. Charles County Historical Society, I discovered a crinkled and faded old map. The secretary at that time, Cleta Flynn, was introducing me to some of the more reclusive collections tucked away in corners of the archives and had said "if you like old maps, this large map case has a lot of interesting old ones." Buried amongst several other interesting items, was one that was taped, creased, folded and flattened (something us archivists hate) and that appeared to have not seen daylight in a hundred years – which was good for the map – but also rather sad.

We kept the old map handy for the next few years, trying to unlock its secrets, because the map did not have any date on it, or signature to tell us who had made it. Realizing it was a map of St. Charles, and that it was old (which could also be recognized by its ink and paper) we became determined to learn more. It was old, but just how old? And who had drawn it? And why? What was its purpose and who was the information for? I hoped the answers to these questions would tell us more.

The map lays out St. Charles as a grid of streets and cross streets, giving just their names. The street names were old and historic themselves, such as Barbour, Chauncey, Pike and Clay, names that meant something in the early nineteenth century when St. Charles was just a village. The streets formed the original

"Blocks" which is still used to identify locations in the deeds today. Inside these blocks were names, with a survey number assigned, of who owned the land, and how large the town lots were, in "French Foot" measurement. Nothing else by the original artist, but a few notes were written in a different hand and ink, that didn't appear to give a clue.

Over the years we would pull the map out whenever a researcher needed information about very early St. Charles. The names of the owners in each of these blocks seemed important. Perhaps identifying when the owners had taken ownership, we could possibly learn the date of the map. One local researcher who had done some very careful research on early St. Charles families, thought that perhaps it was between 1817-1825. We began to narrow the date of the map down to the era of circa 1819-1822, with his help. When it became apparent that this was a vital component to our City's history, we discussed its' condition with our Local Records Field Archivist Bill Glankler and Lisa Fox, at the State Archives.

After evaluating the condition of the map and its importance, it was decided that the map should be submitted for conservation and preservation. Lisa Fox, Head Conservator at the Missouri State Archives, Mike Everman, in St. Louis, and Bill Glankler, Field Archivist, coordinated everything. Fox's wonderful team worked their magic, carefully removing the old tape, creases, and even the dirt to reveal a carefully drawn map, approximately fourteen by seventy-two inches, with a story that was still an enigma.

For more clues we studied what information was shared, which would tell the map's purpose. The Missouri River is not shown, neither is the Boone's Lick Road, nor any buildings, landmarks or terrain. When the map was restored and processed by Lisa Fox at the State Archives in 2013, I had suggested the approximate date of 1817. This was also a suggested date by their examination of the paper and ink used, and by Lynn Morrow, with the Missouri State Archives, who had examined the map before retiring that year. Morrow also suggested that I contact a friend of his in St. Charles, Robert Myers, might be able to shed more light on the mysteries of the old map. When Myers and I first met, he asked "if I had ever seen the map in the City Attorney's office?" to which I quickly responded no.

Formerly Myers had worked for the City of St. Charles and presently works for St. Charles County. He graciously set up an appointment for me to see this other map, in an office in City Hall. Not knowing what to expect, I was totally shocked when I discovered a framed hand-drawn map that had a seal and attested to it being a true and authentic "copy" of "The Original Plat of St. Charles" drawn in 1871. Even more important was the discovery that the names on the 1871 map matched the names on the smaller "old map" confirming that it was also an "Original Plat of the City of St. Charles". The hand copied 1871 map has additional information that was available at that later date and is in much better condition.

While this new discovery was wonderful, it also deepened the mystery of who made the mysterious old map and when. I became more determined than ever to unlock this mystery. Originally, I was using deed research that researchers had been doing to provide a theoretical date range of the old map. Since the handwriting on the old map was very distinctive with some of its letters, I next tried to discover the artist that drew the map. With the several people's assistance, I was able to rule out many possibilities. Handwriting samples of Nathan Boone, Chouteau and Soulard were also consulted, but none of them appeared to be the artist of the original plat map.

I then consulted the City Records kept by the St. Charles City Clerk, which date back to 1797 and found that in 1809: *In conse-*

*quence of the Petition of two thirds of the inhabitants of the village and commons of Saint Charles praying the said village may be incorporated. The Court finding this petition to be complete by comports with the laws of this Territory in such said Laws made and provided have therefore granted the said petition and have accordingly appointed Alexander McNair and Doctor Reynolds Commissioners and that a plat of said village and commons be filed in the Clerk's office of this Court. A copy-attest.*¹

The village had become "Incorporated" and a plat was made at that time. The City records were searched and several others became the potential suspects as creators of the original plat map. In 1818, in Book A, page 7, we find: *April-The Board met pursuant to adjournment, present 5 members, having paper an ordnance [sic] for Surveying the Town & Commons be adm. C. Phillips Clk.*² On September 18, 1821, Prospect K. Robbins, was paid \$31.00 for surveying while Charles Peck was paid \$20 for assisting him. Other surveyors, Nathan Boone, and Joseph Evens [Evans] were also hired by the village to perform surveys in the next few years as well.

However, the old map clearly sets out original ownership of only the first five blocks of the village, and does not include the commons that was extended immediately following the survey done by Robbins and Peck. In fact the sale of the Common Lots is set out in the next three pages *following* Robbins and Peck's payment.

Still trying to determine a date, I began with the founding of the village, by French-Canadian fur trader Louis Blanchette, in 1769. At that time we were not even part of the United States, and those records are not easily located. As an outpost of St. Louis, the names of [Auguste] Chouteau and [Antoine] Soulard, and so many of its original settlers often appear in St. Charles records also. Both [Antoine] Chouteau and Soulard are reported to have done plats of early St. Charles. In 1824, Gabriel La Trail (who was one of the oldest residents of St. Charles) says he *assisted* in these early surveys.³

St. Charles is an early and important settlement, the first north of the Missouri River, and originally known as *Les Petite Côtes* or the Little Hills. Contemporaries of Louis Blanchette⁴ stated that

Early map of Old Town St. Charles shows original plat of streets and property in waterfront area.



he and his wife Tuhomehenga, either an Osage or Pawnee who later took the name Angelique⁵ had settled along a spring fed creek [which now bears his name] in 1769. At that time the district of St. Charles embraced all the territory with the limits of the Spanish boundaries north of the Missouri River. The village was situated at the foot of a range of small hills, sufficiently high to protect it from the overflows of the Missouri.⁶

The Census of 1787 of St. Charles... contains the following information about Blanchette "Juan Bapta Blanchet, aged 51; Maria Su Mujer; 48, Baptiste Blanchette 24; Maria Blanchette 21" In addition to these his household contained in addition to those named above, one carpenter, one huntsman and four laborers. Houck also quotes Auguste Chouteau, as noted in Hunt's Minutes Book 1, page 127 saying "les Petites Cotes was established by Blanchette." Houck also establishes where Blanchette lived: "*the lot upon which the first house being the square now numbered 19 bounded on the south by McDonald [McDonough], west by Main, east by Missouri [River] and north by Water streets, and from this we infer that Blanchette must have first erected his hut on this block when he made a settlement at what is now St. Charles.*"

Alas, the old map shares another original, the beginning of the Boone's Lick Road. "*The first settler in St. Charles, and probably the first one to build a mill north of the Missouri was Louis Blanchette ... who came to live at the foot of the river bluffs in 1769, and called them Les Petites Cotes or Little Hills. He established government buildings for the Spanish and a home for himself on what is now Block 20 of St. Charles; and on the stream that runs through it, the very water-course that the Boonslick [Boone's Lick] Road later followed ...he established what appears to have been the first grist mill. Whatever hauling there may have been to and from his mill must have been, for the most part, between the mill and the village commons lying to the north of the town in the rich prairie; though there is every reason to believe that Blanchette and his neighbors made some kind of a road in getting from the southern part of the village where Blanchette lived, to the less fertile commons lying toward the west. The natural road between the mill and the two commons at the top of the hill was along the little stream which the Boonslick [Boone's Lick] Road later followed*"⁷.

While it appears that Prospect K. Robbins and Charles Peck are most likely the surveyors, it is unclear who is the artist who drew the Original Plat of St. Charles, and whose work we are admiring now. That remains a mystery. Several deeds found in the County's Recorder of Deeds Land Records for that time period refer to "a plat done by Finley" as well, but to date have not located any surveyor by that name. Perhaps Finley was the third person on the survey team, and these are his survey notes. The owner's names indicated are the original owners of those St. Charles blocks. Perhaps the old map was done to preserve this information, as in the nineteenth century, every deed recorded simply recited its "chain of title" back to these original owners. The old map tells quite a story, taking us back to the original settlers in St. Charles. More than just a diagram of streets and the size of the lots, it puts a name on a place, and helps us to travel to a destination shrouded only time. There is a lot more to be discovered for sure.

NOTES

1. Records of the City of St. Charles, Book A page 6
2. Records of the City of St. Charles, Book A page 13
3. Houck, Louis, A History of Missouri, Vol.II, R.R. Donnelley & Sons Company, Chicago 1908 p.83
4. Louis Blanchette was a native of the Parish St. Henry, Diocese of Quebec Canada, and a son of Pierre Blanchette and Mary Gensereau.
5. Ehlmann, Steve, Crossroads: A History of St. Charles County, Bicentennial Edition, Lindenwood University Press, St. Charles, Missouri 2011
6. Houck, Louis; A History of Missouri; Vol. II, R.R. Donnelley & Sons Company, Chicago 1908
7. Gregg, Kate L. ; THE BOONSLICK ROAD IN ST. CHARLES COUNTY, Part I
From Missouri Historical Review, Volume 27 Issue 4, July 1933, pp. 307-314.
Available on the State Historical Society of Missouri web site at the <http://state-historicalsocietyofmissouri.org/cdm/compoundobject/collection/mhr/id/13394/rec/1>

Dorris Keeven-Franke has been sharing her interests and passion by writing about Missouri history for nearly 30 years. She blogs regularly about early St. Charles County History at <http://stcharlescountyhistory.org/> and is executive director of the Missouri Germans Consortium where she writes their blog at Mo-Germans.com and edits their online journal *Der Anzeiger*. She welcomes comments at dorris.keevenfranke@gmail.com too. Her current projects include the German Heritage Corridor with the Missouri Humanities Council.



Statue of Daniel Boone, namesake of the Boonslick Region, sits in small pocket park in Old Town St. Charles not far from the start of the Boone's Lick Road. Photo by Don Cullimore

Sandy Selby Appointed Executive Director of Friends of Arrow Rock

Arrow Rock resident Sandy Selby has been appointed as the new executive director of the Friends of Arrow Rock, the non-profit organization promoting the preservation and restoration of the historic Saline County Village of Arrow Rock, which is designated as a National Historic Landmark by the National Park Service. Selby replaces long-time FOA Executive Director Kathy Borgman, who retired last year after leading the organization for 31 years.

Selby has been actively involved with the Friends of Arrow Rock and the Arrow Rock community since 2005, serving as an elected member and vice chairman of the village board of trustees, president of the Historic Arrow Rock Council, member of the Experience Arrow Rock tourism committee, and director of numerous events including the recent Arrow Rock Writing Workshop. She authored the 2012 book, *Images of America: Arrow Rock*, and researched and wrote *Friends of Arrow Rock: The First 55 Years* for the organization's milestone anniversary in 2014. She has worked with the Friends of Arrow Rock as its contracted communications director since 2013.

"I felt an immediate connection with Arrow Rock on my very first visit to the village nearly 20 years ago, and my love for the community and for the Friends of Arrow Rock has only grown over the years," Selby says. "Friends of Arrow Rock was a true pioneer in historic preservation and history education, and it has grown into an organization that is known and respected across the nation. I am honored to be the board's choice for executive director and am excited about being part of the future for this great and

growing organization."

"The executive director of the Friends of Arrow Rock is the public face of our organization, which has been preserving and restoring Arrow Rock and telling its story since our founding in 1959," says Dr. Thomas B. Hall III, president of Friends of Arrow Rock. "Our search for a new leader for our organization, to replace longtime Executive Director Kathy Borgman and Interim Executive Director Steve Byers, took over a year. Our main requirements were a passion for Arrow Rock and proven leadership ability. We were very pleased to find the perfect combination of these talents close by, in longtime Arrow Rock resident Sandy Selby."

Arrow Rock is one of only 37 National Historic Landmarks

in Missouri. Historic Landmarks (NHLs) are nationally significant historic places designated by the Secretary of the Interior because they possess exceptional value or quality in illustrating or interpreting the heritage of the United States. Today, just over 2,500 historic places bear this national distinction. Working with organizations like Friends of Arrow Rock throughout the nation, the National Historic Landmarks Program draws upon the expertise of National Park Service staff who guide the nomination process



Sandy Selby, left, and Kathy Borgman. Photos courtesy of FOA

for new Landmarks and provide assistance to existing Landmarks.

Selby assumed her new duties on January 1. She can be contacted by email at sselby@friendsofarrowrock.org, or for information about the Friends of Arrow Rock, go to the website at www.friendsofarrowrock.org.

BHS 2016 Member Fees Now Due

Boonslick Historical Society annual membership fees are now due for the year 2016. The dues year is January through December. Membership dues are \$15-Individual, \$25-Family, \$50-Sponsor, \$250-Patron, and \$500-Life.

If you are not already a BHS member and wish to join, send a check made out to the Boonslick Historical Society, P.O. Box 426, Boonville, MO 65233. You will receive our publication, *Boone's Lick Heritage Quarterly*, and be able to attend annual Society events highlighting the region's history.