

BOATS, FERRY BOATS, STEAMER BOATS, VEHICLES, BUSES AND WAGONS

Due to its location on the Mississippi River, boats, ferries, and barges of all types have been part of Louisiana's heritage and commercial development. Until the late 1800's, there were no highways or rail lines in Missouri, so rivers were the primary method of transportation and facilitated early commerce and development. This is the reason Missouri's older communities are located along rivers

In the early days, the River ranged from a meandering stream to a rampaging torrent. Since there was no established channel or dams, navigation was more of an art form comprised of memorizing the track of the river and reading the water. Steam boats plied the Mississippi, carrying passengers and freight from the early-mid 1800's until the early 1900's when diesel-powered tow boats and barges became prominent. Ferryboats carrying people, wagons, livestock, produce and rail cars were located at Louisiana from the mid-1800 until the 1940's. Roads and highways were not a reliable means of travel until the 1930's

Images in this collection have been coded with Boats, Ferry boats, Steamer boats, Vehicles, Buses and Wagons when any are depicted, even though they are not the primary subject of the image. This will facilitate research on modes of transportation in Louisiana.

CHAMP CLARK BRIDGE

Soon after the Louisiana Purchase, Americans started their movement to the fertile lands of the west. To reach these lands it was necessary to ford bodies of water. One of the most formidable was the mighty Mississippi. Just three years after the founding of Louisiana, Atlas, the county seat of Pike County, Illinois issued a license for ferry service across the Mississippi between Pike Station and Louisiana. Various ferries were licensed over the years. The Rover was the final ferry to regularly cross the river. The Rover ran even after a bridge was completed due to people's distrust of the safety of the bridge.

The Chicago & Alton Railroad Bridge was built by railroad tycoon Commodore Vanderbilt to tie the farmers of the west with the markets of the east. He also was attempting to destroy the monopoly enjoyed by river shipping. Work was begun in the spring of 1873 and was completed on Christmas Day of that year. Vanderbilt for all practical purposes destroyed the grip that river shipping had on western produce. Over the years plans were made to make the bridge dual purpose – rail and vehicle traffic. The ferries sued each time the proposal looked like it might succeed. As a result, other than extra bracing introduced during WWII, it is little changed. The bridge is only the third bridge to span the Mississippi, being just a few months older than the famous Eads Bridge in St. Louis.

The wish for a traffic bridge surfaced from time to time. In 1926 Chamber of Commerce president, Lloyd C. Stark made traffic bridges across the Mississippi a reality. In five days the people of Louisiana, Missouri were able to sell a million dollars worth of bonds. Work on the bridge was begun in October of 1926. The bridge was open for traffic on May 12th 1928. The bridge was dedicated to Chap Clark on June 9th 1928. The second span of the bridge collapsed

during the building of the bridge and one worker was killed. This was the only major accident experienced during the building of the bridge. The bridge made Louisiana the most logical crossing point over the Mississippi. Highway 54 now connected the east with the west and cut miles off nearly every trip. Louisiana never realized its projected potential of 20,00 citizens, in spite of the bridge.

The Champ Clark Bridge continues to be a major crossing point across the Mississippi in central Missouri between Hannibal and St. Louis. The bridge was guarded round the clock for several weeks after 9-11. Views of both the Champ Clark Bridge and the C&A Railroad Bridge remind residents of Louisiana that they have been important in linking the nation together.

CHURCHES, SCHOOLS, HOSPITAL, & CEMETERY

Religion and education were important aspects of life to Louisiana's early settlers. The first churches and schools in Louisiana were organized while the town was still in its infancy. Early church services were held in peoples' homes or in public halls. In some cases circuit-riding preachers conducted the services, while in others, individual members of the group led the meetings. The Methodist church was the first religious congregation to be founded in Louisiana. By 1840, Christian, Catholic, and Presbyterian congregations had also been established in Louisiana, and permanent church buildings for those congregations followed in the 1850's. By the late nineteenth century, all of the seven major congregations in Louisiana constructed new church buildings, and the city constructed two brick public school buildings. The Louisiana Area History Museum hosts an annual Church Walk each December.

In 1870, J. Sam Brown School, the first public school building in Louisiana was completed. It was a three story, brick building that contained twelve classrooms and served all grades and was located on Jackson Street. Twenty years later, a second public school, Eugene Field School was constructed on North Carolina Street. The J. Sam Brown School became the high school and the Field School was used for the younger grades. In 1913, the J. Sam Brown School was torn down and Central School was constructed. The Lincoln School was erected in Louisiana in 1900 and served black children in grades one through 12 until 1955 when Louisiana followed the Supreme Court's order to end segregation in the public schools.

Two new medical facilities opened in Louisiana in the 1920's. The Pike County Hospital was dedicated in June 1928 and later that year, the Mineral Springs Bath House, which provided mineral baths, massages and osteopathic treatments, opened. A large portion of the funding for the hospital came from two bequests. The first bequest was made by Susannah Price Barr, the proprietress of a millinery business in Louisiana and the owner of a number of pieces of real estate. Otis Smith, a tobacco executive, passed away in 1923 and bequeathed \$100,000 for the construction of a hospital in Louisiana. Construction on the hospital began in 1927. The four story Classical Revival Building was designed by St. Louis architect, George D. Barnett, whose daughter was Mrs. Paul C. Stark, Sr.

Pike County has more than one hundred fifty catalogued cemeteries. Three of these, Buffalo, Gates of Peace and Riverview, hold special significance for Louisiana. Buffalo cemetery,

founded because of the Buffalo fort massacre, has a monument at the site, which describes the incident. Gates of Peace Cemetery is the only Jewish cemetery north of St. Louis in Missouri. It is located near the junction of US 54 and MO NN. Riverview Cemetery contains more than 14,000 graves. North of Highway 54 at the end of Seventh Street in Louisiana is the cemetery's beautiful location, overlooking the Mississippi River, it serves as the resting place of Governor Lloyd Stark; the founders of LaCrosse Lumber; George Trimble, philanthropist; Prof. R.R. Rowley, noted scientist; and Silas W. Farber, founder of Farber, Missouri. The Jackson Family Cemetery and the Catholic Cemetery are also located in Louisiana. Many cemetery records are available at through the Pike County Genealogy Society.

DOCUMENTS

As years pass the "Old Timer's" pass on and histories are lost. We are sometimes lucky to find a diary, or even just a little note on the back of a postcard. Families have shared their photos, newspaper clippings, and letters. The collection of the local newspaper has given us a chance to take fragmentary documents and add dimension to the story. Our local historians have added their part to the story, and when all is brought together- Oh what a wonderful story – a story we want to share with you.

Letters are a window into the heart of the writer. They tell us of the writer's experiences, dream, and expectations. Letters between Judge Pettibone and Henry Schoolcraft, discover of the source of the Mississippi, found tossed in the corner of an office do much to point out to us just how fragile history can be. In that same office was found a Spanish Land Grant dated 1692. When translated it may tell us more about our history or maybe it is just something someone picked up in an antique shop and tossed aside.

Birth, death, and Marriage Certificates help us to place their owners on our timeline. For the most part these have not been included in the PLI project. These materials can be found on line.

Historic photos often tell us where a photo was taken and who took the photograph. Snapshots, tintypes, cabinet photographs, and carte' visits give us clues about the sitter. These may be status, profession, marital status, family status, and in some cases ethnic and cultural background. "Instant Relatives" are popular in antique shops. These photographs are history lost. PLI strives to keep these part of our history and available to future generations.

DOWNTOWN BUSINESSES, BUSINESSES OUTSIDE DOWNTOWN, FACTORIES, MOTELS, HOTELS, & ROOMING HOUSES

Louisiana's Downtown Georgia Street Historic District is considered the most intact Victorian Streetscape in Missouri and one of the nicest in the county. The images in these groups focus on one or several businesses or lodging establishments, not general streetscapes.

Louisiana was an important hub of river commerce, agricultural activity, industrial production, and transportation for well over a hundred years. The time period of greatest activity runs

generally from 1860 to 1940. During this period, the train bridge and highway bridge were built; rail lines were constructed; and the migration to the western states occurred. Hundreds of guests, workers, and transients heading west through Louisiana needed food, libation, entertainment and lodging while in Louisiana. At one time, three or four “first-class hotels” and several less prestigious hotels as well as several dozen saloons were located in the downtown area.

It is likely that many times during the 1870-to-1940 period, as many as a dozen businesses located in Louisiana each employed at least several hundred people; at many times, several of these businesses employed over 500 people each. The number of smaller support businesses required during this period of infrastructure building and employment was very significant, too.

Initially, Louisiana was a regional center for the growing and processing of tobacco, lumber, fruit trees and other products. Around 1900, the industrial age came to Louisiana. Large factories producing shoes, gloves, clothing, and other products were established. The industrial production here began a steady decline after World War II.

DOWNTOWN STREETSCAPE

If one were to visit Louisiana in the 1800’s they would have seen a vital city, which was wedded to the river. Water Street, Main, Third and Georgia Streets would have been alive with activity. Water Street faced the river and was lined with factories, warehouses and saloons. Main Street, Third Street and Georgia Street were the main retail/commercial areas of the city. Early Sanborn Insurance Maps give us many clues as to what existed at various sites. Tobacco, button, iron, shoe, basket and brick factories along with lumber mills, grain milling, vinegar mills and other light manufacturing was interspersed within the downtown district. Two rail depots serviced the community. Stark Brothers Nursery provided a great deal of employment, which kept the downtown area vital and growing. Fire, decay, demolition, and modernization have taken its toll on the downtown. Large sections have disappeared only to be replaced with vacant lots. The photographs and documents collected are, in many cases, all that remains of our past.

During the last few decades of the 1900’s life in the downtown section of Louisiana changed. Its once vital downtown started its decline. Many believe that this change was brought about by the building of a mall, located some distance from the downtown and offering more than the downtown stores offered. Buildings in the downtown became run down, businesses folded, and sidewalks were allowed to deteriorate. A once vital city was in its decline. A group of concerned citizens and business owners decided that what was once “the best preserved Victorian streetscape in Missouri” could be saved. The Georgia Street Historic District was born and with it came funds for restoration. The mass merchandiser has left. Slowly, but surely the downtown is returning as new businesses move in.

EVENTS, SCENES OF LOUISIANA

Louisiana hosted its first street fair in 1900, featuring Buffalo Bill’s Wild West Show. The collection highlights numerous events from the past including the dedication of the Champ Clark

Bridge and the dedication of the Louisiana Public Library. The collection also contains images recording visits from Presidents and other dignitaries, numerous class reunions, celebrations, and river festivals. Fires and floods are other events recorded through the images collection.

Scenes of Louisiana highlight river views. Many take place in Henderson Park and at the Riverfront. Other scenes focus upon historic happenings in the Downtown Business District. Postcards show seasonal scenes from Louisiana, area attractions, and historic views. Scenes help tell the story of Louisiana's past.

HISTORIC DISTRICTS, LANDMARKS ON THE HISTORIC REGISTER

The National Register of Historic Places includes districts, sites, buildings, structures and objects that are significant in American history, architecture, archaeology, engineering, and culture. These resources contribute to an understanding of the historical and cultural foundations of the nation. Properties, located in Louisiana that have been placed upon the National Register include historic homes, churches, the Louisiana Public Library, the Pike County Hospital, The Louisiana Chicago and Alton Railroad Depot, a residential section and the Historic Business District. The collection contains multiple images of properties on the National Register.

Locations and dates of placements are listed below for Louisiana properties that have been placed upon the National Register:

- ❖ Bacon, Charles, House, 819 Kentucky St., Louisiana (7/19/90)
- ❖ Barnard, Captain George and Attella, House, 2009 / 2109 Georgia St., Louisiana (03/31/00)
- ❖ Bethel Chapel AME Church, Jct. of 6th and Tennessee Sts., Louisiana (7/28/95)
- ❖ City Market, 125 S. Main St., Louisiana (3/23/05)
- ❖ Georgia Street Historic District, roughly Georgia St. between Main and Seventh Sts., Louisiana (5/06/87)
- ❖ Goodman-Stark House, 601 N 3rd St., Louisiana (10/22/94)
- ❖ Louisiana Chicago and Alton Railroad Depot, 801 S. Third St., Louisiana (6/07/06)
- ❖ Louisiana Public Library, 121 N 3rd St., Louisiana (4/12/96)
- ❖ Luce-Dyer House, 220 N 3rd St., Louisiana (9/23/82)
- ❖ North Third Street Historic District (Louisiana, Missouri MPS; roughly bounded by Georgia, Noyes, North Third and North Water Sts., Louisiana (8/24/05)
- ❖ Pike County Hospital, 2407 West Georgia St., Louisiana (9/19/06)
- ❖ Stark, Gov. Lloyd Crow, House and Carriage House, 1401 Georgia St., Louisiana (12/21/87)

HISTORIC HOMES

The image collection depicts views of Historic Homes located in Louisiana, Missouri. In 2004 these historic properties were surveyed and their architectural and historical significance was documented. Rich in historic beauty, mansions in Louisiana date back to before the civil war.

Three periods of development for the city boasts the building of historical homes. These homes reflect twelve property types and are often connected to prominent historical figures. Historic Homes in Louisiana are named for their earliest known residents.

KEY CITIZEN, PEOPLE – MISC.

Since the founding of Louisiana, in the early 1800's, Louisiana has produced a steady stream of individuals, which have significantly affected the course of Louisiana's history as well as the history of our nation. No single individual in Louisiana has affected the course of history more than John b, Henderson. Among his accomplishment was the introduction of the 13th Amendment, abolishing slavery. It is also said that he cast the deciding vote in the impeachment trial of President Andrew Johnson. Henderson is followed closely by Champ Clark; elected Speaker of the U.S. House of Representatives and in 1912 was nominated for President. The third in the trilogy of important politicians was Governor Lloyd C. Stark, who was elected Governor of Missouri in 1936, and later became instrumental in the dismantling of the corrupt Pendergast "machine".

A long line of educators (Miss Grace Berry and Professor Robert R. Rowley, among many others), doctors (Dr. Charles Lewellen and dr. Eric Cunningham, heading a long list of doctors who have served the medical needs of the city), civic leaders and philanthropists (George Trimble, Charles G. Buffum, Gloria Hardin, as well as scores of others which stepped up when they were needed). Louisiana has also produced a number of local characters. These, to name just a few, include philosopher "Newt" Bryson, milliner Maggie Dumphy, writer and Paris darling May Birkhead, bejeweled theater owner Gussie Buell and her husband, Buffalo Bill's close friend, Colonel Clarence Buell. The list of key citizens goes on and on. The list will expand as the project continues. Family members and local citizens are also saved within the collection and are identified by the grouping, "People – Misc."

NOIX CREEK, DUG HILL, CLINTON SPRINGS, AND BUFFALO KNOB

A number of prominent geological features are located around Louisiana. Due to their beauty, scenic views, and tranquility, these features were often the subject of photography, postcards, drawings, and paintings.

The Noix and Buffalo Creeks are located on the south edge of town and one mile south of town respectively. A small intermittent creek called the Town Branch runs through the center of Louisiana into Noix Creek. These creeks were used for fishing, swimming, and recreational boating. Clinton Springs, located under a bluff one-fourth mile south of downtown (south of Noix Creek near where the rail road bridge meets the Missouri shore), has been active providing water to travelers and citizens for over 100 years.

Several large prominent bluffs, notably Dug Hill, Buffalo Knob, and Star (Marzoff) Hill are located a mile north, a mile south, and just northwest of downtown Louisiana respectively. Since the early 1900's, a large illuminated star has been placed on Star Hill during the Christmas

holiday season. Dug Hill overlooked the LaCrosse Lumber milling operation along the Mississippi and was a quarry from which stone was mined for the railroad bridge construction and for the foundations on which of many of Louisiana's structures are built.

One condition very noticeable when looking at 1860-1900 era photographs of the areas surrounding Louisiana is there were very few trees. It is believed that most vegetation was cut and used for cooking and heating. Coal, electricity, and natural gas were all introduced for these purposes around 1900.

PARKS, SCENIC VIEWS, GREETINGS FROM LOUISIANA

Several lovely parks are located in Louisiana. Riverview Park (Henderson Park) is located on the crest of Main Street with a commanding view of the river and the Champ Clark Bridge, Sunset Park, the largest park in town, is one city block long, located on Georgia Street near the Pike County Memorial Hospital at 22nd Street. It was built in 1927. A third park is located near the Louisiana Primary School and public pool, at the corner of Kentucky Street and Wells Lane. Lincoln Park is located on the grounds of the Lincoln School. The school was dismantled in September of 1979.

The collection contains multiple images of scenic views. These views focus upon historic locations and views of the Mississippi River and Riverfront. Postcards depicting generic rural scenes carried the "Greetings from Louisiana" slogan. They highlighted a time of graciousness and hospitality and were a popular method of advertising area scenic beauty and small town life.

POST OFFICE AND MUNICIPAL IMAGES

This collection consists of images of various municipal/City subjects and images of the Louisiana Post Office building at 522 Georgia Street.

The Post Office pictures include many images of the original Post Office building under construction in 1903-1905 which detail construction techniques in use at the turn of the Century by a major St Louis construction firm. This group also shows the construction of the rear addition and various other more subtle changes that have occurred to the Louisiana Post Office over the years.

NOTE: Streetscapes of the 500 and 600 blocks of Georgia Street as well as South Sixth Street are in the background of many of these images. Apparently a gutsy photographer climbed the crane pole to snap some photographs looking east down Georgia Street while the Post Office was under construction.

RAILROAD & THE RAILROAD BRIDGE

In the years following the Civil War, several railroad lines were proposed for the Louisiana area, and by 1880; three rail lines had been completed. The first railroad to organize in Pike County

was the Louisiana and Missouri River Railroad. In 1867, Louisiana and Missouri River Railroad Company was organized and was authorized to sell stock to fund the project. Construction began in 1871 and two years later, the railroad was completed between Louisiana and Mexico. The Quincy, Alton and St. Louis Railroad and the fourth railroad bridge over the Mississippi River were also completed in 1873. The St. Louis, Keokuk and Northwestern, which ran parallel to the Mississippi River from Keokuk, Iowa to St. Peters, Missouri, was completed six years later. Today two rail lines run through Louisiana; one runs north/south along the Mississippi River and one runs east/west crossing into Illinois on one of the oldest railroad bridges on the Mississippi River.

Louisiana boasts the fourth oldest bridge to cross the Mississippi River, built in 1873 at a cost of \$685,000; the old railroad bridge for a time enjoyed the distinction of being the largest drawbridge in the world. Construction began on June 30, 1873, on the authorization by an act of Congress. On Dec. 24, 1873, the railroad bridge was far enough along to admit the passage of trains. Previously, trains were transported across the river by barge.

RIVERFRONT

A visit to the riverfront in the 1800's would introduce the viewer to a prosperous and vital Louisiana. Stern wheelers, paddle boats and all sorts of other craft would be unloading and loading the products produced along the mighty Mississippi from St. Paul, Minnesota to the delta of the lower river as well as the myriad of rivers which flowed into it. Water Street and Main Street were where most business was conducted. Numerous stores and businesses were aimed at the river trade. A wharf projected into the river to aid in the unloading and loading. Numerous entertainments were available for the rough crowd that frequented the area after dark. By the middle of the century many men on their way to the gold fields of California chose Louisiana as their jumping off site. The early westward journey for many pioneers began here as well. The banks of the river were lined with piles of lumber for shipment west and used in the LaCrosse lumber factory. Grain and other products grown in the western plains came here to be shipped to the cities of the east. Louisiana was a bustling town with a future to look forward to.

Today the riverfront serves as a gathering place for special events. The buildings, which made up the waterfront of the previous nearly two centuries, have disappeared. Fires, neglect, and "the mall" have changed the way we look at the riverfront. During the "depression years", work projects transformed the riverfront into an area in the city where one can bring their lunch, enjoy the view and watch the movement of barges as they head north and south – no longer stopping nor taking a second look at us. From time to time the Delta Queen stall graces the Riverfront with its Calliope playing and we remember through photos what Louisiana used to be.

STARK BROTHERS NURSERY AND LACROSSE LUMBER

LaCrosse Lumber Company and Stark Brothers Nurseries began when Louisiana was a small, growing town; in fact, both being incorporated over 100 years, they were two of the eight oldest,

incorporated companies in Missouri. Members of the founding families of these two companies became staunch citizens and leaders of the community as well as holding national positions in their respective industries.

Stark Brothers was founded by James Hart Stark. In 1816, James migrated to the Louisiana area from Kentucky after surveying the area several years before. When he arrived, he carried a bundle of apple branches, or scions, from fruiting varieties popular in Kentucky. Stark Nursery was owned and operated by James H. Stark's family, seven generations of family members, until the nursery was sold in 1994. At one point, Stark Brothers claimed to be the largest nursery in the world and oldest in America.

Stark Brothers grows apple, peach, cherry, pear and other deciduous fruit trees as well as ornamental trees and shrubs in their nursery fields. Nursery stock is sold to commercial fruit growers, garden centers and home owners throughout the United States. The cornerstone of Stark's success was the discovery and promotion of new and improved fruit varieties, most notably the Red Delicious, the Golden Delicious, and the Gala apple varieties. Stark had a long affiliation with Luther Burbank and still sells some varieties bred by him.

Prominent Stark family members besides James H. Stark include; Clarence M. Stark, plantsman and promoter of the (Red) Delicious apple; Edgar W. Stark, a sound business manager with vision; Lloyd C Stark, a Naval Academy graduate and the governor of Missouri from 1937 to 1941; and Paul C. Stark Sr., the discoverer of the Golden Delicious apple variety. While no Stark descendants are currently involved with the nursery operation, the business is still flourishing.

LaCrosse Lumber's business name stems from the LaCrosse, Wisconsin area which was one of America's primary timber producing areas in the mid-to-late 1800's. Logs of true white pine were harvested and floated down the Mississippi River in loose groups or "rafts" to Louisiana where the logs were milled into lumber on the riverbank about a mile north of Louisiana. Key rail lines originated in Louisiana and ran west through the plains, providing LaCrosse Lumber with a huge market.

The company was founded by Gustavus Adolphus. Buffum who moved to Louisiana from Iowa in 1873. Charles G. Buffum became president of the company in 1899, and his son Charles G. Buffum, Jr. assumed management of the company in 1934. Charles' brother Frank Buffum left the lumber company in 1901 and was active in several enterprises in Louisiana including a tool company. A cousin James Douglas Burns was president of the company until his death.

As timber production moved west, LaCrosse Lumber began operating retail lumber yards in east Missouri and western Illinois which today are its primary business. The Company still owns and operates retail lumber yards in eastern Missouri and western Illinois.