

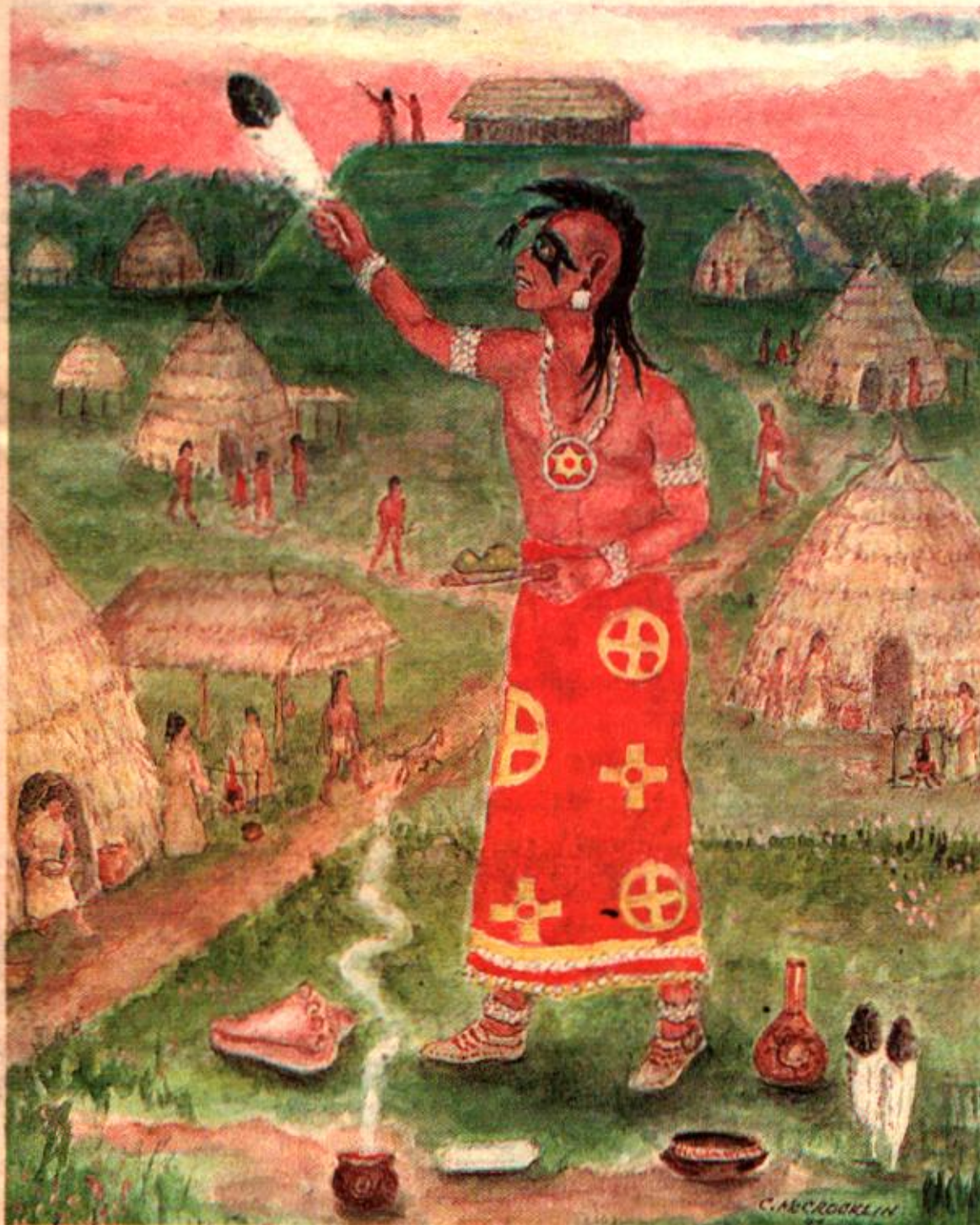
JEFFERSONIAN

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Spring/Summer, 1998

Jefferson Has Deep Cultural Roots For Hospitality



Sunrise Ritual by Claude McCrocklin

A CADDO INDIAN CHIEF greets his "Brother" the sun and shows him his path across the sky. Sun symbols are still worn by the Caddo today as a continuation of this ancient culture. His hairdo and southern cult "weeping eye" face paint is typical early Caddo ceremonial. (See related stories, pages 11 and 26).

"That first day, Gisele and I watched a horse-drawn carriage clip clopping some visitors along Austin Street. When they turned off, you could have shot a cannon down the main drag and not hit a soul. Yet, when we stood a moment pondering which way to go, some Jeffersonians materialized from nowhere and asked if we were lost, could they help? Never in the week we were there did we encounter a resident who did not catch our eye and say hello." Lawrence Elliott, *Reader's Digest*, May 1997.

It has been asked why people in Jefferson feel like they are different from residents of other communities. There are many nice towns in Texas of approximately the same size as Jefferson which have outstanding citizens and places of interest. Is Jefferson different, and if so, why? It is known that Jefferson is unique in Texas history because it is the only surviving town in the 19th Century which served as a steamboat port of entry from the Mississippi River and its tributaries. So, being a former port town, it managed to retain the open and accepting nature of a port town where trade and good public relations with people from all backgrounds was good for business. It was natural, then, for Jefferson to become a town with a thriving tourist industry since hospitality in Jefferson has both business and cultural roots.

With the recent discovery of the site of the former Caddo Indian village of Sha-Childni-ni there is a better awareness of the cultural contributions of the Caddo Tribe which occupied the Cypress Valley for hundreds of years prior to the arrival of Europeans. A better understanding of the cultural origins of our hospitality has also emerged from the past.

Stacey Halfmoon, the cultural representative of the Caddo Tribe of Oklahoma, visited the site of Sha-Childni-ni recently and spoke in fluent Caddo with Claude McCrocklin, the avocational arche-

ologist who discovered the site. It was the first time in almost two hundred years that the Caddo language had been spoken at this historic Indian village site located a few miles east of Jefferson. It also marked the beginning of a renewed friendship between Caddo tribal members and the present residents of the heartland of the Caddo.

After her visit to the site, Stacey Halfmoon was asked what distinguished the Caddo Tribe from other Indian tribes in America. She hesitated and then responded, "Caddo Indians have always been known for their hospitality and their friendliness toward strangers." So you think Caddos have good diplomatic skills? she was asked. "Indeed," responded Stacey.

When members of the Freeman-Custis expedition met with the chief of the Caddo Tribe from Sha-Childni-ni in 1806, the chief said the Caddo Indians "would look to the Americans for protection and support; to be his fathers, brothers and friends". The chief further stated, "his (my) fathers and their fathers always told their children to live in peace with the white people and never to spill white blood in their land. The nation never did and he (I) hoped that they never would stain their ground with it."

The chief's prophecy proved true, and although the Caddo Indians eventually left the Cypress Valley about the year 1842 destined for Oklahoma, they left behind a cultural legacy for friendliness and hospitality which endures to this day. The early Anglo settlers experienced this and then used Caddo names for geographical landmarks and governmental subdivisions. The most famous of the sites is Caddo Lake, located downstream from Jefferson which is now recognized as a wetland of international importance as provided in the Ramsar Treaty.

"This long tradition of hospitality is important to us," said Kay McKinnon, President of the (See Jefferson, pg. 5)

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Museum celebrates fifty years

Jefferson Historical Society and Museum will celebrate fifty years of service to the community this year. Temporary officers were elected March 30, 1948. Mrs. B. Koontz was elected temporary president. At a meeting held in the Carnegie Public Library on July 6th, 1948, for the purpose of forming a historical society and museum the permanent organization came into being. A constitution was adopted stating the object of the Society as "founded for historical and literary purposes, and the particular objects and business thereof shall be the discovery, collection and preservation of books, pamphlets, maps, genealogies, portraits, paintings, relics, manuscripts, letters, journals, and any and all articles and materials which pertain and relate to the history of Jefferson and Marion County, especially as it relates to its early history when Jefferson played such an important part in the life and development of Texas and the Southwest, and thus arouse and perpetuate a knowledge of and interest in such local history." George Ramsay was elected president.

The organization occupied the Carnegie Library until the Federal Building became available for purchase in 1964. Since that time the collection has grown and expanded to fill every space of the building from basement to garret. In 1990 the Centennial Year of the Federal Building was celebrated.

The museum houses an exten-

sive collection of Jefferson heirlooms, maps, Indian artifacts, paintings, sculpture, fine china, many historic documents on Texas. In the year 1997 over 17,000 visitors toured the Museum.

During 1998 the Society and Museum will be having special events that will be announced later. "We invite all citizens of Jefferson and Marion County to take advantage of the vast information and

exhibits in the Museum and realize that many have contributed that we might enjoy this heritage. Anyone can become a member of The Jefferson Historical Society and Museum by paying dues or tour the museum for a small admission fee," said E.P. Storie, Chairman of the Board.

If you would like more information, please call 665-2775 or visit the Museum at 223 W. Austin.

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A very private guest cottage is also available.

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Annual Pilgrimage of Homes offers an outstanding tour

Four homes have been chosen for this year's Pilgrimage Tour of Homes sponsored by the Jessie Allen Wise Garden Club.

They are the Beard House, Oak Alley House, the Sadie House and Les Chambres Townhouse.

The 51st annual event will be held May 1, 2, 3, 1998. This year's theme will be "Remembrance of Things Past."

The Beard House was built in 1860 by Noble Birge, an early Jefferson merchant on the riverfront. It is in the classic Greek Revival style with ornamental trim spired of steamboat Gothic architecture reminiscent of the large boats which docked nearby at Jefferson's public wharf.

This house was cited by the U.S. Department of the Interior in 1936 as possessing exceptional historic and architectural interest and worthy of careful preservations. Architectural drawings are recorded

in the Library of Congress. The house is listed in the National Register and bears the Texas Historical Survey Committee plaque.

Oak Alley House was built by Daniel N. Alley, co-founder of Jefferson about 1850. It is a classic Greek revival and has its original six-inch heart pine flooring, thirteen-foot boards and batten strip ceilings, with cypress exterior siding. The house originally had four spacious rooms with fireplaces and shared double chimneys. Located in the historic district, it was named Oak Alley due to the majestic oak tree on the southeast corner of the property and for its builder, Alley.

The Sadie House will be on tour for the first time. This farmhouse style home was built in 1902 with a wide front porch. It was purchased in 1923 by Mr. and Mrs. J.H. Faviell from Hettie Grimes. The house was named for Mrs. Faviell,

or "Miss Sadie" as she was affectionately known in Jefferson. She had a passion for her flower gardens and shared her flowers with the town, providing flowers for weddings and funerals. In the spring, the gardens are in full bloom from the hundreds of bulbs planted by Miss Sadie. The home is furnished with a unique collection of country antiques.

Les Chambers (The Chambers) is a New Orleans style town house. The building is situated on lots in the Urquhart Addition dedicated by Allen Urquhart in the 1840's. In 1986, Mr. and Mrs. William J. Cornelius purchased the building and renovated it to make their town house. Its original walls are made of 12 inch-thick solid brick and the rooms have 11-foot ceilings.

The townhouse otherwise is completely new within the old structure. Highlights of the townhouse are a bust of Thomas Jefferson of alabaster, which came from Monticello, Va., Jefferson's home, old books in the library dating from 1767, a massive hand-made roll top desk from the law offices of Charles Culberson, 20th governor of Texas who was from Jefferson, a collection of paintings of Civil War heroes, including portraits of General John Bell Hood, commander of the Texas forces, General Braxton Bragg and Jefferson Davis.

A beautiful wrought iron balcony extends across the front facade of the building. The town house utilizes part of the downstairs and all of the upstairs of this historic building.

Other Pilgrimage events include the parade on Saturday, May 2, the Diamond Bessie Murder Trial and many other special events.

For more information on the Pilgrimage contact Jimmie Ruth Ford at 1-800-299-1593 (903-665-3692) or fax 903-665-1331.



Sadie House



The Chambers



Beard House



Oak Alley

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Jefferson

Continued from pg. 1

Historic Jefferson Foundation. "In Jefferson, we are trying to set a good example, but we know we still have a lot to learn," she added.

When the second steamboat arrived in Jefferson in 1845, it was loaded with over one hundred passengers. The captain announced to the passengers that the boat was out of food so they would have to find breakfast in Jefferson. When the passengers disembarked, there was only one completed but unoccupied log house, and two log houses under construction. An Englishman on board asked, "where do we have breakfast?" They were pointed to some smoke billowing from behind some bushes nearby. When they arrived at the place designated for breakfast, the passengers found Barry Durham, Jefferson's first resident. He had set up a log which had been cut in half for use as a table. On this half log, he spread a large and bountiful breakfast as a welcome to Jefferson's newest arrivals, perhaps the emerging town's first act of public hospitality.

"We want this tradition of kindness and hospitality to remain a Jefferson trademark," concluded McKinnon.



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As well as a three star rating in Mobile Travel Guide, Stillwater Inn was featured in the May 1993 issue as one of *Southern Living's* favorite bed and breakfasts.

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Historic Jefferson Foundation schedules Candlelight Tour

Historic Jefferson Foundation each year sponsors the Christmas Candlelight Tour of Homes during the Christmas season. The tour for 1998 consists of four homes which are open from 5 p.m. until 9 p.m. each evening during the first and second weeks of December. This year the tour will be held on Thursday, Dec. 3; Friday, Dec. 4; and Saturday, Dec. 5, then again on Thursday, Dec. 10; Friday, Dec. 11; and Saturday, Dec. 12. The homes on tour this year are the Freeman Plantation, Twin Oaks Plantation, Clarksville Street Inn and the Mead-Heaster House.

Theme for the 1998 tour of homes, "Christmas Past, Christmas Present", will feature authentic, traditional Christmas decorations using only natural greenery, hundreds of glowing candles. Costumed hosts and hostesses provide information about the four homes on tour while guests can savor the sights, fragrances and the ambiance of a traditional Christmas in this historic former steamboat port.

The homes on tour will be illuminated with candles while downtown businesses are decorated with traditional Christmas decorations with lights to emphasize their historical architectural features.

Bell choirs will perform Dec. 4 at 7 p.m. at the First United Methodist Church. The Centenary College Choir from Shreveport, La. will perform at 6 p.m. on Dec. 5. Back by popular demand, the Masters Four, from Fort Worth, Texas will perform on Dec. 3 and

Dec. 4 at 6 and 7 p.m. The famous Circuit Riders from Shreveport, La. will perform at 7 p.m. and again at 8 p.m. on Dec. 11. A wonderful collegiate group from Kilgore Community College will warm your hearts on Dec. 12 at 6 p.m. A Sweet Adeline ladies barbershop group will entertain on Dec. 11 at 6 p.m. and again at 7 p.m.

Carolers will entertain from door to door at the tour homes each

evening.

Admission will be free for the musicals at the First United Methodist Church.

For more information on home tours and tickets about the Candlelight Tour of Homes, write to Historic Jefferson Foundation, P.O. Box 487, Jefferson, Tx. 75657, or call 903-665-3692 or the Marion County Chamber of Commerce at 903-665-2672.



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Jefferson Was Birthplace of Vernon Dalhart

He was born in Jefferson, Texas and spent the early years of his childhood on a 500-acre ranch in Marion County.

He sang, wrote, recorded, whistled and kazooed his way into the hearts of America, there to remain. Collectors vie for his recordings today. He did not live to reach his three score years and ten but was dead at 67 in 1948.

He was versatile Vernon Dalhart, whom the prestigious Boston American once called "a remarkable fine tenor" and the New York Times complimented his role in an opera with "The youthful vigor of his voice makes him an appropriate choice for the part and besides he does it so well." Yet the lasting reputation of this native of Jefferson lies in his having meshed classic, folk, popular and country music and left his work on hundreds of Edison, Emerson and Victor records for succeeding generations to enjoy.

A wide circle of Jefferson listeners compliments his singing in the 1890's when, at the age of 13 he performed with other area singers at his Uncle Bob Castleberry's Saloon on the corner of Austin and Vale Streets. The building now houses the Mint Tulip Ice Cream parlor, but then it was called the Kahn Saloon. Here, in addition to folk tunes, he sang popular numbers "After the Ball is Over," "When You and I Were Young Maggie," and "Ain't It a Shame!"

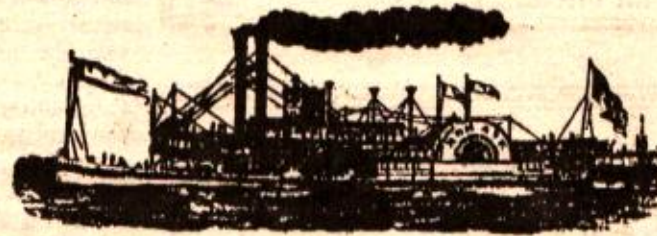
Jefferson events and Jefferson

people were to continue to influence the young singer the rest of his life. Even though his original name was Try Slaughter, his short turn at working cattle in the Panhandle influenced his choice of Vernon Dalhart as a professional name, the combination of the names of two towns in that region. His negro nursemaid, Caroline, on the Marion County ranch, he remembered with affection and used her name in his own composition, "Can't You Hear Me Calling, Caroline?"

At the peak of his singing career on the mid-1920's, Vernon Dalhart recorded hundreds of songs for various companies under at least half a dozen names. In 1924, an early "hill-billy" recording of Vernon Dalhart's versions of "The Prisoner's Song" and "The Wreck of the Old 97" became the best-selling pre-electric Victor record, proving that country music had great appeal outside the Southeastern states where it was born. The "Prisoners Song," of universal appeal, has 40 different versions, even one in waltz time. It alone earned him a million dollars. The smooth cultivated voice of Dalhart, coupled with the appropriate fiddle accompaniment of Carson Robinson, brought about the acceptance of country music on the airwaves.

Not until the Big Band Era of Kay Kaiser, Les Brown, and the Dorsey brothers in the 1930's did the popularity of Vernon Dalhart begin to decline.

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Jefferson Recreational Master Plan

Introduction

In the late 1840s, the City of Jefferson sprang to life as a bustling, thriving riverport. The city, at one time the sixth largest in Texas, enjoyed almost thirty years of brisk prosperity, even surviving the Civil War with most of its economy intact. When the Corps of Engineers destroyed the Red River Raft in 1873, they destroyed Jefferson's commercial lifeline. The port was left high and dry and the city's economy entered a downward spiral from which it has never fully recovered.

Today, Jefferson is a small city (2131) in a small county (Marion-9,883) which is suffering from slight out migration. Jefferson is not a wealthy community - 33 percent of the city's population fall below the poverty line and 42 percent of the citizens are African American.

In late 1993, Congressman Jim Chapman and Texas Parks and Wildlife Director Andy Sansom joined in a cooperative effort to use the area's natural resources to create environmentally sustainable development and ignite the sluggish economy. They entered into an unprecedented partnership between a U.S. Congressional office and a state agency and created the Cypress Valley Initiative.

The goal of the initiative is to protect and promote the natural attributes of the Cypress Valley and provide economic enhancement for the local communities. The Jefferson Recreational Master Plan and the proposal for the Port of Jefferson Greenbelt are outgrowths of the grass roots approach taken from the initiative.

The master plan incorporates the goals and directives outlined by the public in open forums and seeks to achieve the outcomes derived from these sessions.

Goals and Objectives

The goal of the Jefferson Recreational Master Plan is to coordinate resources and strategies that result in the following outcomes.

1. Preserve, protect, enhance and restore our city's environmental treasures through environmental restoration and habitat creation.
2. Enhance the local commerce by attracting more visitors to our area and making their stay more enjoyable which will result in both more and better job opportunities for our local citizens.
3. Educate young people to the tremendous value of the cultural, historical and environmental resources that we enjoy.
4. Enhance the opportunity for both local residents and visitors to enjoy and appreciate the unique environment that surrounds the city.
5. Provide a wider variety of outdoor experience available to our region.
6. Be sure that more traditional outdoor experiences such as youth sports and family outings are provided for.

Projected Time Line

Summer 98 - Finalize all plans for the Port of Jefferson Greenbelt and coordinate with the Jefferson Recreational Master Plan

Fall 98 - Conclude negotiations with land owners who will voluntarily participate in the greenbelt plan and plot nature trail/boardwalk layouts. These layouts will traverse the land currently owned by the city, land owned by voluntary participants and dedicated to the project or land currently controlled by existing city held right of way. All of the land under consideration for the project has been platted and right of ways exist for city streets over the entirety of the project although these streets have never been laid.

Early Fall 98 - Begin construction of a new boat ramp near the old city water intake and, upon completion, close the current ramp at the SH 134 bridge. Begin construction of restroom and parking facilities at the site of the new boat ramp. Complete this phase by Spring 1999.

Spring 99 - Begin construction of the Jefferson pavilion in the area owned by the city and dedicated to the project just north of the new boat ramp.

Spring 99 - Begin construction of nature trails and potentially, a hanging bridge below the SH 134 bridge.

Spring 99 - Begin renovation of the old railroad bridge to create bat habitat.

Summer 99 - Remove the current boat ramp from the area near the SH 134 bridge and begin the habitat restoration project for the area between the bayou and Dallas Street.

Summer 99 - The Corps will begin their habitat restoration project on all the land dedicated to the project. They estimate that the project will take about three years to complete and we will have to coordinate construction of all boardwalks, nature trails and other recreational features with their time line.

Expected total completion date - Summer 2002.

Plan Development Process

After the initial announcement of the Cypress Valley Initiative, a series of four open houses were scheduled in late 1993. The purpose of these forums was to hear public concerns and responses. During this process, many favorable comments were received regarding the restoration of the historic "Port of Jefferson", (TPWD Caddo Initiative 93-95, 1995).

In mid-October 1994 a local design workshop was held for a full week in the City of Jefferson. In addition to the general public workshop, participants included the U.S. Army Corps of Engineers, the National Park Service, Texas Parks and Wildlife Department, Stephen F. Austin University, the University of Houston, the City of Jefferson and Jefferson ISD. The TPWD

Caddo Initiative report 93-95 describes the workshop as follows: "the goal of the workshop was to formulate conceptual plans for restoration of the historic Port of Jefferson. The meetings provided an opportunity for local residents to express their desires and ideas for the project. The meeting concluded with an open house where concept drawings were available for public review."

Additional public meetings were held in January, September, and October of 1996, August of 1997 and January 13-16, 1998. All meetings were open to the public, press releases and notices were sent to media outlets and public comment was taken at all sessions. Concepts were frequently altered to accommodate public input and available resources. All meetings were attended and monitored by members of the Cypress Valley Alliance.

The Cypress Valley Alliance, in cooperation with representatives of the City of Jefferson, TPWD, the Corps of Engineers, U.S. Fish and Wildlife, Panola College, the National Wetland Center, Caddo Scholars Institute and others is primarily responsible for the preparation of the Jefferson Recreational Master Plan and its submission to the City of Jefferson for approval.

Studies

In preparation of the plan, the following studies were considered - some of which are products of the Cypress Valley Initiative.

The Cypress Valley Base Line Condition Report and Economic Development Study commissioned by the Corps of Engineers done by the Technology and Economic Division of Texas A&M University - 1995.

Birds of the Caddo Lake Watershed, LSU 1995.

Summer-Fall Ecological Reconnaissance TPWD - 1994

Water Resources Development in Texas, U.S. Army Corps of Engineers, 1988-1992.

Economic Structure and Tourism in the Cypress Bayou Area by the Texas Tourism and Recreation Information Program, TA&MU 1995.

Area and Facility Concepts and Standards

As we stated in the introduction, Jefferson is a small city in a small county, however, more traditional outdoor experience opportunities such as hunting, fishing, and athletics are currently available. What is desperately needed is a more visitor oriented educational experience.

The Port of Jefferson Greenbelt project coordinates well with currently existing facilities to offer residents and visitors a more complete and enjoyable outdoor recreational opportunity.

Historic City of Jefferson is already a natural tourist attraction (Marion County trails only Gregg County - 10 times its size - in region-

al tourist revenues) and the completion of the Greenbelt project will represent a major recreational and economic enhancement to the area.

Inventory of Areas and Facilities

Public outdoor facilities currently consist of

1. A one block open area with a gazebo bordered by Jefferson street, Delta Street, West Main and Alley Street.

2. The major natural resource available to the city is Big Cypress Bayou and the wetlands surrounding it.

3. The city holds title to most of the acreage abutting the bayou. Further, there are several landowners in the bayou area who are committed to voluntary participation in an environmental enhancement project. Further, the city has platted but unlaidd streets that run the entire length of the bayou throughout the city and therefore has access right of way to the entire bayou without need for any additional easements.

4. The bayou and wetlands area will benefit from a one time congressional appropriation of several million dollars to conduct a habitat restoration project throughout the heart of the city owned area.

5. The city currently has almost no outdoor opportunities other than athletics and no outdoor area that will support any group activities. In order to better serve the population Jefferson need more publicly available outdoor recreational opportunities. The area's unique environmental resources present us with an opportunity to combine an enjoyable educational outdoor experience with important ecological enhancement.

Based on these considerations, the city determined that its long term needs could best be met by constructing the Port of Jefferson Greenbelt Project and developing the infrastructure essential to the project's successful completion. Necessary infrastructure would include:

- Nature trails/Boardwalks
- A Multi-purpose Pavilion
- A Boat Ramp
- Public Restrooms
- An Environmental Classroom
- A Non-intrusive Parking Area

Plan Implementation and Prioritization of Needs

Priority #1 Nature Trails/Boardwalks

Construction of the nature trails will, of necessity, follow the Corps time line for environmental restoration. It is projected that the first portion of the trails could begin in Spring/Summer of 1999 in the southern portion of the project area working to the north. It is likely that the final portion of the trails will be completed in late 2001 with the completion of the entire project.

Priority #2 A Boat Ramp #5 Restrooms and #6 Parking near the old water intake.

It is projected that this project would be started late Summer to early Fall 1998 during a low water

period. Hopefully, this portion of the project would be completed by Spring 1999. It is essential that this portion of the project be on the front end because existence of the ramp accessing the bayou is critical to the acceptability of the project. The public parking and restroom facilities are adjuncts to this portion of the project and efficiency dictates that they be constructed in coordination with the boat ramp.

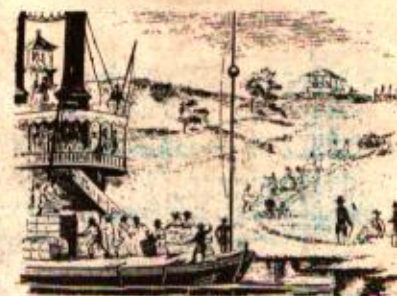
Priority #3 A Multi-purpose Pavilion

Construction of the pavilion would be slated for Spring/Summer 1999. The pavilion would be located in the area just north of the boat ramp and upon its completion, will furnish the city with greatly expanded outdoor opportunities.

Priority #4 An Environmental Classroom

While the entire Boardwalk/Nature Trail system will function as an environmental learning experience, we believe that one area within the wetlands should be reserved for purely educational uses. Because of the motion of the Corps restoration project, from south to north, and the proposed location of the classroom, north of the SH 134 bridge, this would be one of the last items constructed in the project projected for Summer 2001.

Each of these needs is anticipated being met through the City's contributions of land and labor, the Corps contribution of funding for the restoration project, our private partners contributions of land, labor and equipment and the assistance of a TRPA grant.



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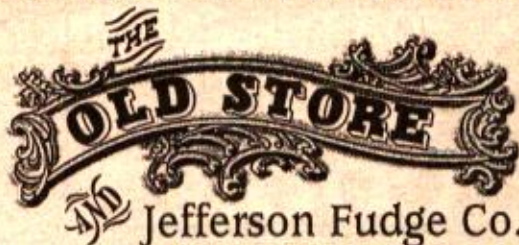
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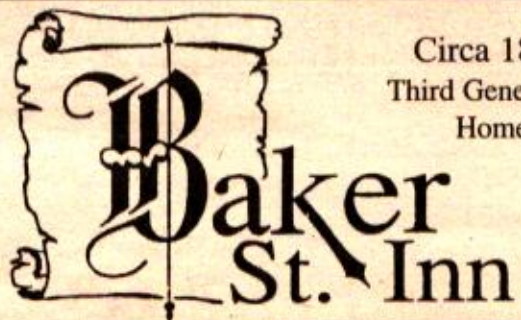
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City endorses Port of Jefferson Greenbelt

by James F. Robertson

Jefferson has taken a long step to develop a belt of green alongside its Historic Riverfront District.

The Jefferson City Council approved the seeking of a total of \$700,000 in grant money and a Jefferson Recreational Master Plan (see accompanying story).

A \$500,000 grant will be sought from the Texas Recreation Parks Account of the Texas Parks and Wildlife Department to attain the matching funds necessary to augment the U.S. Army Corps of Engineers environmental restoration project on Big Cypress Bayou adjacent to downtown from approximately Market to Washington Sts.

A second \$200,000 grant application will be made to the TPWD for relocating the boat ramp at the foot of the Polk St. bridge to near the present City water intake.

The Council voted in support of the Recreational Master Plan.

The City's matching funds for the grant are expected to be provided by the old railroad bridge valued at \$300,000 and City-owned land along the bayou.

The City application includes several additional infrastructure components to the project which is now being finalized by the U. S. Army Corps of Engineers, operating under an appropriation secured in 1995 for its part of the project.

Calling it the Port of Jefferson Greenbelt, the City specifically is asking for TRPA assistance with the building of the planned nature trails and boardwalks, a non-intrusive parking area, a multipurpose pavilion to be located near the boat ramp, an environmental classroom and a public restroom facility.

The application says its intent is to create a totally unique recre-

ational experience. Construction will be conducted to make the enhanced environment accessible in a non-exploitive manner.

Within the proposed 70-acre restoration area are some 60 acres of bottomland hardwood, interior drainage hydrologically separated from the Bayou, about 2,400 feet of Big Cypress channel and 6 acres of disturbed and open lands. Man-made features include a road crossing, abandoned railroad bridge, new railroad bridge, asphalt boat ramp maintained by TPWD, a nonfunctional levee and the existing water intake plant which will be abandoned upon the completion of the Northeast water district pipeline to bring Lake o' the Pines water to Jefferson.

Plans are to restore the bottomland hardwoods and emergent wetlands, reestablish and regenerate bald cypress, establish an urban wildscape and restore open water habitats with gravel bars to improve instream fish spawning.

In addition, the application says, it is proposed to provide bat roosting and swallow nesting habitat on the support structures and subdecking of the abandoned railroad bridge. The project features proposed will increase wildlife habitat quality on the entire area and develop a little over a half acre of fish spawning habitat that has the potential to influence reestablishment of paddlefish, which is on the Texas endangered species list.

The west bank of the bayou bottomland forest would be restored by selective thinning of low value trees and the addition of hard and soft mast producing trees and shrubs. It is proposed to remove sections of the old road which transects this flood-subject

area and add water retention weirs with control structures to impound water for longer periods of time to allow it to maximize the reestablishment of the bald cypress and increase habitat for wood duck nesting and brood rearing.

The operation and the maintenance of the more than \$2 million project will be the responsibility of the City of Jefferson. However, support has been lining up to help including the Cypress Valley Alliance which will contract for the maintenance of the core area of the project-- which is more formalized planting of trees and colorful flora to attract hummingbirds and butterflies. This area will encompass the area of the present boat ramp leading up from the bayou to the planned CVA visitor and education center.

The local 4-H clubs, garden clubs and others are indicating their support of the project and plan to help with planning and maintenance.



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A native of Southwest Arkansas who attended high school at Overton, Texas. Claude McCrocklin later attended Centenary College in Shreveport. While there, he studied art and participated in sports. At the outbreak of World War II, he volunteered in the Air Force and after completion of pre-flight school aviation, became a cadet and received his wings. He was assigned to a B-24 bomber crew and sent to the 15th Air Force in Italy. On his 13th mission, he was shot down and taken prisoner. After interrogation, he was taken to Stalag Luft One prison camp. It was while he was a prisoner of war that he learned to paint with water colors, having received a water color set from the Swiss Red Cross. Fly leaves from German books were used as water color paper and proved durable. Some of his POW paintings are still bright and colorful today. After World War II, he became interested in archeology and in the Indians whose ancestry produced the sites which he located and studied. His paintings provide a window into the past through which the viewer can have a glimpse of the culture of the Caddo Indians who inhabited the Cypress Valley.



PICTURED ABOVE is Claude McCrocklin making a presentation to the Cypress Valley Alliance Board.



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Steamboats vs. stagecoaches to Jefferson

by Jacques Bagur

In spite of the difficulties and dangers connected with steamboat travel in the 1800s, steamboats were far superior to stagecoaches and the early trains, which were the other two major commercial passenger transport modes. The roads of northeast Texas were quagmires after heavy rains and rough and rutted during dry weather. Oxen that pulled the freight wagons were left on the roads when they died in transit.

Stagecoaches were hot or cold, dusty, cramped, jolting, and with their own set of dangers. These difficulties were best expressed in a December 1867 letter from Thomas Tolbert

written at Vienna, Louisiana, in connection with his interrupted trip from Shreveport to Vicksburg: "The stage, or as it is more properly called 'Mudwagon,' upset opposite this place last night, 8 o'clock. Fortunately no one sustained any injury but myself. The joint above the armpit in my left shoulder was dislocated." "I think some of the rest were scared as bad as I was hurt. Wiley was lying under the seats. John got fastened some way and stage had to be prised to let him out. He was frightened out of his wits." "Our trip for roughness and discomfort has exceeded my worst anticipations. From Minden we had Eleven passengers in a very small

Hack. We were literally wedged in. If I had to choose between boat and stage again I would take boat."

The road from Marshall to Jefferson that was used by stagecoaches, ran west of present U.S. Highway 59. The portion of the road from Woodlawn (about halfway from Marshall) to Jefferson can be precisely delineated, since it was continuous with the old road that extends from Woodlawn north to the intersection of State Route 2208 and the Texas and Pacific Railroad. Following the path of 2208 across Highway 59, it curved around the bluffs south of Jefferson and then followed the path of Business Route 59, which enters the city from the south; but rather than crossing at the present bridge, it cut sharply to the west through the Maison Bayou property, entering Jefferson at Houston Street over Johnson's Bridge.

An early mention of the use of a stagecoach on this road was a trip taken by R.W. Loughery of the *Marshall Texas Republican* in January 1853: "I left Marshall on Sunday morning, in the stage, for Jefferson. After proceeding about a mile and a half, with several disagreeable threatenings of being upset in the road, the body of the vehicle rolled completely to one side, and, on examination, we discovered that the stage was in a fair way to go to pieces, and could not possibly hold together much longer. Our stage driver, who was an amateur and not the regular one, (being no less a personage than friend Kemp of the Jefferson Hotel), immediately drove the carriage to one side of the road, and started back to Marshall on another, leaving the passengers in the road to amuse themselves as they might think best. After waiting a considerable time, he once more made his appearance and we soon found ourselves under way. The road is none of the best; some parts of it, indeed, sadly need working. We sincerely hope that our Legislature will set themselves to work to reform our road laws; for certainly no country in the world is cursed with worse roads than Texas."

J.W. Kemp was co-operator of

the Jefferson Hotel, which was the apparent terminus of the stage line. That it was a line can be inferred from the fact that there was a regular driver. However, this particular operation did not advertise and therefore probably did not even attempt to keep a regular schedule.

The Shreveport *South-Western* of April 2, 1856, reports under the title "Daily Stages" that "Mr. Bradfield intends to run his four horse post-coaches hereafter daily between this place, Marshall and Jefferson. The trip will be made from Shreveport through to Jefferson in one day." This was the famous coachman William Bradfield. The announcement suggests that Bradfield may have been the owner of the stage taken by Loughery, which by early 1856 had established a regular schedule.

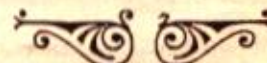
The Forest Mail Stage Line was the first to advertise in Jefferson, beginning in July 1858 (see illustration). This line was owned by R.W. Nesmith, who operated, along with a man named Boothe, a livery stable in Jefferson. Nesmith had secured a contract to deliver mail from Marshall to Clarksville by way of Jefferson, Daingerfield, and Mt. Pleasant. The stage back from Clarksville met the Bradfield stage at Jefferson, which proceeded in a southeasterly direction to Jonesville and Greenwood, thence to Shreveport.

By July 1860, Nesmith had gone into business with a man named Shaw, readvertising the operation under the name "Forest Tri-Weekly Mail Stage Line." The price from Marshall to Jefferson was raised from \$2.00 to \$2.50, owing, according to the advertisement, to the "unprecedented scarcity of forage." The route and scheduling remained the same, with the exception that the Bradfield stage to Shreveport was met at Jonesville, which was the eastern terminus of the Southern Pacific Railroad extending from Swanson's Landing on Caddo Lake to Marshall.

Bradfield entered the picture in a more dramatic fashion in February 1866, advertising a "mammoth livery stable" in Marshall under his own name and, under the name Sawyer,

Bradfield, & Co., for Jefferson daily and for Henderson, Rusk, Crockett, Huntsville, and Navasota on a tri-weekly basis. At Jefferson, the Bradfield stage connected with another line taking the old Daingerfield-Mt. Pleasant route to Clarksville. By this time, the Southern Pacific had extended from Marshall to Greenwood. Passengers taking the train to Greenwood were met by a double daily line of stagecoaches that brought them to Shreveport.

By June 1866, Bradfield was out of this operation, and the advertisement appeared under the name of Brooks and Sawyer until December. Bradfield's withdrawal and the eventual demise of the operation were caused by the completion of the Southern Pacific through to Shreveport on July 28, 1866. In July 1867, Bradfield established a daily line between Marshall and Jefferson that he called "The People's Line." Advertisements for the Southern Pacific through the early 1870s mention that it connects at Marshall with the stage to Jefferson. The railroad between Marshall and Jefferson was completed in July 1873, marking the end of stagecoach operations from the south.



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6. Where are the rooms located? Are the rooms in the house, or in a separate structure. Parking ... will your car be close to the room?
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8. How many people can occupy the room?
9. Does the bed and breakfast accept children or pets?
10. Check in and check out time ... This is very important to the innkeeper when cleaning rooms and preparing for the next guests. If you are going to be late arriving, please be considerate and let your innkeepers know in advance.
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12. Smoking Policy ... If you smoke, check to see if there are designated areas on the property.
13. Guests ... Most bed and breakfasts, are for paid guests only. If you are meeting friends or inviting people to the place you are staying - please check with the innkeeper first. You are the innkeepers' only invited guests.
14. Private areas ... Innkeepers probably will have areas in their homes that are off limits. Make sure you know areas that are designated for guests and respect the innkeepers' privacy.
15. Experiencing a bed and breakfast can be very enjoyable and relaxing. When making your reservations, if you know what to ask before you arrive, your stay will be much more enjoyable and you will have selected a bed and breakfast that fits your needs.

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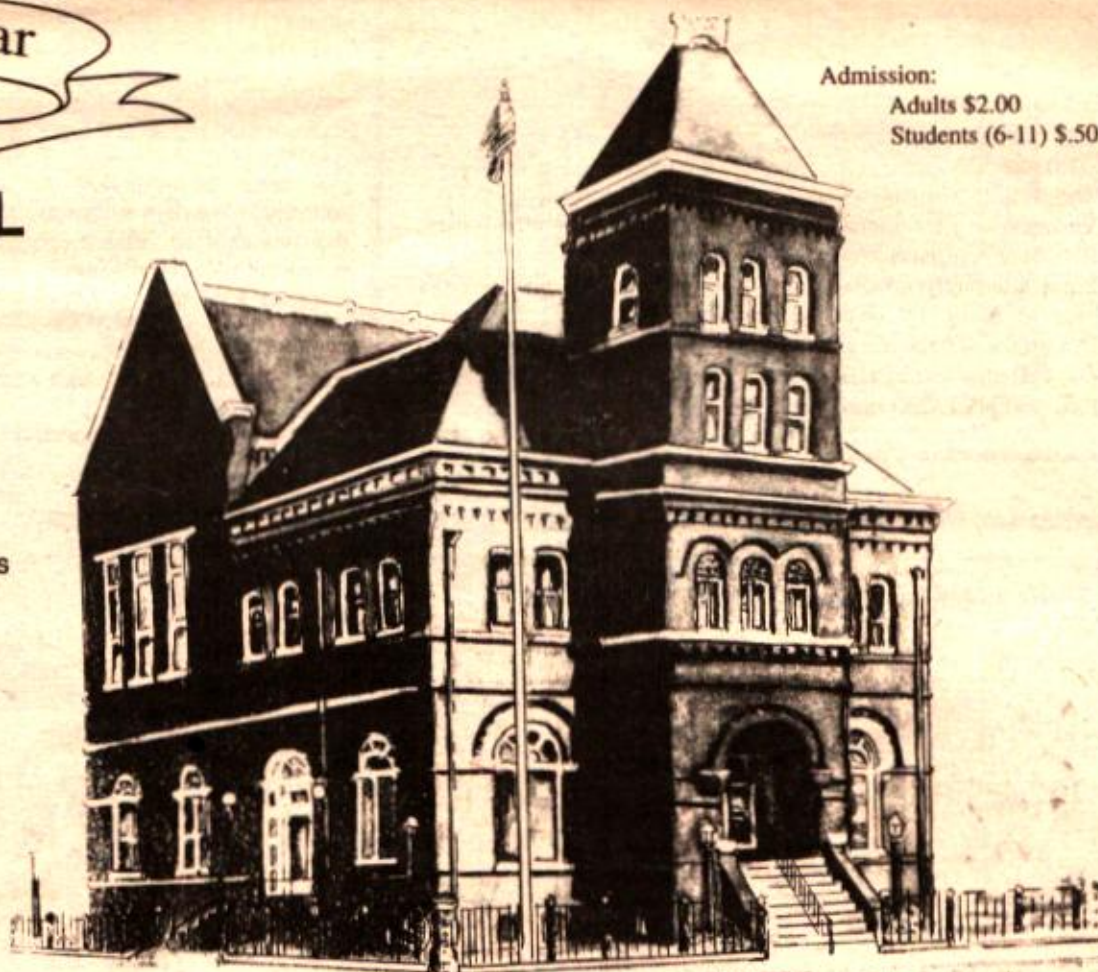
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Jefferson's first resident

by Jacques Bagur

Jefferson's first resident was Berry H. Durham. We know this to be the case because he occupied a log cabin at the townsite of Jefferson and therefore was in residence when the first structures began to be built.

The only published profile on Durham is contained in Lucille Bullard's *Marion County, Texas, 1860-1870*. The profile is derived from the September 1, 1876, *Daily Jimplecute*, which provides the first history of Jefferson to appear in print.

The profile says that the date of the founding of Jefferson cannot be determined, but that "the first man who ever settled inside of her present limits was Berry H. Durram, in 1840. He built his cabin on the bank of the river near where the Marshall road so long crossed by ferry and bridges, under an arrangement or lease with Allen Urquhart, for the purpose of establishing a ferry at that point. This territory was then in Paschal county."

The road to Marshall crossed Cypress Bayou at the foot of Houston Street, first by a ferry and then by a bridge. Th statements about 1840 and Paschal County cannot both be correct, since Paschal County was not created until January 1841. The statement about Paschal County is probably correct. The first mention of the ferry is in a deed record for March 1841, which also contains the first mention of Jefferson as a townsite. Although Durham probably operated the ferry for Allen Urquhart, Jefferson's founder, from early 1841, his name is not mentioned in the deed records in connection with the ferry until October 1842.

The profile goes on to say that "Berry Durham was the first Postmaster, and for many years this was the only post office for a long distance north and west. Mr. D. was a great fisherman, and often when persons came for their mail they would have to go down the river until they found him - but he always had the mail in his hat and had only to take it off and look over the list of letters."

The profile suggests a simple man, and there were elements of simplicity about him. However, the mere fact that he assumed the responsibilities of both ferryman and postmaster suggests that there were larger dimensions to his character. These dimensions are revealed in the few available accounts of his activities, particularly in the *Clarksville Northern Standard*, a regional newspaper that covered events in Jefferson.

In October 1842, Urquhart agreed to sell Durham 60 acres at \$2 per acre and to allow him to operate the ferryboat for five years. This agreement was modified in January 1843 to include Tinsley Weaver as co-operator of the ferryboat. The three men apparently received one-third of the proceeds, which amounted to \$122 for the five months from October 1842 through February 1843.

The ferry provided considerable revenues, in spite of the fact that there was another one six miles downstream at the already established town of Smithland. Durham's share of the proceeds, which probably extended back to early 1841, allowed him to become a major property owner in the emerging town of Jefferson. This is confirmed by Hugh Hensey's

January 1846 town plan, which shows Durham as owner of many lots and blocks. Durham also acted as a salesman for the Jefferson Town Company and came into conflict with Urquhart over these activities in September 1845. These facts suggest that Durham was the second most important person in the early development of Jefferson, after Urquhart, who continued to reside in Daingerfield.

Durham first appears in the *Northern Standard* in June 1847, giving a speech in connection with a proposed project to make additional navigation improvements to Cypress Bayou. The newspaper article indicates that he carried the title "Colonel" and that he spoke "in his peculiar and amusing style, occasionally interrupted by comments from some warm admirers of his."

Durham was running for office. In early July, the newspaper announced his candidacy for the Texas Legislature to represent the Second Senatorial District, composed of the counties of Red River, Bowie, Titus, and Cass (in which Jefferson was then located).

Durham was attacked anonymously in late July by one of his opponent's supporters, but the text of the letter is largely indecipherable. Durham's response in August reveals that he had been a member of the North Carolina Legislature (from which office he derived his title), that when he first came to Texas he was poor and lived in a small cabin on Shawnee Creek in Red River County, that he was not wealthy, that he was apparently ugly, and that he had been involved in a trial of some notoriety.



Durham was soundly defeated in his bid for office in August. However, he immediately purchased the *Jefferson Democrat* from William Bishop. This was Jefferson's first newspaper, with a prospectus published in May 1847 and the first issue received in Clarksville in June. With Durham was Robert W. Loughery as editor and publisher, who was shortly to establish the *Marshall Texas Republican*.

Durham is not mentioned again in the *Northern Standard*. His widow Eliza and their four children are listed in the 1850 Cass County Census. The age of the oldest child indicates that Durham had entered Texas by 1838. The family's wealth was valued at \$700, a considerable sum at the time and apparently based on Durham's land transactions.



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As ongoing projects, we maintain and improve the Thomas Jefferson Memorial Park, the Sterne Memorial Fountain and the historic Jefferson Powder Magazine. We are working with the Center for Historic Architecture of the University of Houston College of Architecture on a program to inventory all of Jefferson's historical structures and to establish guidelines for restoration and new construction. We are providing financial assistance to the Jefferson Junior Historians in their efforts to restore their historic building located at 61 Dallas Street. Our members are involved in many other civic projects which seek to preserve and restore historic buildings and to preserve and enhance the ambiance which makes Jefferson so special.

We would welcome your contribution or participation in any of the Foundation's projects. We are pleased to have you share our city here in the lush Cypress Valley and hope you return many times.

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Kind regards,
 Kay McKinnon, President
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18 newspapers have served Marion County


According to the Texas Newspapers, 1813-1939, by the San Jacinto Museum of History Association, a total of 18 newspapers have been published down through the years in Jefferson, with the Jimplecute the only one now in publication.

Publications listed for Jefferson from 1813 until the present include: Spirit of the Age, The Jefferson Christian Companion, The Jefferson Commercial Bulletin, The Jefferson Weekly Confederate News, The Jefferson Democrat, The Jefferson Eastern Texas Gazette, The Jefferson Evangelical Register, The Jefferson Gazette, The Jefferson Herald, The Jefferson Home Advocate, The Jefferson Jimplecute, The Weekly Jeffersonian, The Jefferson Journal, The Jefferson News, The Jefferson Radical, The Jefferson Times, The Jefferson Tribunc, and The Weekly Times and Republican.

In 1871, Jefferson had four newspapers -- The Jimplecute, The Times, The Radical, and The Home Advocate.



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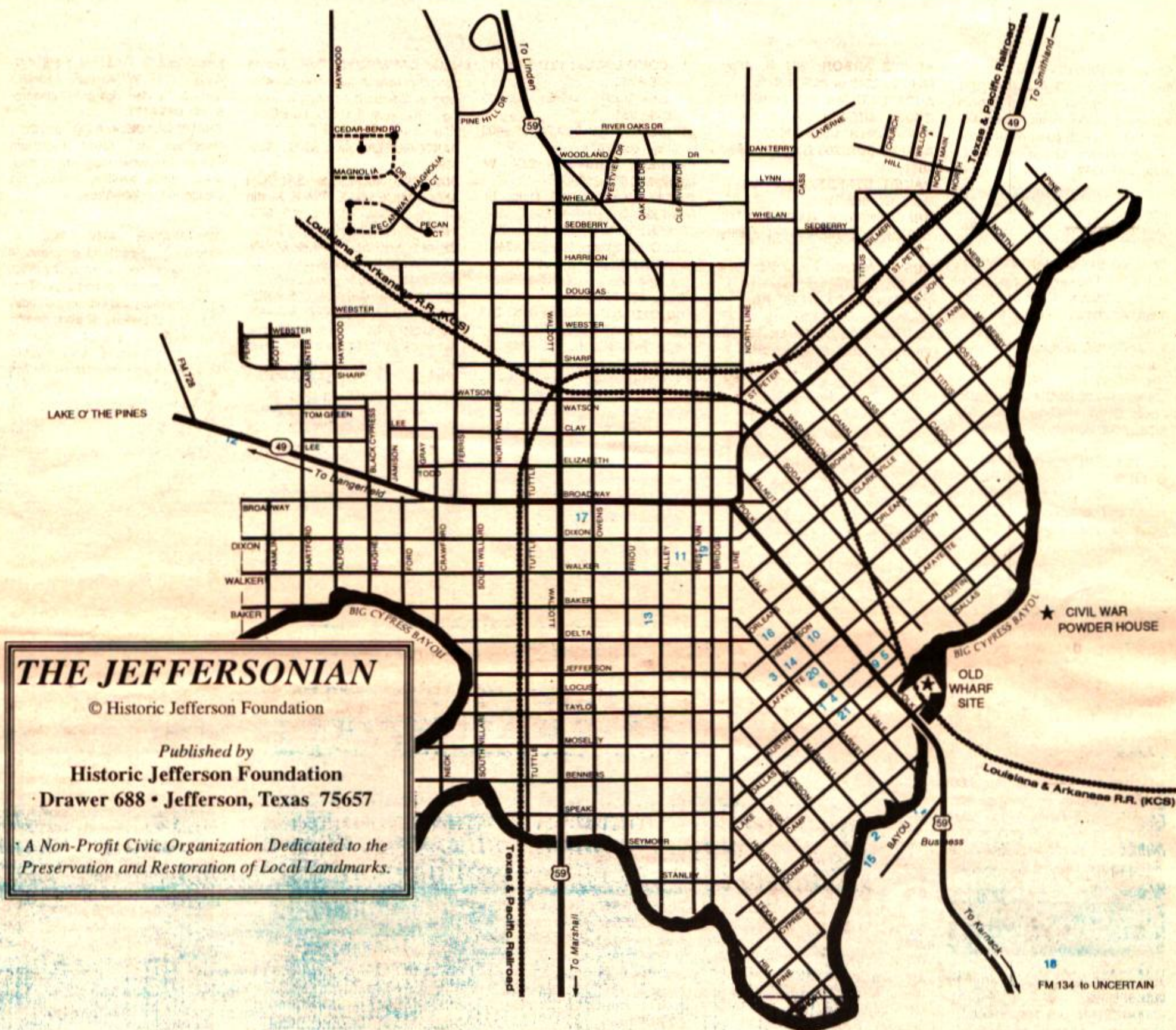


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Continued from page 17

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The Birth of Jefferson

by Jacques Bagur

Jefferson was conceived as a port,
founded as a port, developed as a
port, and, when steamboat traffic
declined dramatically in the 1870's,
nearly died as a port.

Back in the late 1830's and early
1840's when the area around Cypress
Bayou and Caddo Lake was just be-
ginning to be developed, it was well
known that the point farthest upstream
on Cypress Bayou would capture
most of the commerce of the region
to the north and west. Consequently,
it is somewhat surprising that
Jefferson was a relative late comer in
the development of ports and land-
ings along Cypress Bayou, having
been preceded by Port Caddo,
Smithland, and Benton.

The earliest mention of Jefferson
is from 1841; but it is mentioned as a
town site. It did not become a real
town with houses and residents until
1845. This is known to be the case
from two very precise historic ac-
counts.

Buck Barry, a Texas Ranger and
frontiersman, arrived on the second
steamboat to Jefferson (*The Gazelle*)
on the night of April 11, 1845, and
reports that "There were several
houses under construction but there
was only one finished. It was a log
cabin built without a nail in it." The
finished house was apparently unoc-
cupied, because Barry had to acquire
breakfast outdoors and to obtain lodg-
ing twenty miles away.

Barry's account is confirmed by
an 1849 report by Edward Smith, an
Englishman who travelled through-
out East Texas investigating sites for
a colony. Smith states that "Jefferson
four years ago possessed only three
log houses." Since Smith was writing
in 1849, the three log houses men-
tioned by Barry had been completed
and were occupied by the end of
1845.

The reason that Jefferson was rela-
tively late (though only by a few
years) in developing is that the site
six miles of Cypress Bayou between

Smithland and the townsite of
Jefferson was choked with fallen trees
and other obstructions, prohibiting
steamboat passage. No one was about
to make any investments in the
townsite until steamboat access was
assured by a cleared channel.

This clearing took place at the
end of 1844 on the basis of private
funding. The activities connected with
the project are reported in the *North-
ern Standard* of Clarksville, an im-
portant Red River steamboat port to
the north.

The project was initiated on April
9, 1844, by a meeting of cotton plant-
ers, merchants, and other interested
parties in the town of Daingerfield
slightly to the northwest. They pooled
resources and hired a contractor "to
open the navigation," with the work
to begin on July 4 and end on Decem-
ber 25.

Apparently no digging was in-
volved. The obstructions that would
need to have been removed included
trees that had fallen into the water
from the banks (as they do today),
embedded and floating logs, stumps,
mats of branches and small logs, and
living cypress trees on the fringes of
the channel.

The work appears to have been
conducted by William Perry, a steam-
boat captain, and later the builder of
the Excelsior House, who is credited
with assisting the first steamboat to
reach Jefferson.

By October, as the work pro-
gressed, houses began to be con-
structed at the townsite, as reported
by the *Northern Standard* of the 16th:
"Jefferson - We are told that several
houses are now going up at this point
... and several stocks of goods will be
opened there within the next two or
three months. Jefferson is, we think,
destined to be a place of considerable
trade."

By January 1845, the planned
town was emerging into reality, as
reported by the *Northern Standard*
for the 16th: "The town of Jefferson
... was about yesterday a metropolis

upon paper; but now we are told,
quite a number of buildings are going
up ... the navigation of the Cypress
has been cleared ... and a town will be
there immediately; a town *de facto*
will quite definitely concentrate a
large amount of commercial busi-
ness."

It is apparent that the project was
completed on schedule in December
1844. The debris from the clearing
effort was left in-channel to be flushed
out by the spring rise on Cypress
Bayou, enabling the first steamboats,
such as the one taken by Buck Barry,
to reach the emerging town of
Jefferson early in 1845.

From a "metropolis upon paper"
in 1844 to a "town de facto" in 1845,
Jefferson was to become a center of
commercial activity with hundreds
of steamboats making thousands of
trips carrying immigrants and planta-
tion supplies to Northeast Texas, and
transporting down to New Orleans
the agricultural products of the area,
particularly cotton and beef.

None of this would have come to
pass unless Cypress Bayou between
Smithland and Jefferson had been
cleared out by private action in 1844.
In this sense, Jefferson owes its exist-
ence to a navigation project.

Editor's note: This is the second
in a series of articles about steamboat
navigation on Big Cypress Bayou to
Jefferson by Jacques Bagur of Baton
Rouge, Louisiana.

The publisher is not responsible for the accuracy of any of the
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Thomas Jefferson and the Thomas Jefferson Memorial Park



country was formed and our freedoms established. During the construction of the Park the granite pedestal and bronze bust of Thomas Jefferson weighing several thousand pounds were being set in place by heavy machinery. A little girl about eight years old and holding the hand of her mother walked by, looked up and said, "Look, Mama, there's Thomas Jefferson." I remember thinking, "This makes it all worthwhile."

Our foremost purpose in establishing the Park, however, was to honor the man after whom Jefferson, Texas was named and to perpetuate his ideals concerning liberty and freedom, education, the arts and good government. Each of these concepts is reflected by quotations from Jefferson's writings carved on the four sides of the granite pedestal supporting Thomas Jefferson's bust in the Park.

On the front of the pedestal - and familiar to everyone - is a quotation taken from the Declaration of Independence:

"... We hold these truths to be self evident, that all men are created equal, that they are endowed by their Creator with certain unalienable rights, among these are life, liberty and the pursuit of happiness."

On side one of the pedestal: "I have sworn upon the altar of God eternal hostility against any form of tyranny over the mind of man."

"Nothing more than education advances the prosperity, the power

and the happiness of a nation."

"The God who gave us life, gave us liberty at the same time."

On side two:

"Still one thing more, fellow citizens - a wise and frugal government, which shall restrain men from injuring one another, which shall leave them otherwise free to regulate their own pursuits of industry and improvement, and shall not take from the mouth of labor the bread it has earned. This is the sum of good government."

Side three:

"When a man assumes a public trust, he should consider himself as public property."

"Though you cannot see when you take one step what will be next, yet follow truth, justice and plain dealing, and never fear their leading you out of the labyrinth in the easi-

est manner."

Dumas Malone, noted historian, foremost authority on Thomas Jefferson and author of the six volume "Jefferson and His Time," spoke of the significance of the Jefferson Memorial in Washington, D.C. dedicated in 1943 on the two-hundredth anniversary of Thos. Jefferson's birth. "The Memorial ... is tangible evidence of his recognized membership in the trinity of American immortals, along with George Washington and Abraham Lincoln. No American, except possibly Benjamin Franklin, played so notable a part in so many fields of activity and thought, government, law, religion, education, agriculture, architecture, science, philosophy. After the passing of Franklin and Washington no American of his period matched him in international

reputation; and as a major apostle of individual freedom and human dignity he has long belonged, not merely to his own compatriots, but to the human race."

Jefferson, Texas is honored to have such a remarkable namesake, and one whose greatest theme was liberty and freedom of the spirit and mind. The Thomas Jefferson Memorial Park reflects and perpetuates these ideals.



by Tommie Wurtsbaugh Glick

After several years of extensive planning, preparations and fundraising, the Thomas Jefferson Memorial Park, located on Austin St. in the Historic District of Jefferson, Texas, was dedicated on July 4, 1989 - the 163rd anniversary of Thomas Jefferson's death. There were several incentives to establish the Park.

One was to beautify and to enhance an attractive area with flowering trees, plants and benches to be used by townspeople and tourists alike; an area not only of activity but of serenity - for thought, contemplation and for reflection on Jefferson, his time and contributions. There was the incentive to involve children and adults, to educate and to stimulate interest and appreciation of Thomas Jefferson and the other Founding Fathers and for that extraordinary period of history during which our



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Early development of navigation on Big Cypress and the Caddo Lake area

by Jacques Bagur

Before the late 1700's, there was no Caddo Lake. The area presently occupied by the lake was merely the valley of Cypress Bayou, which was heavily forested. The remnants of this forest can be seen in the numerous stumps in the lake bed.

Caddo Lake was not created by the New Madrid earthquake of 1811. This could not have been the case because the existence of the lake was reported by Freeman and Curtis in their 1806 Red River expedition.

The accepted explanation of the lake's origin is that it was formed in the late 1700's by an immense log jam on the Red River. This log jam acted as a dam, forcing Red River water to rush out into the valley of Cypress Bayou, thereby forming Caddo Lake.

During the first three decades of the 1800's, there were no settlers in the Caddo Lake area. Settlement was difficult because of the log jam on the Red River, which made it impossible for boats to travel upstream. More importantly, settlement was prohibited because the land in the Caddo Lake area was owned by the Caddo Indians, and the U.S. Indian agents were diligent in the protection of their rights.

The only family in the Caddo Lake area during his period was that of James Shennick, who operated a ferry from the early 1820's on to transport Indians across the lake and

was paid for his services by the Indian Agency. Shennick was not a settler in the sense that he did not own the land and did not engage in agriculture. Ferry Lake, which was an earlier name for Caddo Lake, was derived from Shennick's ferry operation.

The Caddo Lake area did not become open to settlement until April 1835. During that month, the Caddo Indians sold their land to the United States, and Henry Shreve removed the log jam on the Red River up to the mouth of Twelvemile Bayou, which enabled steamboats to pass up the Red River through Twelvemile Bayou and into Caddo Lake.

By at least 1838, Port Caddo on Cypress Bayou just a few miles upstream of the lake was in existence, since letters were written from that place in connection with the invasion of Caddo Parish by Republic of Texas troops to chase out a remnant of the Caddo tribe. But there were, as yet, no permanent settlers on Caddo Lake, since the 1838 Louisiana State Survey maps show no houses other than that of Shennick and only a few land clearings by families such as the Moorings, after whom Mooringsport was named.

By 1839, settlement was proceeding rapidly. Writing about Caddo Lake in April, an early Shreveport newspaper indicated the "Its fertile and picturesque shores are now clothed with many a log cabin, and

in many months, the primeval forest must give way to the cultivated fields. Port Caddo . . . continues to increase and improve at a rate, which in any other country would be deemed wonderful."

The advent of cotton production in the Caddo Lake area gave rise to an explosion of steamboat activity. Port Caddo became a prominent factor in the commerce of New Orleans, which was the distribution point for cotton travelling to England.

Boats listed as going to Port Caddo in 1843 and 1844 include the Beaver, Elizabeth, Robert T. Lytle, Bois d'Arc, Republic, Sabine, Swan, and Maid of Kentucky. Among these, the most active was the Bois d'Arc, after which Bois d'Arc Pass at the head of Caddo Lake was named.

When obstructions in Cypress Bayou were cleared at the end of 1844 commercial navigation was extended to Jefferson. In the spring of 1845, the first steamboat, the Lama, reached the newly emerging town of Jefferson, setting the stage for the steamboat era in Northeast Texas.

Jacques Bagur, under the auspices of the Cypress Valley Navigation District, is currently doing research on steamboat navigation between Jefferson and Shreveport. He has also done research on the Caddo Lake area for the Corps of Engineers. We are pleased to report this article is the first in a series of articles about water navigation to Jefferson during the 19th century.

19 98

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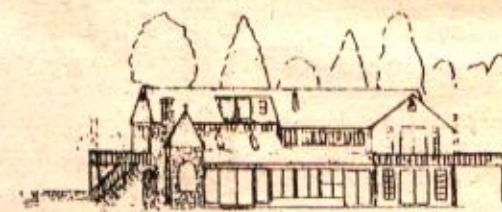
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Lake O' the Pines

After 64 years, cozy Caddo Park still grand entrance to the lake

by Steve Knight

Caddo Lake State Park isn't the largest state park in Texas. It doesn't have waterfalls, dinosaur tracks or a cave. It also doesn't have a golf course, rock climbing or an equestrian trail.

Situated alongside the southern bank of Cypress Bayou where it widens into Caddo Lake, it does have sky-high pine trees rising above its rolling terrain, which slope down to hardwood bottoms before dropping off in the cypress-filled lake.

The park also has a history, and this weekend it celebrates its 64th year of existence, making it the second oldest in the state park system.

Originally covering 483 acres donated between 1933-37, original dedication ceremonies were held at the park on July 4, 1934. Construction of Companies 857 and 889 of the Civilian Conservation Corps was a four-year undertaking completed in 1938.

During construction the CCC workers lived in tents and often stopped delivery trucks on way to nearby Uncertain for supplies.

"At one time the only route to Uncertain," said Tommy Pritchard, park manager, who is collecting an oral history from surviving CCC workers living in the area. "All the vending trucks would come through here and they would make them stop so they could get something. Everyone except the Dr. Pepper man. He was pretty cantankerous and wouldn't stop so every time they heard him coming down the road they would drop a load of rocks and make him stop, then steal drinks off the back of the truck."

The land for the park was donated by T. J. Taylor of Karnack, the largest landowner in the area and father of Lady Bird Johnson, and another major landowner, Gus Noble.

"There was very little near there. Part of the roadway to the park was not paved," said 85-year-old Fred Dahmer, a long-time Caddo Lake resident and historian.

Dahmer said the area attracted primarily hunters and fishermen who owned property or were members of one of the numerous sportsmen's clubs built along the lake. Many of those people came from the Dallas-Fort Worth area and Houston.

Development of the park opened the lake to others.

"The early park visitors were mainly people who were not landowners. They had no other way to visit Caddo. They came to Caddo to see the lake, enjoy the woods and enjoy the hunting and fishing," re-

called Dahmer.

The park became not only a gateway to the lake for area residents, it also became a regular gathering spot.

"A lot of people came from the local area, Marshall and even Shreveport," said Pritchard. "A lot of people dated out here. They had pool tables and picnic tables at the recreation hall and they would come out here for dances."

Today, some of the original cabins and the recreational halls are still in use for the 250,000 annual visitors. However, still only about 40 of the 480 acres are developed, including shelters, picnic areas and the boat ramp.

Pritchard said it is towering pines and hardwoods, the floating cypress trees and the Spanish moss which attract visitors to the park today.

"It is some place to literally get away from the concrete and asphalt, to get in some hiking and fishing if they want," said Pritchard, noting that most visitors currently come from Dallas and Fort Worth.

"Changed? Not radically," said Dahmer. "The roads have been paved, and I do not remember that we have rural electrical power at the park at first, because I remember having to

use lanterns."

Because of its cozy size, special attractions other than the area's natural scenery are hard to develop. Using what is there, however, a three-quarter-mile, self-guided nature trail has been built, as has a three-mile hiking trail.

The park and the entire Cypress Bayou Basin is being invigorated by the purchase of more than 6,500 acres of the cypress-filled lake by the Texas Parks & Wildlife Department and the Texas Nature Conservancy. The additional acreage is to serve as both a state park and wildlife management area and is the center of the local-state-federal Caddo Initiative Plan.

The new Caddo Lake park and management area has already gained international significance. It was sanctioned in 1993 as a "Wetlands of International Importance especially as Waterfowl Habitat" under the Ramsar Convention. Based in Switzerland, the Ramsar is an international, intergovernmental treaty adopted in 1971.

The acquisition and recognition the area has received in recent years has already translated into new visitor traffic, if not an increase.

"We have already seen some in-

crease at this point. The Caddo Initiative, just the publicity about the lake alone, has brought in people even in the local area that have been around for years, but didn't realize what was here. They didn't understand why it

was so unique," said Pritchard.

--Steve Knight is outdoor writer for the Tyler Courier-Times-Telegraph. His columns appear Sunday and Thursday. Reprinted with permission.

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Jefferson developed its own railroad line

by Murray Hammond

Despite Jay Gould's curse, railroads have continued to play a major role in the development of Jefferson. Ever since the first trains rolled through Marion County in the 1870's, railroads have provided a link to the world beyond. While residents and visitors of today witness the daily traffic of the mighty Union Pacific and Kansas City Southern railroads, old timers in the area can tell you about another railroad, one whose trains were by no means "mighty."

In Linden they called it the "Try-Weekly" - "come one week and try to go back the next", while in Jefferson folks just referred to it as the "Dinky" for its small locomotives and short trains. Although this railroad cooled its last steam engine before even a shot was heard at Pearl Harbor, for fifty years this railroad played an important role in the economy of Jefferson and its neighbors in Cass County. This was the Jefferson & Northwestern Railroad.

The Jefferson & Northwestern, or "J&NW", was the creation of the

owners of the Clark & Boice Lumber Company, who had built a sawmill in 1880 about a mile northeast on the Big Cypress River. The mill was very large and modern during its time, capable of producing up to 50,000 feet of lumber per day. Employees were housed in small "shotgun" style company housing and wages were paid in "commissary coins", which were metal tokens that were good for merchandise and food at the "company store." The Clark & Boice commissary offered everything from food to clothes to hardware - most anything a sawmilling family would need to live.

Clark & Boice held many thousands of acres of timberlands in Marion and neighboring Cass County, and devised that a railroad would be the most efficient means for transporting the harvested timber to the mill. In 1891 several miles of a crude and nameless line of railroad track was constructed into the woods, and a logging camp established at the end of the line.

Hundreds of similar "logging railroads" criss-crossed East Texas



THE J&NW's 'roundhouse' housed all the modern necessities for doing major maintenance work on the company's locomotives. Master Mechanic Prue Freeman and relatives are making a visit on this day sometime in the mid-1920's. Courtesy of Mr. and Mrs. Robert Bramlett.

during this time. The routes of these lines constantly changed, as their purpose was only to move a stand of timber to the mill, then be removed and built elsewhere into other timber as needed. The track was built as cheaply as possible with little regard for engineering or safety. Earthwork was minimal and corners were cut everywhere for the sake of economy. One old timer recalls that if cross-ties were in short supply, the construction crew simply selected a nearby tree, cut it up on the spot and shoved the pieces under the rails.

Operating trains under these conditions was dangerous work. The log trains wobbled furiously over this track, and derailments, injury, and even death were common. The most dangerous job was for that of the "brakeman", whose job it was to ride on top of the logs as they were being transported, so that he could access the car's manual brake and help slow or stop the

train. Clark & Boice lost several trainmen this way.

It wasn't long before the communities along the route of Clark & Boice's railroad took advantage of the new service, using the line to bring in food and supplies for its residents. Other communities without railroad service raised money and donated lands for a right-of-way, in hopes of attracting new railroad construction in their direction. Clark & Boice saw that their little railroad could potentially join the ranks of the big mainline railroads, and so the company filed a charter and the Jefferson & Northwestern was official. The company began improving and extending its line northward, reaching Linden in 1911, Marietta in 1926, and Naples in 1933.

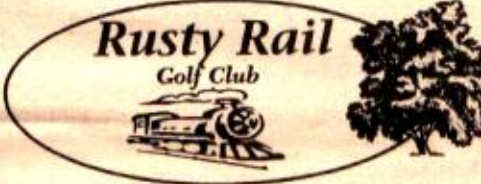
Timetables of the era listed the stops in order from Jefferson: Jefferson, North Jefferson (Clark & Boice mill), Grubbs, Torrans, Pruett, Lanier, Givins, and Linden. Lanier was a junction point where the railroad branched off to the northwest, serving the communities of Cloninger, Luanna, Wrays, Carterville, Doss (Flat Creek), Nickleberry, Marietta and finally, Naples, for a total of fifty miles.

Although small in stature, the little J&NW offered a complete and

comfortable passenger service. Passengers could board the train at one of the depots or anywhere along the line by "flagging" down the train. At first a regular train was operated, but this service proved too costly after automobiles began taking away most of the business, so a single passenger car was attached to the rear of the regular freight train. By the late 1930's even this practice was discontinued. Surviving ticket stubs show that a ticket to Linden cost .60 cents, while to travel the thirty-two miles to Marietta cost \$1.05.

During the 1920's the J&NW was contracted to operate a kind of "railroad schoolbus" for the benefit of Linden and rural Jefferson-area students that needed to finish high school in Jefferson, as Linden offering classes only into the ninth grade. To get the job done, the J&NW's superintendent came up with the idea to convert a highway truck into a railroad vehicle. The result was what residents along the line referred to as the "Dinky". The Dinky resembled a trolley car, was powered by a Ford Model-T highway truck engine and warmed by a pot-bellied stove.

A popular activity aboard the Dinky was for kids to crowd at the (See Railroad, pg. 23)




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Railroad

Continued from pg. 22

rear of the vehicle and bounce up and down in unison, in hopes that the front of the car would raise up and the front wheels would tip off the track, causing a minor derailment and a delay of the school day. There is no record that this was ever successfully accomplished, though the kids did manage to give the Dinky a rather comical appearance as it bounced wildly down the tracks toward Jefferson, undoubtedly to the frustration of the driver.

During more prosperous times, the J&NW ran a special Fourth of July "ice train" for the benefit of those wishing to celebrate Independence Day by making homemade ice cream. Clark & Boice used its shops to turn out double-lined ice boxes insulated with sawdust from the mill. The ice boxes were then loaded with fifty to seventy-five pounds of ice and loaded onto the train. The train stopped everywhere it thought it had a customer. The engineer, who himself had lost his hand in a July Fourth fireworks accident years before, blew his whistle to get the attention of nearby residents, so that no one would miss getting ice for their ice cream.

This was the J&NW at its peak, when the woods offered a seemingly endless supply of trees, before the automobile was the normal way to travel, when the railroad was still the lifeline of a community. During its peak years of the 1920's, the Jefferson & Northwestern had three well-maintained locomotives, two pretty green passenger cars, a railbus, fifty of its own freight cars, five elegant little country depots, and fifty miles of track. However, times were changing in America and for Clark & Boice's little railroad.

Clark & Boice's timber stands were depleted, or "cut out" as it is

termed in the lumber industry, and in 1928 the big mill at Jefferson cut its last log. While cotton and other lumber traffic along the route provided revenue, with the closing of the big mill the railroad lost its major source of traffic. The economic depression of the 1930's came down hard on what traffic was left, which was rapidly abandoning the railroads in favor of truck transport. The roads of 1930 were vastly improved over that of earlier years, and automobiles were simply cheaper and more convenient to operate than the railroad.

The discovery of oil under the J&NW's roadbed near Lanier in the mid-1930's generated some needed revenue and offered hope for the survival of the company, but ultimately it wasn't enough. The track from Naples to Lanier Junction was torn up and sold for scrap, leaving the railroad with just the seventeen miles to Linden. The regular freight train was cut back to just several times per week, then just one day per week, then sometimes not at all. The remaining locomotive, Number 107, was kept in operating condition by cannibalizing the remnants of the company's other locomotives, until the once active enginehouse area now resembled an iron graveyard of locomotives, rolling stock and machinery.

Finally, on a sunny April day in 1941, the last train pulled out of Jefferson for Linden. On its crew that day were three men who between them had over one hundred years of service on the J&NW. Fireman A.D. Cooksie had thirty-one years, master mechanic and former engineer Prue Freeman had thirty-three years, and engineer Jesse Jenkins had forty-one years of service. The orders for the last run that day were issued by two men who themselves racked up more

than fifty years of service - superintendent "Homer" Wurtsbaugh, and Jefferson station agent George Call, Sr.

The train pulled alongside the Linden depot where the crew was greeted by longtime Linden station agent Ernest Wommack, who held his honored position for more than twenty years. The few cars that remained at Linden were made up into a train, and the engine prepared to fill the clear spring air with locomotive exhaust for the final time. The event drew no attention from the Linden townspeople, save for a teenage boy who had heard about the last run, and came down to the depot to witness the passing of an era.

Engineer Jenkins gave one long pull on the whistle cord that lasted for several minutes, as if to say, "It's been a pleasure to be part of your community, but times have changed, and so must we." The long whistle ceased and the train pulled out for Jefferson, closing what is the most colorful chapter in Jefferson and Cass County's railroad history.



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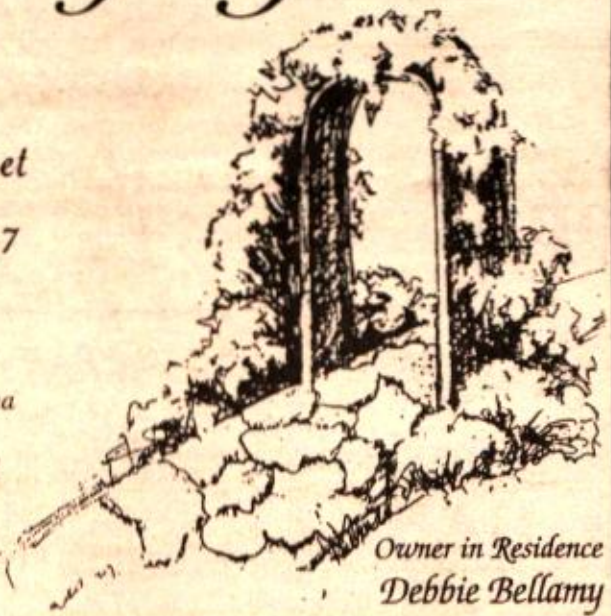
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Junior Historians are making history

The Jefferson Junior Historians are completing their 27th year of existence.

The Jefferson Junior Historians are a group of ever changing local youth entering their third decade of activity in historic Jefferson. Organized in February, 1971 under the direction of David Robertson, with 13 charter members, the organization has continued a local and state program annually for hundreds of Jefferson and Marion County youth.

The Junior Historians are renowned for their lively, toe tapping performances which will take place during Candlelight Tour, Mardi Gras and Pilgrimage every year. Performances for this year's Pilgrimage productions are scheduled for Friday, May 1, 8:30 p.m.; Saturday, May 2, 2:30, 6:00 and 8:00 p.m.; and Sunday, May 3, 2:30

p.m. Advance reservations are recommended and may be obtained by calling Carol or Angie, First National Bank, 903-665-2535

weekdays from 9 a.m. to 3 p.m. or evenings and weekends call Leslie Wood 903-665-8219 or Pam McGregor 903-665-2872. Tickets will also be available at the door - #61 Dallas Street. All performances are staged in the 135-year-old landmark building - McGarity Saloon, located at #61 Dallas Street.

Today, the Jefferson Junior Historians membership stands at 35 high school students. There is no high school organization in the state of Texas that possesses as many accolades as the Jefferson Junior Historians. By completing 27 years, the Jefferson Junior Historians "have made history themselves", according to Texas Education Agency publications. They have made major contributions to both their community and to themselves.

David Robertson, founder and 27-year sponsor of the Jefferson Junior Historians, was born a sixth generation Texan in 1946 at neighboring Gilmer, Texas, a product of early East Texas pioneers. His family settled in the Pritchett-Latch community southwest of Gilmer in 1848 as the town of Gilmer was being founded.

He established the Jefferson Junior Historians who have gone on to win, four national awards and

over 60 state awards. He instigated the 1974 purchase of No. 61 Dallas Street by the Jefferson Junior Historians and has never missed playing the piano there for more than 260 shows since 1975.

With their annual, and now traditional, "Riverboat" Pilgrimage productions at #61 Dallas Street, they are second in local longevity only to the Jessie Allen Wise Garden Club and its annual Diamond Bessie Murder Trial productions. This troupe of young people commit themselves to rehearse on almost every Sunday during their freshman - senior high school years, learning to sing, dance, act, hammer and saw, paint and fixup for no personal financial rewards. When the Junior Historians talk about their organization and how much they care about their project at #61 Dallas Street, it is clear they have gained poise and a sense of self-worth while donating their time and talent.

Several years ago the Junior Historians acquired the "Old Masonic Lodge", a two story brick "shell" building on Dallas Street. In 1992 the building was awarded a "Historical Marker" and the Junior Historians continue their efforts for restoration of the building now known as "McGarity's Saloon" at No. 61 Dallas Street.

Community spirit conquers most civic problems and deficiencies. That is certainly the case in Jefferson with the renovation of #61 Dallas Street. This historic brick building has been in serious need of restoration. It was formerly a lodge, saloon, and a mercantile building during the mid-nineteenth century. It is a fine example of 19th century riverport architecture, and has been designated as a Recorded Texas Landmark, has been included in the Historic Register of Historic Places. With assistance from parents, International Paper Company employees and others, a goal has been set to restore the building this year. The work started three years ago with a bank loan from First National Bank of Jefferson for the repair of the roof of the building. Work accelerated when International Paper Company team members converged on #61 Dallas Street to make needed safety and security repairs. The team members donated labor over a three year period to install boards and materials that were furnished. A concrete floor was installed, new wiring placed in conduit and a foot light box was given by the team members.

A grant from the Historic Jefferson Foundation, enabled Mr. Carl Cooley of Colco, International, a well known expert in the restoration of historic masonry structures, to restore the building's exterior. Mr. Cooley restored the parapet walls, inserted through-wall flashing, cut and repointed all existing mortar joints and made general masonry repairs to the exterior of the building to restore it to its nineteenth century appearance. Mr. Cooley was careful to match the color and texture of new brick mortar with the mortar used in the original construction.

Panola College's office of Workforce Education has teamed with the Junior Historians on a project to help restoration on the #61 Dallas Street building and establish an educational fund. The project is arts related and the programs consist of plays and musicals, dramatic readings, chorale concerts, and musical revues. The team has already been granted \$7,000 by the Texas Commission on the Arts. The money granted is to be used in production costs of upcoming events. A children's show is currently scheduled for this spring. If you would like to be on the mailing list for upcoming events and announcements send your name, address, telephone number, and e-mail address (if applicable) to Christopher Alleman - 1109 West Panola - Carthage, Texas 75633.

Donations for the continued restoration project may be sent for this project to: #61 Dallas Street, Inc., attention: David C. Little, P.O. Drawer K, Jefferson, Texas 75657. All donations are tax deductible.



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Riverboat names colorful

River packets which navigated from the Red River through Caddo Lake to Jefferson had some very colorful names.

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Ports of call listed as regular included New Orleans, Shreveport, Albany, Swanson's Landing, Rind Landing, Monterey, Clinton, Port Caddo, Benton, Smithland, Jefferson, and all intermediate landings.

Some of the captains of the packets were H. L. Brinker, M. L. Scovil, Norse Scovil, C. P. Truslow, Andy Swain, Billy Broadman, W. E. Dillon, Charles Brown, and John M. Graham.



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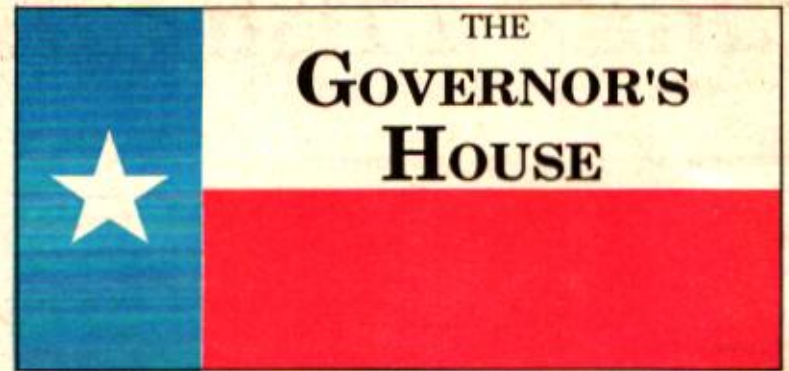
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Archeologists discover long-lost Caddo village

by Jim Robertson

The site of the long-lost last village of the Caddo Indians, "Sha-Childni-ni", has been found on James Bayou, a tributary of Caddo Lake, by a Louisiana Archeology Society team.

The village, whose name means Timber Hill in the Caddo Language, was the last major Caddo Indian presence in their native homeland, says Archeologist Claude McCrocklin who led the exploration team under the sponsorship of the Cypress Valley Alliance.

The village was a thriving community during 1790 to 1840 and several hundred lived there, says McCrocklin. After that time, the Kadohadacho (Caddo is a contraction of the name) tribe was eventually moved to a reservation in

Oklahoma.

He says evidence found bears out two early maps drawn in 1811 and 1843 which clearly show the village on the south side of the bayou between present-day Jefferson, Texas and Vivian, Louisiana. Two large components of the site are being examined at the present time.

"When the survey is complete, all sites found will be plotted on a map so we can see the village emerge from the hills and woods along both sides of the bayou," says McCrocklin. Artifacts from the sites are consistent with those recovered from other historic Indian sites in the area, he says. To date, the team has uncovered sites of Indian dwellings, pot sherds, an iron arrowhead, chipped glass and

ceramic sherds, twig-and-stick impressed daub, bells and copper cutout.

Trade goods such as flintlock gun parts, gunflints, Euro-ceramics, pontil bottle glass, French trade kettle parts, two-tined forks and other utensils reveal a society in transition from the use of stone implements to adoption of metals from the white culture, McCrocklin said. Some of the items probably came from U.S. Government trading posts such as that at Sulphur Fork and Caddo Prairie, he said, but they could also have originated from trade with other tribes, such as the Coushatta, along the Red River and Caddo Lake. The most significant finds were a five-inch spear point, hammered from a piece of iron, and Caddo pot sherds. Other items found included tobacco pipe parts and Spanish-type bridle bits.

The sites are located in varied terrain in Marion County, Texas with one on flat land, one on a hill slope and others on a hill top. All are near a spring or stream.

"Although the sites are large, their exact size is not known since we only tested portions of them," says McCrocklin. He said one site measured approximately 95 by 40 meters.

"Our interpretation of the sites is that they are complexes of family dwellings and outlying structures," he said. The houses were traditional Caddo with hatched roofs and upright pole walls.

He said this is based on post mold patterns, the sparse square nail scatter and absence of a chimney or hearth. There were small fire pits containing charred bone, ash and charcoal in the house floors which were for cooking and heating.

"An out-of-place feature near one house site is a patch of swamp

grass. Since the site is on a 200-foot-high hill and "swamp" grass, as the name implies, grows in a swamp or wetland, we think this swamp grass descended from that brought to thatch the house," McCrocklin said.

The sites are located on high hills interspersed with small creeks and valleys, all of which are densely wooded. Some have been cut over in the past and are now grown up into thickets and brush. Much of the area is owned by International Paper Company. Before present-day lumbering activities, McCrocklin said the area had been plowed farmland for 100 or more years by both white settlers and the Indians. The Caddo raised corn, beans, pumpkins and livestock.

"We have found plow points all over the area surveyed. The combination of years of plowing and now dense woods make the 160 to 200 year old sites hard to find. Fortunately, the sites are large and can be found with persistence and know how."

Methods used in the survey were shovel tests, metal detector scans and surface collecting where possible. Of these, the shovel tests were most effective, McCrocklin said.

"Koo-see-nah" (which is Caddo for that's enough) to confirm that we have found the location of at least part of Sha-Childni-ni," said McCrocklin, who speaks some Caddo language.

McCrocklin stated, "We are pleased with the progress of the survey and expect more sites to be found before it is over. Finding a site is the hard part and we are doing that. Now that they are found, we are content to let others decide what to do with them."

The finds have stirred the interest of the present-day Caddo Indian

Tribe of Oklahoma, descendants of the Kadohadacho (which means "real chiefs"). The village is near the site where according to stories passed down verbally through centuries the original Kadohadacho came up from under the ground through the mouth of a cave in a hillside.

The current Kadohadacho tribal roll lists some 3,800 members in Oklahoma. Its tribal headquarters is in Binger, Oklahoma.

A delegation from the tribe visited the site on March 18, 1998. The patch of swamp grass caught their interest and they collected a sample to take back to Oklahoma.

One significant aspect of the Caddo visit was that for the first time in nearly 200 years Caddo Indians were back on the James Bayou Village site and the Caddo language was heard once again in their cultural home land.



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Sterne Memorial Fountain, located at the intersection of Market and Lafayette Streets in downtown Jefferson, was given to the city by the children of Jacob and Ernestine Sterne in 1913. Engraved on the fountain is: "Dedicated in honor of Jacob and Ernestine Sterne, who lived in Jefferson for many years. Presented to the City of Jefferson by their children as an expression of affection for their native town."

Mr. and Mrs. Sterne came to Jefferson in the 1850s by wagon from Galveston.

In 1980, public donations were used to employ Phoebe Weil and Robert Martin of St. Louis, Missouri, to restore the fountain.

With generous support from Lady Bird Johnson, Tommie Wurtsbaugh Glick and the Historic Jefferson Foundation, planters, flood lighting, and a watering system were added. Seasonal flowers in the planter are provided several times a year by Jefferson sculptress, Tommie Wurtsbaugh Glick.

To receive info about advertising in the next Jeffersonian, call (903) 665-2462.

Introducing the Texas Heritage Archives & Library: A Gift to Jefferson and Texas

by Charlie Chitwood

The Texas Heritage Archives & Library is a new Texas history museum located in historic Jefferson, the former riverport metropolis of Northeast Texas. The new museum and historical research facility was organized in 1994 and designated a 501(c)(3) non-profit organization by the Internal Revenue Service. The organization was created with the express purpose of supporting education and research in the historical heritage of the Great State of Texas through means of exhibits, symposia, publications and other educational programs.

The museum held its formal grand opening December 20, 1997. More than 150 charter supporters of the facility attended the ribbon cutting to see for the first time the museum's exhibited collections and research library. The museum opened to the general public the following day and is open seven days a week. The permanent holdings of the Texas Heritage Archives & Library are comprised of the collections formerly owned by two Dallas businessmen - museum founder B.B. Barr and his brother-in-law John N. Rowe III. Over the past four decades, the two compiled one of the largest privately-held Texana collections in the state, consisting of some 600 historic and rare maps of Texas, the Southwest and the New World; the largest existing collection of Texas national bank notes and obsolete notes and scrip (approximately 3,000 combined) and a fine Texas history research library of some 1,000 volumes, including many rare primary sources on the discovery, exploration and settling of Texas as well as on the fight for Texas' independence and the war with Mexico.

These collections are now exhibited with the intent of providing not only an interesting and educational view of Texas' early days, but also to provide a convenient facility from which Northeast Texas

scholars and others researching Texas history can gain access. Nowhere in this corner of the state is there such a valuable collection, either for the casual visitor or the serious scholar.

Our educational programs are being directed at the 30 Northeast Texas counties surrounding Jefferson, extending from Bowie County to Angelina County and as far west as Kaufman County. Within this approximately 120-mile arc from the museum, we hope to host a portion of the 220,000 public school students or travel to their classrooms with trunk exhibits to provide greater depth to their understanding of Texas' history.

Several important additions have been made to the museum's collections, dating back to 1993 when the facility was under the auspices of the B.B. Barr Foundation. The Amon Carter Estate contributed a significant document collection showing the many ways land in Texas was acquired, sold, bartered or lost from the Empresarial period through the Reconstruction land rush. Included are Empresarial contracts and broadsides relating to most of the important government agents, a note signed by Moses Austin and many more rare and important documents, some of which were previously not known to have survived the era.

The Texas Bankers Association recognized the vast potential of the museum and in 1993 agreed to send the entire contents of their now-closed museum to Jefferson for use in the facility. The TBA Foundation has also shown its support by voting to make an annual stipend to the museum for a period of 10 years, beginning in 1997.

State Comptroller John Sharp recognized the importance of the museum and saw to it that some 1,600 retired obligation bonds were sent to Jefferson for cataloging and preservation. These bonds, issued by school districts, counties and cities, cover a period from 1892 - 1943 and provide an interesting look at 27 Northeast Texas counties' business. In the instance of the school bonds, there are numerous land plats included with the bond paperwork, showing the intended location for "free public schools" all over the area.

The most recent addition to the archives has been an extraordinary document collection of revolutionary figure Phillip Dimmit, for whom Dimmit County is named. These documents give detail to the numerous mercantile ventures operated by the man who also participated in the Siege of Bexar in 1835 and commanded the company which captured Goliad.

The museum is housed in Jefferson's old Haywood House Hotel, built in 1865 and located in what is now the town's nationally-recognized downtown historic district. The two-story brick structure was remodeled in 1981, providing us at the time of our purchase (1992) some 5,000 square feet in which to arrange exhibits, meeting space and the library. Southwest Museum Services of Houston was engaged to hone our rough draft of the layout and fabricate and install the exhibits. Southwest has also performed recent work at the Gregg County Historical Museum in Longview and has been engaged to perform similar work at the Old Railroad Depot in Marshall.

In essence, the Texas Heritage


Archives & Library has been made a gift to the people of Texas by Mr. Barr and Mr. Rowe. The many charter supporters of the facility helped make the opening possible - more than \$250,000 was required to design, fabricate and install the exhibits as well as finish out the interior of the building. All collections are now the property of the museum, and the museum is governed by an 11-member board of directors. Currently, the facility is staffed full-time by an executive

director and librarian - volunteer docents will be invited to become an active part of the museum within the next three months.

The museum is open from 9:30 a.m. to 5:30 p.m. Monday through Saturday and noon to 5 p.m. on Sundays. Admission is \$4 for adults and \$2 for children with group rates available.



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Cypress Valley Alliance Makes Progress On Its Educational Mission

The Cypress Valley Alliance (CVA) is a nonprofit organization based in Jefferson, Texas and working throughout the Cypress Valley Watershed. Originally created to provide oversight and direction to the government agencies involved in the Cypress Valley Initiative, the CVA quickly proved its ability to reconcile diverse interests and achieve designated objectives.

Today, the CVA encompasses a broad range of constituencies and is stronger than ever in its diversity. The organization is also stronger than ever in pursuit of its mission: to create sustainable regional economic development and to accomplish this goal in a manner that respects the rights of property owners, protects the environment, and enhances the quality of life for residents of the Cypress Valley.

The Cypress Valley Education Center

Recently, people in Jefferson were treated to the unusual sight of a backhoe digging trenches on the vacant lot across from the Jefferson General Store. The casual observer might have assumed the city was putting in a new water line. Not quite. It was the CVA conducting an archaeological survey on the property at the request of the State Historical Preservation Office. This excavation, which turned up no significant artifacts, was the last

remaining obstacle to National Environmental Policy Act clearance with the Bureau of Reclamation.

With the main entrance and cast iron balcony overlooking Big Cypress Bayou, the charming two-story structure will enhance the ambiance of the Jefferson Historic Riverport District.

The facade will be consistent with mid-19th century steamboat port architecture with characteristics quite similar to those found in the New Orleans French Quarter. The building will enjoy a glove-like fit with its surroundings. It will help accentuate the unique quaintness associated with downtown Jefferson and the pedestrian nature of most downtown activities.

But if you want to stay in the antebellum South - stay outside! Once in the door, the 19th century runs headlong into the 21st. Inside, the Cypress Valley Education Center will make use of the finest state of the art technology available in the region. The building is designed to provide an adventure in learning for students of all ages.

Let's take a quick look around. We enter into the main Gallery, an open passage almost 20 feet wide and running the entire length of the building. This is a reception area with seating spaces for people enjoying the various exhibits. There are cultural displays spread throughout the room which also serves as a hallway to other parts of the building.

To our left is the Visitor Center, the largest room in the building. Texas Parks and Wildlife is using this space as a showcase for the state parks system with an emphasis on those in the Cypress Valley. The star of the show is the nearby Caddo Lake State Park which is part of a Ramsar Treaty Site, a wetland of international importance.

Further down the Gallery to our left is a lovely, open-air courtyard. The courtyard provides natural sunlight to the interior of the Center and offers a relaxing conversation spot to those attending meetings or classes.

On the right side of the Gallery, we find the Exhibit Rooms. Separately, these rooms function as exhibit space, lecture halls and meeting rooms with individual seating capacities of over 100. Each room is equipped with video graphic projection capabilities, video taping facilities, the capacity to display computer graphics and surround sound speaker systems. Additionally, these spaces can be combined to form one large hall incorporating this same audio/visual support system.

The second floor of the Center is a mix of computer labs and more traditional class/conference rooms. All are equipped with the most advanced training technology. The upstairs also hosts the Distance Learning Center, to originate or receive audio/video instruction, as well as the multi-media suite where the creation of computer graphics can be combined with video and audio editing equipment.

All the technical systems contained in the building as designed to be operated either by a presenter in the exhibit/classrooms or by a technician in the central control room. The systems are constructed to be user friendly and require minimum maintenance.

The Cypress Valley Alliance and our partners in the project are dedicated to radically enhancing the educational opportunities available in our region and establishing a model that can be replicated throughout the state. The Cypress Valley Education Center will be the training facility that hastens implementation and replication of this model. It will function as the educational flagship for a new regional vitality. Most importantly, the Education Center will be the living symbol of our region's commitment to the future of our children.

Tentative plans are for a groundbreaking on May 2. Construction of the Center should be completed in the spring of 1999.

CVA Connect, Education = Opportunity

ing opportunities available to the area's adult and student populations, the CVA has entered into an educational consortium with Panola College, Texas A&M University and other learning facilities. The partners in this consortium have developed a highly innovative vocational training curriculum. Implementation of this curriculum produces a dramatically increased relevance in the nature and uses of vocational education by introducing industry driven standards into the training program.

The CVA Connect is a comprehensive school to work/welfare reform initiative. It is the objective of the partners in this project to create sustained economic development and enhanced employment opportunities in the East Texas region through the creation of a highly skilled workforce.

The project is based on three program components:

1. Peer based mentorship to develop positive workplace and life skills. Mentoring has been demonstrated to be the most effective means of personal development. This project works to alter cultural norms at the educational level and increase individual self-esteem through the interaction of peer role models/mentors. College students serve as the peer intervention team for high school students, high school student work with junior high students, etc.

2. Leveraging educational resources to improve quality and expand choices. Most school districts and many community colleges lack the individual resources to offer a range of vocational training opportunities. By leveraging the resources of several facilities, more meaningful courses can be offered. Concurrent enrollment, in high school and college is also a leveraging opportunity. This can reduce the amount of time a student requires for a degree, represents a huge savings for parents and cuts down on duplication of equipment, facilities and training, making it very taxpayer friendly.

3. Alignment of curriculum with industry standards. The CVA Connect project places industry in the driver's seat by allowing industry to set the educational benchmark. Industry establishes the curriculum and administers the certification exam. This elevates the level of traditional vocational programs from second class educational status to first rate career track.

It is the vision of the CVA Connect Project that participating students will walk across the stage at high school graduation having achieved a high school diploma, at least one industry recognized certificate, significant progress toward an associate degree or higher, real

world work experience and, if desired, a signed employment contract.

Students will have the necessary social skills to compliment their technical skills and be a welcome asset to any workforce. A peer culture will exist that supports the educational process at all levels. Computer information technology will be used to enhance educational quality, every teacher will be provided with sustained professional development, and effective software to be proficient in computer aided instruction. Economic development will occur in the region as existing business and industry become more productive and new opportunities seek out the region to access the highly skilled workforce.

Current efforts at implementing this project have produced the following significant results:

1. Over 80% of the participating students are first generation college students. They are the first members of their family to receive college credit hours.
2. Academic scores are higher across the board for participating students.
3. Citizenship has improved and discipline problems have decreased.

The CVA welcomes inquiries as to how the CVA Connect project can be replicated in other areas.

The Lafayette Center

The CVA's Lafayette Center at the corner of Lafayette and Vale offers a perfect setting for your next meeting, conference or seminar. The Center offers numerous meeting room of varying sizes and two computer labs which can be scheduled by appointment - with or without instructors.

Panola College currently offers numerous student and adult education courses at this facility and plans are in place for a vigorous Summer and Fall schedule that will help you enhance your current skills and develop new ones.

The Lafayette Center hosts Texas A&M University's distance learning center. The curriculum currently being offered in Jefferson includes programs which help teacher's aides gain the necessary requirements for teacher certification, as well as several other upper division courses. Local response has been excellent and both colleges plan to broaden their available curriculum.

The CVA invites you to visit the Lafayette Center to see how we might fit in to your future plans or how one of these fine colleges might help plan your future.

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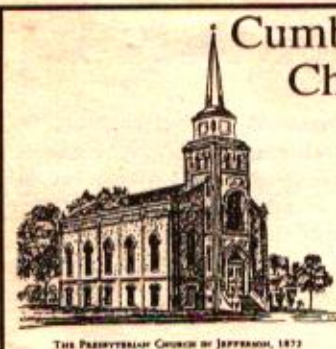
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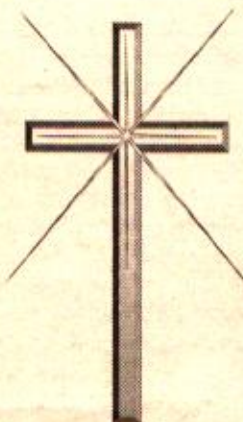
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Triathletes descend on Jefferson July 19

by Charlie Chitwood
 Lazy, historic Jefferson has taken on the aura of a health resort each July for the past nine years when time for the annual Jefferson Heritage Triathlon rolls around. The 10th edition of this three-sport race is scheduled for Sunday, July 19 in and around beautiful Lake O' the Pines, 10 miles west of the Queen City of the Bayou.

Hosted and produced by Jefferson's Krewe of Hebe, the annual event is also operated with the cooperation and assistance of the Marion County Chamber of Commerce. The two non-profit organizations share in the proceeds from the event.

Regularly recognized as one of the finest races in the four-state region, the Jefferson triathlon was host race for the regional club championships the past two years. More than 450 participants arrived for the championships in 1996 and

that many were registered for the 1997 event. Each triathlete swims half a mile, bikes 25 kilometers and runs five kilometers before crossing the finish line near Sandy Beach day use area at Lake O' the Pines, right below Ferrell's Bridge Dam. The best of these hardy athletes cross the finish line in little more than one hour.

While the race on Sunday is the main event, the athletes in large part start arriving a day or two before for Saturday's pre-race party and exposition. Registrants come in to pick up their bag of goodies and T-shirts (provided by race sponsors from across the country) and feast on the Krewe's famous spaghetti supper. The exposition is filled with purveyors of equipment and apparel needed or just wanted by the triathlete who wants to look good while they race good.


Athletes from 11 to over 70 years of age have competed in the

race and have the opportunity to claim medals and prizes. There of course is an overall winner but the rest of the pack competes against their "age bracket" rivals for medals in both men's and women's divisions. Junior, master and senior divisions also help spread the awards where they belong.

Registration for the race is \$40 and the event is open to all comers. The registration fee includes both the pre-race carbo feed (during the expo) and a post-race potato feed at the race site.

For more information or to request an application, contact the race director at (903) 665-1101.




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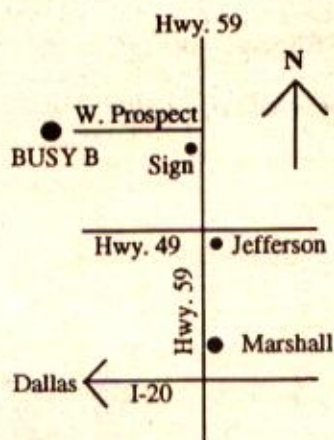


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Jason and Shanon Bonner



Jefferson Salutes America an old-fashioned affair

by Charlie Chitwood

Independence Day in small-town America is a special affair, but few are the places where it is more special than in Jefferson.

"Jefferson Salutes America" celebrates our country's 222nd birthday on Saturday, July 4 with an afternoon and evening of entertainment, culminating with a grand fireworks extravaganza on the river city's downtown waterfront.

Beautiful, flag-and-bunting bedecked Otstott Park in the downtown historic district is the scene of the daytime portion of the event, including supervised children's games, a homemade ice cream making contest (where those in attendance get to share in the spoils) and the Marion County Horseshoe Championships. Local politicians get a chance to share their views on our Grand Republic, then judge the children's bike and trike decorating contest and procession around the bandstand, a pie and cake auction is also conducted benefiting the purchase of children's books for our Carnegie Library. The bandstand then fills with the Shreveport Municipal Concert Band, some 40 members strong, who play a wonderful and stirring selection of patriotic songs and Sousa marches.

The entire production moves to the Riverfront about 8:30 p.m. to witness the culmination of the annual "Big Cypress Firequacker 300" duck race down the Big Cypress River. Three hundred plastic ducks are released into the waters of the river some 300 yards upstream, and the first to cross the finish line in the Turning Basin provides a big cash prize to the ducks sponsor. The little quackers are sponsored for \$5 each and the remainder of the proceeds is used to fund the big fireworks program.

Atlas Enterprises of Fort Worth has produced fireworks displays across the country, including such fabled shows at DisneyWorld and in Washington, D.C. Their most important show (at least to us) is the one they produce in Jefferson.

Presented by 360 Communications and the "Firecracker 50" (generous local donors), the huge display lights up the night over the Turning Basin before a crowd of thousands. The Basin is in the shape of a natural amphitheater and is a wonderful place from which to witness the colorful explosions, which reflect off the waters of the lazy river.

Jefferson Salutes America is a family-oriented event and is free to the public. The few vendors pro-

viding beverages and snacks are all local service organizations, therefore keeping the proceeds of the event right here in Jefferson. This year's rendition will be the fifth annual presentation of what has become a priceless bit of nostalgia for both the residents of Jefferson and our many welcomed guests.

For more information about the event, contact the Marion County Chamber of Commerce at (903) 665-2672.


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Mittie Stephens - King bed Starlight - King bed
Runaway - Queen bed Golden Era - Twin beds

Refreshments are served upon arrival. Muffins and coffee are brought to you an hour before breakfast. The gourmet breakfast is then served overlooking the garden area, in the dining room with a wood-burning fireplace.

Check in - 2:00 P.M. / Check out - 11:00 A.M.
All Rooms \$95. plus tax.
Two Night Minimum During Holidays.
Special Weekday Rates (Sunday - Thursday) Available.

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CHAMBER of COMMERCE
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1998 CALENDAR OF EVENTS

May 1-3	51st Annual Historical Pilgrimage
May 1-3	Junior Historians Musical Review
July 4	4th of July Riverfront Celebration
July 19	Jefferson Heritage Triathlon
Oct. 3	Marion County Fair
Oct. 10	Founder's Day
Oct. 18	Taste of Jefferson
Dec. 3-5 & 10-12	Jefferson Christmas Candlelight Tour
Dec. 3-5 & 10-12	Junior Historians Musical Review

* All dates and events are subject to change without notice.

Historic Jefferson Foundation
 P.O. Box 688
 Jefferson, Texas 75657

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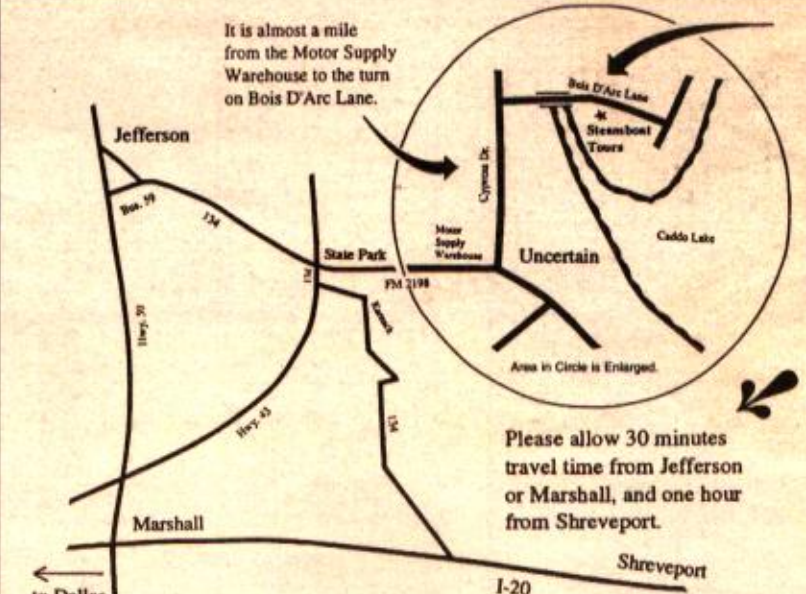


acclaimed in "Texas Highways" magazine

1998 SCHEDULE

<p>MARCH 28 - MAY 24 Weekdays 5:00 p.m. Saturday 1:00, 3:00, & 5:00 p.m. (Also 7:00 p.m. after April 4) Sunday 3:00 & 5:00 p.m.</p>	<p>AUGUST 24 - SEPTEMBER 20 Weekdays & Sunday 6:00 p.m. Saturday 1:00, 3:00, & 5:00 p.m. (Extra Trips Labor Day)</p>
<p>MAY 25 - AUGUST 23 Weekdays & Sunday 7:00 p.m. Saturday 1:00, 3:00, 5:00, & 7:00 p.m. (Extra Trips Memorial Day)</p>	<p>SEPTEMBER 21 - OCTOBER 24 Weekdays 5:00 p.m. Saturday 1:00, 3:00, & 5:00 p.m. Sunday 3:00 & 5:00 p.m.</p>

Call for 1998 Schedule!
PLEASE CALL AHEAD! For Times, Availability, Reservations



It is almost a mile from the Motor Supply Warehouse to the turn on Bois D'Arc Lane.

Please allow 30 minutes travel time from Jefferson or Marshall, and one hour from Shreveport.