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A CULTURAL RESOURCES SURVEY IN A TRACT
OF LAND ON BLACK RIVER, BUTLER COUNTY, MISSOURI,
TO BE TRANSFERRED FROM MARK TWAIN NATIONAL
FOREST TO WILLIAMSVILLE STONE COMPANY FOR
SAND AND GRAVEL QUARRYING: 1979

PROJECT: CAR-214

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by the

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The Natchitoches Trace appears to have crossed the Black River in the vicinity of present-day Highway 67, but the exact location of the crossing is not clear; there may also have been more than one crossing, since both a ferry crossing and a ford are mentioned in the early literature. In 1819, John Bell returning with the Stephen Long Expedition from the Rocky Mountains recorded in his journal that he continued north from Little Black River to Bollinger's across Black River, which he forded. He spent the night at Bollinger's (Bell 1957:297). In 1820, Henry Schoolcraft also traveled along the road, being ferried across the Black in a canoe (Schoolcraft 1820:86). In his 1853 version of the trip, Schoolcraft also noted that he then traveled $\frac{1}{2}$ mile more to Mr. Bollinger's (Schoolcraft 1853). In 1821, Mrs. Stetson forded the river, going south (Stetson 1821), and, in 1834, George Featherstonhaugh and his son forded the stream with their wagon (Featherstonhaugh 1844(1):342-343). The General Land Office Survey Plat for T26N, R5E (registered in 1861) indicates a road which appears to be the trace crossing the Black River in the NE $\frac{1}{4}$ of Section 10 (see Figure 2). "Bollingers Improvement" is indicated on the north bank at that point. This crossing is 2 miles above the present project area. In his article on ferries in Butler County, Loughhead (n.d.) noted that the Butler County Court issued a license to Joseph Lawhorn in 1849 to keep a ferry at the crossing of the State Road from Jackson, Missouri, to Batesville, Arkansas (the old Natchitoches Trace; it was marked as a state road in 1835, Laws of Missouri 1835:80-81), and in 1851 the license was issued for a ferry 1 mile below the State Road. Loughhead noted that the road then crossed Black River near either Keener or Hendrickson. Beginning in 1854, licenses were issued to A. Hayms, J. Hayms, William Hodge and E. Keener to operate ferries at the Military Road crossing of the river near Keener ("Military Road" was a later name for the Natchitoches Trace)

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