



CONFEDERATE DALLAS !!!



Welcome to Dallas Texas and the National SCV Reunion!

While you are in town you might enjoy seeing some of our wonderful Confederate Heritage in the area!

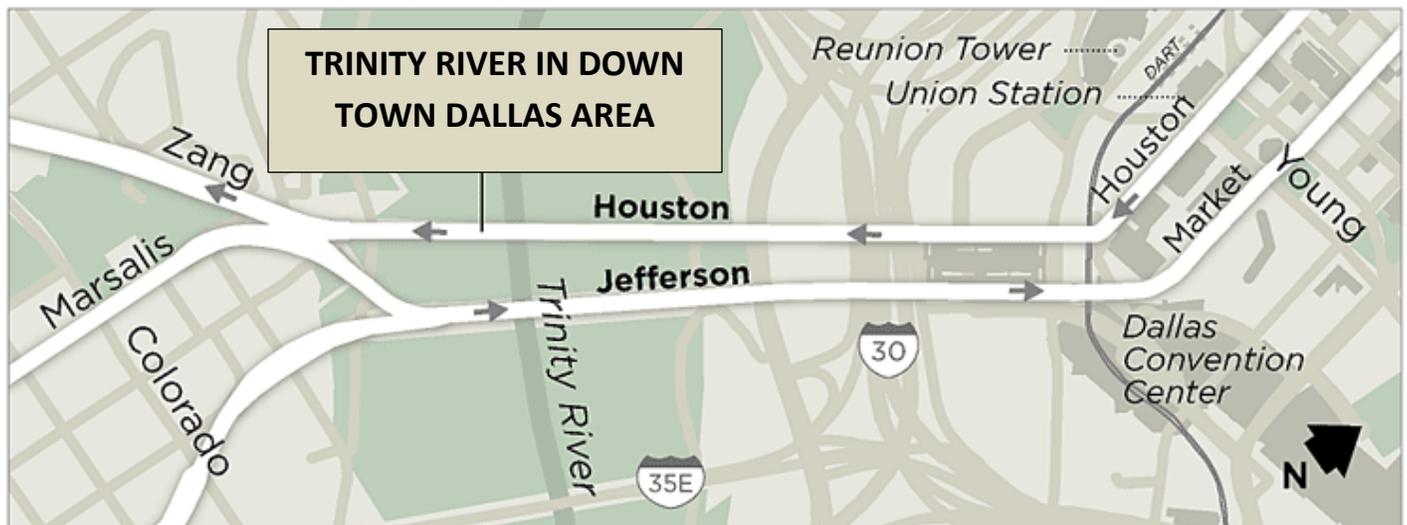
NAVAGATION OF THE UPPER TRINITY RIVER

Historical Marker: Houston St. viaduct, Dallas, TX, USA

Since the founding of Dallas, many of the city's leaders have dreamed of navigation on the upper Trinity River, but none of their attempts achieved lasting success. Fluctuating water levels and massive snags in the river below Dallas hindered early navigation. In 1866 the Trinity River Slack Water Navigation Co. proposed dams and locks for the waterway. **Capt. James H. McGarvey*** and **Confederate hero Dick Dowling piloted Job Boat No. 1 from Galveston to Dallas, but the trip took over a year.** In 1868 the Dallas-built Sallie Haynes began to carry cargo southward. Rising railroad freight charges spurred new interest in river shipping in the 1890s. The Trinity River Navigation Co., formed in 1892, operated Snag Puller Dallas and the H. A. Harvey, Jr., which carried 150 passengers. The Harvey made daily runs to McCommas Bluff, 13 miles downstream from Dallas, where a dam, dance pavilion, and picnic grounds created a popular recreation spot. In 1900 - 1915 the U. S. Government spent \$2 million on river improvements, including a series of dams and locks, before World War I halted work. A critical 1921 Corps of Engineers report ended further federal investment. Despite sporadic interest in later years, the dream of Dallas having an inland port remains unrealized.

<http://www.stoppingpoints.com/texas/sights.cgi?marker=Navigation+of+the+Upper+Trinity+River&cnty=dallas>

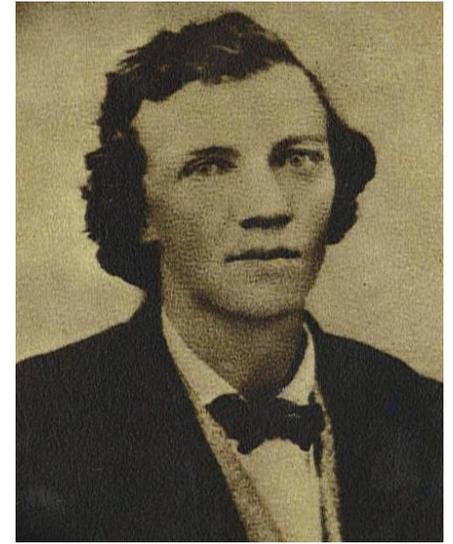
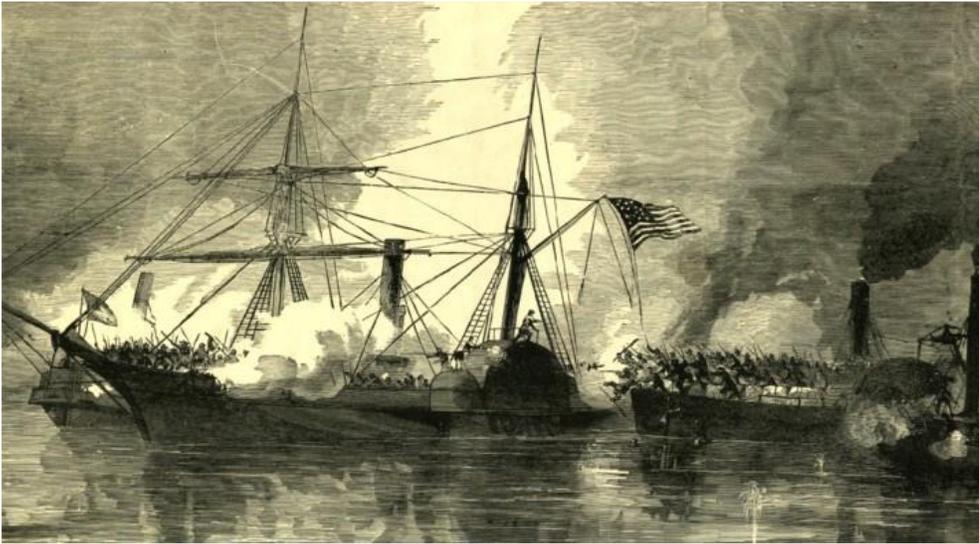
*Captain McGarvey captained the Cotton Clad "Bayou City" and was instrumental in the capture of the yankee ship, Harriot Lane at the battle of Galveston.



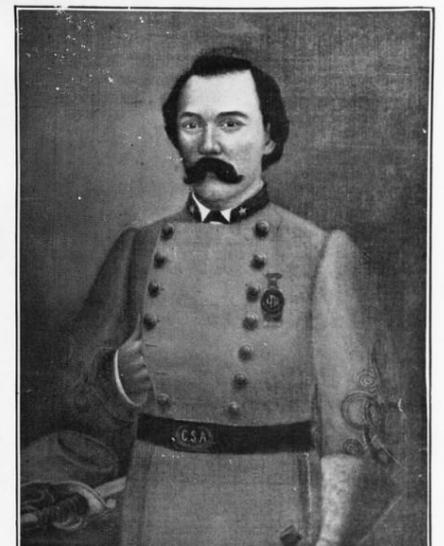
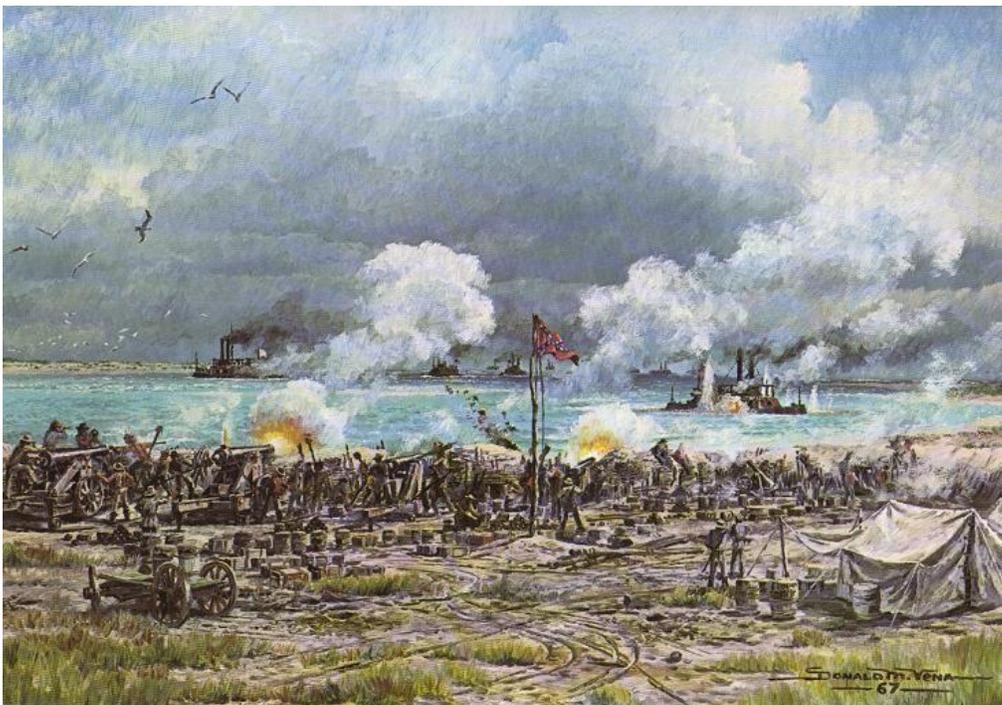
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Cotton Clad Bayou City captured by James H. McGarvey assaulting USS Harriet Lane January 1st , 1863 Galveston, TX.



Maj. Dick Dowling commanded Texas troops at Sabine Pass and stopped the yankee invasion of Texas.

The Houston Street Viaduct is located west of Downtown Dallas. (see map on front side of this page)

Built in 1910, one source claims that this was the longest concrete bridge in existence at that time. This open spandrel arch bridge spans the Trinity River. It is between I-30 and I-35E and runs next to the Jefferson Street bridge. The Houston Avenue bridge carries southbound traffic, while the Jefferson Street bridge, which is newer, carries northbound traffic.

Colonel A.H. Belo was from North Carolina, and participated in Pickett's Charge at Gettysburg. His troops were among the few to reach the stone wall. After the war, he moved to Texas, where he founded both the Galveston Herald and the Dallas Morning News. The Dallas Morning News was established in 1885 by the Galveston News as sort of a North Texas subsidiary. The two papers were linked by 315 miles of telegraph wire and shared a network of correspondents. They were the first two newspapers in the country to print simultaneous editions. The media empire he started now includes radio, publishing, and television. His impact on the early development of Dallas can hardly be overstated. Col. A.H. Belo Camp 49 is an unreconstructed camp and our website and facebook page are our unapologetic tributes to the Colonel as we seek to bring the truth to our fellow Southrons and others in an age of political correctness and unrepentant yankee lies about our people, our culture, our heritage and our history. Sic Semper Tyrannis!!!