

1: Benton County, Missouri Ghosts – Legends of America

Suspension Bridges crossing Osage River Home | Bridges | Inventory | Snapshots Inventory: Lists | Log | References | Condensed | Search This is a list of all 10 bridges from the suspension bridge inventory crossing Osage River.

Rod lived along the Osage River in the s. He shared with us a poem he had written as he watched Truman Dam being built. It is a poignant and moving meditation, so evocative of the river we knew. Wish we had known about this poem when we were working on the book. We would have asked permission to include it. He has given us permission to publish it here on our blog. We asked Rod too if he would write some of his memories of life in Benton County. The Osage Sweeps across the valley floor Tonguing thoughts Thrown its way in glances. So, lazily it will wallow and get fat, Roll slowly in the breeze; it will eat old Boat docks and rub softly the hills, It will be as great as a padded room. Rod is a year-old, recently retired, high school English teacher. After teaching for five years in Marshall, Rod moved to Iowa for the remainder of his year career. Another mile, and there once was a place called Sundown Acres. My teen years were spent wandering up and down that gravel road, fishing in nearby ponds, and throwing rocks off nearby bluffs into the Osage River. I would hunt squirrels and deer, and our family spent many days on the sandbar that reached out from an island that split the river nearby. Our real home was in Kansas City, but it is the memories of living by the Osage that remain from my youth. We thought about getting horses to ride during our weekend visits to Sundown. But we needed a place to board them. I went with Dad to the fenced property of a mysterious recluse a mile or so back up the paved portion of KK. I stayed in the car, parked just off the pavement, while dad entered the wire gate and walked through knee-high grass and weeds to a small log structure sitting far back on the property. Because of a rise in the ground, the structure was hidden partly because it sat on a slight downward slope near the back, the part overlooking the river. I could see a wooden split log fence and some kind of ramp I thought may have been for loading cattle. But the experience had captured my imagination. My father was excited by the prospect of witnessing such a structure being built, especially since he had worked in construction his entire life. Soon he had other reasons for excitement. Word came that the Corps of Engineers would be buying up land in the basin, which included several hundred feet back from full reservoir. The effect was to take thousands of acres of flat or gradually sloping land and preventing private ownership and development near the lake once it came in. The buy included our eight acres, our fishing ponds, our island and its sandbar. It also included the little log house in which the recluse lived. As chance would have it, 75 acres came up for sale about the same time. Along the east side, the property was lined for a half a mile by a high rock bluff overlooking the Osage and the farm fields on the other side. It was and is one of the very few places that offers a close view of Truman Lake because the buffer footage is almost straight up rather than gradually sloping back. The line came to the top of the bluff, providing possibly the best of view north, south, east, and west, of the Osage Valley near Warsaw. We moved there in , and my parents lived there until their deaths. Just to the south, on an adjoining property, just a few feet lower in elevation, sits the rock foundation and deteriorating livestock ramp of the recluse. Today Shenandoah Valley subdivision sits on the north end of a bluff, providing spectacular sunrises to all who have built their houses along it. To the south, across a small inlet, sits a silent and empty homestead of a harmless recluse who was forced from his property.

2: swinging bridge at Warsaw | Roads, streets,bridges | Pinterest | Benton county, Missouri and Bridge

- Missouri -- Benton County -- Warsaw Notes - Significance: Middle Bridge is one of the remaining seven suspension bridges built across the Osage River during the late nineteenth and early twentieth century period.

Go back in time and look up the history. Enjoy bird watching year around. From Red Cardinals to Bald Eagles Stay cool at the Pool. Looking out from inside the Visitor Center Come check it out! Suspension Bridge built in on the east edge of town. The bridge spans over the Osage River and now is a favorite for hikers and bicyclist. Built in , the Community Building once had a roller rink and a gun stock mfg. Truman Dam primary mission is flood control, but it also serves as power generation, recreation and wildlife management. Bring the boat and family to have great time. The Visitor Center high on Kaysigner Bluff. Blue Heron along the river bank at Lay Park boat launch area. Fall sunset overlooking the Truman Lake Dam Can you locate this awesome view? Closed during the Civil War it was remodeled into a jail and is still the jail today. A fun and educational experience for the whole family. Local businesses and shops surround the Court House. Built from , managed by the U. Army Corp of Engineers. The area is approx. Early Spring at Drake Harbor With the growing Bald Eagle population here, you are sure to see these beautiful birds of prey around the Warsaw area. Eagles develop the white head and tail at approx. Several species of Hawks can be observed all around the area. See how many you can spot while out and about. The Osage Amphitheater sits on the riverfront at Drake Harbor. This area is host to Jubilee Days and Heritage Days and is available for public rental.

3: Swinging Bridge in Warsaw Mo | Places I've Been | Pinterest | Places, Missouri and Benton county

The bridge once served as a link in the Lakes to Gulf Highway, and was the main point of access between south Benton County and Warsaw. Because of its structural distinction and historical significance, Middle Bridge has been determined eligible for inclusion in the National Register of Historic Places.

Kaysinger Bluff over the Osage River, Warsaw, Missouri Located where the Missouri prairie meets the Ozark Mountains and dissected by the Osage River, the area first provided plentiful game along its bluffs and timber covered hills to a number of Indian tribes, including the Delaware, Shawnee, Kickapoo, and Sac. By , a number of Kentucky and Tennessee farmers of English, Irish and German descent were calling the area home. The Osage River quickly made the region a crossroads of travel and freighting and before long small riverboats were sailing up the river with supplies from St. Louis , and returning with meat, furs, grain, eggs, and whiskey, and other products. In January, the county was officially formed and commissioners were appointed to locate the new county seat as near the center of the county and the Osage River as best could be found. In April, , a crowd of citizens raised a rebel flag on the east side of the courthouse lawn in Warsaw. However, two months later, the State of Missouri would join the conflict on the side of the Union, even though Missouri was primarily composed of Confederate sympathizers. This created numerous battles within its own state, often between people who had formerly been friends. Made up of a number of Missourians primarily of German descent, they would see combat just six days later at the Battle of Cole Camp. After the war, the county settled down as a number of small communities prospered, especially as the Lake of the Ozarks and Truman Reservoir were established. Warsaw was named the Benton County Seat in , but got its start as early as when Lewis Bledsoe established a ferry across the Osage River. It quickly became a crossroads community where numerous freight wagons, stagecoaches, and wagon trains passed through. One of these phantoms is reported to have a sizeable hole through his torso. At the Bledsoe Ferry Public Use area, an old skipper has often been spied. Though his history is unknown, witnesses describe him a looking menacing. South of Warsaw, Missouri Other stranger reports include a woman with a knife sticking out of her head, has been spied riding a horse along a highway near Warsaw. Two more women, one described as looking like an elderly sorceress, and a lady in flames have also been seen. More Civil War soldiers have been spied in Lincoln, some 13 miles north of Warsaw. Near Karr Lake Dam, the phantom of a long dead hunter has been spied dragging a dead moose in the early morning hours. Described as being terribly mangled, this particular phantom is seemingly one of the most active in the area. East of Lincoln at Kyle Lake Dam, a lumberjack, wielding a large axe has been spied usually around midnight. His large bulk and weapon have frightened a number of witnesses over the years. Wright Riverboat traveled the Osage River At Cole Camp, the ghost of a long dead aircraft pilot has often been seen near a stream at Bauer Branch in the early morning hours. Allegedly, this is the spirit of a former Cole Camp resident. The reported phantom allegedly throws rocks and has been known to approach those who see him. At the Bethel Campground Cemetery, southeast of Warsaw, witnesses say that at night, voices can be heard and blue light seen floating. As to the validity of any of these reports, we can only speculate. However, Legends of America has had our own experiences at our lake cabin on the Lake of the Ozarks channel near Warsaw. Here, a psychic friend has often seen a man dressed in blue appearing at the foot of the bed. She sensed his name is Charles. Though this phantom could be that of either a Riverboat Captain or a soldier, interestingly, we found a Union soldier named Charles that had gone missing in Benton County early during the Civil War. Might his remains be hidden somewhere near this home? Appliances often turned on and off by themselves, large glassed in picture frames tumble from walls, but never broke, and sounds of a fire coming from the fireplace could often be heard, when there has been no fire for months. Other strange phenomena include unexplainable sounds, including large crashing noises, when nothing had fallen, and furniture that seemingly moves around on its own.

4: Osage River (Mo.) | Open Library

Referred to as the Upper Bridge, the foot pathway across the river continued to serve automotive traffic until , at which time it was closed to vehicles. Today, renamed "The Joe Dice Swinging Bridge," it is the last of 15 swinging bridges that once crossed the Osage River.

It was named for the first boat to ascend the Osage. The voyage of the North St. Louis began in St. Louis in July of but was interrupted when the steamer grounded on the gravel bar that bears its name. Thus began the century-long adventure of steamboating on the Osage River. Recreational boaters on the Osage can attest to the unpredictability of this stream whose water level can fluctuate as much as two feet up or down in the course of a single afternoon. Despite the obstacles, many Missourians find boating on the Osage irresistible. Forested bluffs line the winding stream, and gravel bars along the clear waters provide an ideal location for picnicking and swimming. Nevertheless, all along the river one can see reminders of days gone by when the commercial steamboat industry was thriving. The demand for goods and markets brought nineteenth century residents of the Osage valley together with the shared mission of opening the channel for navigation. Nearly a century of political debate and the investment of more than 1. The Osage River, named for the Indian tribe inhabiting the region when white settlers arrived, is the largest tributary of the Missouri River in the state. It originates in eastern Kansas and empties into the Missouri 12 miles below Jefferson City. It flows easterly through the state for over miles and borders or crosses through the counties of Bates, Vernon, St. The steamboat Adventure had better luck than its forerunner, the North St. It ascended the Osage in the spring of , ran a distance of miles upstream, and returned to St. Louis with little difficulty. This venture offered hope for commercial navigation, but for the Osage River to provide a reliable transportation route, navigational improvements were essential. Business leaders in the river valley began pressing their representatives in the Missouri House and Senate to take up the issue. In February , the first attempt was made to secure state funding for improvements to the Osage River, but the proposed bill was rejected by the State legislature. During the same legislative session, however, the Board of Internal Improvements was established by an Act of the Missouri General Assembly on February 11, Its mission was to identify needs for deepening the channel, clearing the bed and shores of obstructions, and erecting lock and dam systems for creating slack-water navigation. According to the only report of this board issued on December 20, , 25 shoals and rapids were counted in the mile stretch between Osceola and Warsaw, 30 in the mile distance from Warsaw to the mouth of the Niangua, and 43 from there to the mouth of the Osage miles downstream. These hazards were usually adjacent to islands where the channel narrowed and the water level dropped to less than one foot in dry seasons. The most economical method of improvement, as described by a civil engineer familiar with the Osage, was the construction of wing dams and training walls. Wing dams of brush and rock projecting from the bank at an angle from the head of an island gave the river a gradual turn toward the opposite bank and thereby encouraged a deeper channel. Those rapids not divided by islands resulted from an extreme widening of the river with the usual quantity of water being distributed over a greater expanse of lesser depth. Such structures, according to proposed specifications, needed to be large enough to ensure a minimum depth in the channel of four feet for seven months out of the year. The challenge of navigating during the dry summer months and icy winter months was considered insurmountable. Local political activity in the Osage valley reflected a strong emphasis on improving the river for navigation. Residents of Warsaw in Benton County held a meeting on August 22, for the purpose of selecting a Democratic candidate to fill a vacancy in the State Senate. They resolved that Thomas H. Harvey would be the choice from that district "provided he is in favor of an appropriation being made by the State for the improvement of the navigation of the Osage River. Throughout the Osage valley petition drives were underway, with several signed documents being presented to the legislature in November of At the urging of proponents in the House, these petitions were referred to a Select Committee rather than the Internal Improvement Committee, so that the members "might throw every possible light on the subject which thorough friendly examination might enable them to obtain. The matter of improving the Osage River for navigation seemed to be gaining support, but optimism soon gave way to

discouragement and frustration. The state had few resources to fund the recommended programs, and the General Assembly abolished the Board of Internal Improvements on February 15, 1812. Later that year, Congress granted 100,000 acres of land within the Missouri borders to the state with which to generate revenue for internal improvements. Meanwhile, agitation for improvements to the Osage continued. According to an report of the House Standing Committee on Internal Improvements, the Osage valley required improvements for navigation to develop a promising mining industry. The committee reported that "numerous deposits of mineral wealth and extensive veins of the richest coal fringe the margins of the Osage. Subsequent measures to fund the improvements, however, failed to pass during that legislative session. Distraught citizens in the Osage River valley held a convention in Warsaw on September 9, 1812, in response to the failure of the House to pass the appropriation bill. Delegates from 13 counties attended the meeting. Even Springfield was represented since southwest Missouri markets could connect with shipping routes through Osceola and Roscoe. The intent was primarily to garner support for pressing the General Assembly to allocate funds from land sales. Additionally, organizers addressed various misconceptions people had regarding the proposed work on the river. Hudson refuted the far-fetched claim that "if the bars should be removed from the river, the water would all run out and leave the farm stock to perish of thirst. They also decided that 5,000 copies of the address would be printed and distributed, and that each member of the Convention would contribute money to defray the expenses of printing. Citizens of the valley were called on to furnish to the Legislature and other interested parties "all the information in their power" to support an appropriation. A resolution to "support no man for Governor, Lt. Governor, member of Congress, or member of the General Assembly of the State of Missouri who will not pledge himself to do all in his power for the improvement of the Osage river" aroused strong opposition from three counties. Jefferson City delegates from Cole County insisted that this restrictive measure was undemocratic. The resolution passed, never the less, after spirited debate. Furthermore, the members of the convention pledged themselves to "use all honorable means in their power to advance and carry out the contemplated objective. Politicians generally agreed that the land sale funds should be used to improve waterways, but the manner in which this would be done was contested for four years. Despite strong initiatives to secure funding for specific improvement projects, the General Assembly opted for a compromise. An Act of the General Assembly on March 27, 1812, approved a provision that the revenue generated from the sale of the land be distributed equally among the counties of the state for use on internal improvements as each deemed appropriate. Failing to specifically authorize funding for improvements to the Osage, the state legislature in 1812 authorized a bill, one first introduced in 1811 but "laid upon the table," to establish the Osage River Association. The bill gave its board of directors, representing the dominant interested parties, authority to raise funds from individual counties willing to invest in improvements. Their charge was "To make navigable and improve navigation of the Osage River from the mouth through Harmony Mission in the County of Bates. Some counties apparently refrained from investing funds in a project that they thought could potentially benefit other counties more than their own. The river was divided into five districts from the mouth to Papinsville in Bates County with simultaneous improvements targeted for each. Work began on all five: Funds were inadequate and the overall benefits somewhat limited by not starting at the mouth and working upstream. By 1815, it was obvious these were only temporary measures and that a system of locks and dams was needed to maintain slack water over shoals. Cole County was actively engaged in the struggle to establish a railroad hub in St. Louis amid competition from Chicago and Memphis. Though local newspapers encouraged investment in improvements to the Osage to increase trade through the county from the southwest, Jefferson City merchants and developers resisted. They were concerned that the Osage trade might divert local markets to St. Louis and that improved waterways could be perceived as competition to the development of railroads. The prodigious Senator from Missouri, Thomas Hart Benton, was also skeptical about the coexistence of railroads and navigation. He eventually jumped on the bandwagon and supported efforts to bring the railroad through his home state, but for years he had opposed the idea, favoring instead his scheme to develop waterways to create a "North American Road to India. The rivers Columbia, Missouri, and Ohio form this line and open a channel to Asia, short, direct, safe, cheap, and exclusively American, which invites the enterprise of American citizens, and promises to them a splendid participation in the commerce of the East. The media quickly recognized his

tactics and seized the opportunity to expose his suspected hypocrisy. A commentary in the Western Journal in September of reported: It was gratifying to all the friends of this great measure to find that Colonel Benton, who had so long cherished his original scheme of for navigation of the Missouri and Columbia rivers; and who had as late as the session of elaborately and ably defended that scheme in his place in the Senate; had at last reconciled it to his feelings to unite with those friends of a Pacific railroad who had pressed the matter upon public consideration for the last fifteen years. Louis, and crews began laying track eastward. It bridged the Osage River at its mouth and reached Jefferson City late in Fearing competition with steamboats, the railroad was located away from the Missouri River west of Jefferson City. However, the Pacific Railroad operated its own fleet of 12 steamboats connecting with the trains at Jefferson City to transport passengers and freight on up the Missouri River to Kansas City and beyond. Passengers could step from the train to a waiting steamboat, completing the journey from St. Louis to Kansas City in just 50 hours. Osage City, on the western bank where the bridge crossed, served as a transfer point for shipments of goods and passenger service. Steamboats linked both to railroads and Missouri River traffic from a single vantage point. Navigation was still unreliable, but communities along the Osage River intended to further capitalize on this profitable trade. The development of railroads and navigation was interrelated in other ways, as well. The counties forming the Osage River Association assigned their rights to the state. The legislature divided the river into three districts and appropriated the funds to each District Commissioner. With this funding and systematic approach, efforts were increased in dredging, snagging, and constructing rock wing dams and training walls to back water up over the shoals. As a result, Navigation increased substantially, and by , twelve steamboats were operating exclusively on the Osage River between the mouth and Osceola miles upstream. Because of the shoals and tight bends in the river, Osage River steamboats were necessarily smaller and had shallower drafts than the steamboats operating on the Missouri River. Some plied all the way to St. Louis and back, and others transferred shipments to and from larger Missouri River boats at the mouth of the Osage. Tutt , Flora Jones , T. Crawford , Maid of Osage , and the Mansfield. Both the Wave and Alliance sank in the treacherous waters, and several other boats suffered severe damage. Cargo records document the shipment of such commodities as venison hams, deerskins, otter furs, lumber products, hemp, pork, and produce mainly to markets in St. Upstream commodities included salt, groceries, nails, and iron.

5: osage river – Damming the Osage

Swinging Bridge Road (Old MO-7) Over Osage River in Warsaw: Benton County, Missouri, United States.

Along the way, he was said to have killed a man in Baldwin, Missouri. Jones, allegedly after robbing him. He fled the city, but was diligently tracked by Benton County lawmen. He was soon overtaken and killed in Vernon County, Missouri. Though the murderer was no longer a concern for area citizens, violence would continue in the county, as Missouri was enmeshed in the Civil War. Despite the fact that Missouri was actively a slave-holding state, it would not succeed from the Union, creating a great deal of conflict within its own borders. On April 23rd, , a crowd of citizens raised a rebel flag on the east side of the courthouse lawn. However, two months later, the State of Missouri would join the conflict on the side of the Union. Made up of a number of Missourians primarily German descent, they would see combat just six days later at the Battle of Cole Camp. The battle resulted in a Confederate victory, with some 34 Union soldiers killed, another 60 wounded, and 25 made prisoners. The Benton County Home Guards officially lasted for only 90 days, after which its members either returned home or joined other regiments. Fremont But, for Warsaw , the worst was yet to come. A few months later, in April, there were a number of nearby skirmishes, as well as more fighting in Warsaw that October. War-torn and bitter, Warsaw residents would survive and rebuild. Navigation and trading on the Osage River returned and merchants once again began to prosper. In , Warsaw reported a population of about , two churches, a hotel, a school, a bank, 15 retail establishments, two newspapers, a flour mill, and a sawmill. The first train arrived in Warsaw from Sedalia in November, , which ceased the need for Riverboat traffic on the Osage River. Wright was the last steamer to work on the Osage River. After its years of usefulness were over, it eventually sank during a winter ice storm. Benton County, Missouri Courthouse In , the Benton County Courthouse was found to have severe foundation problems and was ordered condemned. By the turn of the century, automobiles were quickly replacing horses and buggies, and there was a need for new bridges. The first suspension bridge in the Lake Area was built in Warsaw in , devised and financed by D. Eddy, a Warsaw physician with an interest in bridge design. To offset the financing costs, a toll was charged to cross the bridge. Over the years, the bridge would suffer a number of tragedies, beginning with a collapse in March, , under the weight of a stampeding cattle herd. A replacement suspension bridge was built in , but was condemned due to flooding in . It was repaired and reopened in , only to close once again in , also due to flooding. Condemned once again, the bridge stood silent until , when it was demolished. Warsaw Swinging Bridge today Another suspension bridge was built in Warsaw just two years after the first one. Also referred to as the Hackberry Bridge or the Lower Bridge. It; however, was destroyed by fire in and never rebuilt. When opened, it too was a toll bridge. However, in June, , it was destroyed by a tornado. Referred to as the Upper Bridge, the foot pathway across the river continued to serve automotive traffic until , at which time it was closed to vehicles. Listed on the National Register of Historic Places, the bridge now serves pedestrians. Two years later, the dam was completed in April, . The lake that formed was at first referred to as Osage Reservoir or Lake Osage, but everyone always called it the Lake of the Ozarks. At the time of construction, it was one of the largest man-made lakes in the world and the largest in the United States. Today, it has a surface area of some 55, acres, over 1, miles of shoreline, and its main channel stretches 92 miles from end to end. Unlike flood-control lakes constructed by the Corps of Engineers, the vast majority of the shoreline is privately owned. Located at the headwaters of the lake of the Ozarks, the Warsaw area began to develop resorts and businesses along the shoreline of the channel. Warsaw, as a resort destination, increased when the Harry S. Truman Dam and Reservoir was completed in . Developed by the U.

6: Swinging Bridge (Osage Beach) - All You Need to Know BEFORE You Go (with Photos) - TripAdvisor

This collection of photos represents some of the veterans of Benton County MO. They were submitted by friends & family. If you have any memories or details about these veterans, please feel free to leave a comment with the photo.

7: Bridgemeister - Suspension Bridges of Missouri

MILLER COUNTY, MO - Earlier this month, a brand new bridge over the Osage River on Route 17 in Miller County, Mo. opened to traffic. Motorists driving across the new structure could watch as.

8: Warsaw, Missouri City Government! | Official Website

Osage River, it turned to a well-known local bridge contractor, Joe Dice. Dice was a resident of Warsaw in nearby Benton County, and he had built numerous suspension.

9: Upper Bridge (Warsaw, Missouri) - Wikipedia

Upper Bridge, also known as the Warsaw Swinging Bridge, is a historic cable suspension bridge located at Warsaw, Benton County, www.enganchecubano.com originally opened in and rebuilt in after a tornado in

Eric foner give me liberty an american history Spen Valley, Cleckheaton, Heckmondwike, Liversedge and Gomersal Evolution, the extended synthesis Biography of biographies The Last River Rat Thomas jefferson art of power Caste and primary occupations Embracing a complex God Patrologia Orientalis: Tomus Decimus Bloom and fawcett histology Day one exploring the junos cli second edition Jesus and the five thousand (a first-world translation) A history and analysis of feminist periodicals Fluorescence of living cells at intercellular contacts A dreadful temptation . 2 Gender and Power Early education curriculum 7th edition Ideas for the Working Classroom (Classroom Practices in Teaching English) If i fix you abigail johnson Implications of the attorney-client privilege and work-product doctrine Dennis J. Block, Nancy E. Barton Civil Democratic Islam High energy eating Politics in the developing world 4th edition XIII. That a devout soul ought to desire, with the whole heart, to be united to Christ in this Sacrament Head in the cloud Champion of dragons Mickey Zucker Reichert The Last Shot (Large Print Edition) A practitioners guide to the joint physical custody of children Boleti of North Carolina Forgotten Roots Electric Power, Profits, Democracy and A Profession Carders paradise. Preparation of the small business return Foundations for curriculum More emigrants in bondage, 1614-1775 Selected papers of Norman Levinson Christ and ourselves. The four-week fat-burning plan Human brain function book A state of disobedience Islamic wazaif ka encyclopedia in urdu