

The largest and longest stream in the county is Davis creek; which rises by several tributaries in the southern, western and central parts of Washington township, and flows northeasterly between Freedom and Davis townships, then southeasterly in Saline county, where it empties into Blackwater river, that into the Lamine, and that into the Missouri in Cooper county a few miles above Boonville. The east and west forks of the Big Sni both rise in Sniabar township, the east fork flowing steadily northward, while the west fork makes a grand detour westward into Jackson county, then back northeasterly to a junction with the east fork in Clay township, about three miles from its mouth near the village of Wellington. The Little Sni rises partly in Clay and partly in Washington townships, flows north, northwest, and north, and for three or four miles of its course forms the boundary between Lexington and Clay townships.

Tabo creek is perhaps the next largest stream after the Big Sni; and has two considerable branches which rise in Washington township, two in Lexington township, and one in Dover township. The course of the main stream is steadily northward, and it forms the entire boundary line between Lexington and Dover townships. One of its branches rises in the southeast part of Lexington city, and the Lexington & St. Louis railroad follows it in a southeasterly direction, for advantage of grade, for a distance of over five miles.

Salt creek rises in the southwest part of Middleton township, with small headstreams flowing in from Davis and Dover. Its course is north and northeast, and then it flows away entirely across Saline county and empties into the Blackwater river, of which it is called the "Salt fork." Saline licks occur in many places along this stream, and this fact gave name to Saline county. Elm creek rises in southeast part of Middleton township, and flows northeasterly into Saline county and joins Salt creek. Panther creek rises in Freedom township, west of Concordia, and flows southeasterly into the Blackwater.

The above are all the principal streams of the county, but there are a great many small tributaries with local or neighborhood names which do not appear on the maps. In Freedom township there is Mulky creek, Blackjack creek, and Peavine creek. In Middleton township there is Willow creek and Craig's branch. In Davis township there is an Elm branch, Bear branch, Merritt's branch, and Johnson's creek, all flowing southwardly into Davis creek. In Dover township there is Cottonwood creek. In Washington township, there are James creek, Honey creek, North and South forks of Davis creek, and Brush creek. In Clay township there is Owl creek, and Helm's lake, the latter a remnant of the ancient river bed. In Lexington township there are Graham's branch and Rupe's branch, at Lexington city, and the Garrison fork of Tabo creek. In Sniabar township there is Horseshoe creek. Clay, Lexington,

Dover, and Middleton townships front on the Missouri river as their northern boundaries.

The river at the city of Lexington has very much changed its channel. The original landing for Jack's ferry and keel boats, before steamboats came much into use, was at or near the mouth of Rupe's branch. The backwater from the river set up into the branch above the stone bridge on the Wellington road, and there was a ledge of bare rocks in the bed of the branch just above the bridge, from which boys used to leap or plunge into deep water; it was a favorite swimming ground. When steamboats began to come, and Lexington grew to be a great center of trade, the steamboat landing was at the old ferry landing; and the city graded and paved Commercial street to make a good and mudless roadway from her main business center down to the wharf. But now the river has filled up its old channel with solid land, so that a steamboat today cannot land anywhere within half or three-quarters of a mile of the old place; Rupe's branch cove is all filled up, the ledge of rocks completely covered, and Commerce street grown to weeds and chink-grass, though the paving still remains as a reminder of the "used-to-be." At low water, the steamboat and ferry landing are now far down the river, almost below the city. And what the old Missouri is going to do with it in the future no mortal can tell.

Other steamboat landings in the county are at Napoleon, Berlin, Dover landing, and Waverly.

RIVER SURVEYS AND SOUNDINGS.

During the winter of 1879-80 the Burlington and Southwestern railroad company made a series of surveys and soundings to determine the feasibility of building a railroad bridge across the Missouri river at Lexington. Howard Dunn, a civil engineer of Lexington, was employed on this work, assisted by Wm. Tutt, Charles Morrison, Charles Montgomery and Charles H. Dunn, all Lexington boys. Some work was done by making soundings through the ice. Then Mr. Dunn was sent by the same company to examine and report on the grades, curves and condition of roadbed of the old Lexington and Gulf railroad. After this, or about February 18, 1880, the railroad company sent another engineer, Mr. Hurst, of Chillicothe, to join Mr. Dunn in a further prosecution of the river-bed soundings and bank surveys, and this work was carried on from a point on the north bank considerably above the foot of pine street to a point on the south bank bluff, near Dr. Wilmot's place. The highest point taken on the bluff was just north of the old Masonic college, and was 167 feet above low-water mark. Fifteen different test soundings were made for bed-rock in the river, with the following results:

No. 1. 950 feet down stream from west end of the old Anderson ware-