



Kirkwood Historical Society

“The history of Kirkwood is too valuable to lose.” – Nancy Reeves

NEWSLETTER FOR MARCH 2019

SIGNIFICANT DATES FOR MARCH 2019

- March 5th – Shrove Tuesday
- March 6th – Ash Wednesday
- March 10th – Daylight Savings Time begins!
- March 11th – Commonwealth Day (Canada)
- March 17th - St. Patrick’s Day
- March 20th – First day of Spring!



JOIN THE KIRKWOOD HISTORICAL SOCIETY

The members of the Kirkwood Historical Society enjoy the following benefits:

- Quarterly issues of the red covered “*Kirkwood Historical Review*” containing both articles and pictures pertaining to the rich history of Kirkwood plus the surrounding area.
- Our annual Strawberry Festival featuring gourmet hot dogs, ice cream with fresh strawberries and fun for the entire family. What a summertime treat.
- Monthly “KHS Friends” meetings that feature noteworthy speakers. Meetings are scheduled on the first Monday of most months and are open to all members and guests.
- Quarterly member meetings that feature a speaker on a subject of historical interest.
- Throughout the year the Kirkwood Historical Society has exhibits, presentations and events pertaining to the community’s development

- The opportunity to rent Mudd’s Grove at the member rate for weddings meetings, parties and other events.
- Use of the Kirkwood Historical Society Library for research purposes. The library is open year round on Thursday’s and Sunday’s from 1:00 p.m. until 4:00 p.m. For assistance with research call the KHS at 314-965-5151.
- A special place to donate and preserve books, papers, photos, and other items pertaining to Missouri and Kirkwood history for the future.

LEVELS OF MEMBERSHIP

- Historian.....\$35
- Family.....\$75
- Kirkwood.....\$125
- Henry T. Mudd.....\$250
- George Dana.....\$500
- Wm. Bodley Lane.....\$1,000
- Lifetime.....\$2,500
 - *Lifetime membership includes recognition on a special Lifetime Member plaque located at Mudd’s Grove.*
- Century.....Complimentary
 - *If over 70 of age + years as a KHS member = 100.*

A BRIEF HISTORY OF ST. PATRICK'S DAY



“Oh me name is McNamara and I’m the leader of the band a credit to old Ireland is McNamara’s band.”

Sometimes it seems almost magical that on March 17th of each year people seem to magically become Irish for a day. After doing a little research I was able to come up with some historical tidbits of delightfully little known facts. I hope you enjoy reading these as much as I did researching them.

Did you know that:

More than 100 St. Patrick’s Day parades are held across the United States? New York City and Boston are home to the largest parades? The Chicago River is dyed green for St. Patrick’s Day? (Began in 1962.)

The first parade held to honor St. Patrick’s Day took place not in Ireland but in the United States. On March 17, 1762, (that’s not a typo) Irish soldiers serving in the English military marched through New York City. Along with their music, the parade helped the soldiers reconnect with their Irish Roots, as well as with fellow Irishmen serving in the English army. In 1848, several New York Irish Aid societies decided to unite their parades to form one official New York City St. Patrick’s Day Parade. Today, that parade is the world’s oldest civilian parade and the largest in the United States, with over 150,000 participants. Each year nearly 3 million people line the 1.5 mile parade route to watch the procession, which takes more than five hours.

Now, top o’ the mornin’ to ya. Be sure to pass the corned beef, cabbage and potatoes.
Source: Web.

TRANSPORTATION IN KIRKWOOD

01 – Kirkwood – Running between Kirkwood and Big Bend, the 01 was usually busy (unlike other county lines), with local passengers for Kirkwood, Clayton or University City. However, St. Louis County, even in the Depression, was a collection of automobile suburbs and but for the war, the 01 would have ceased much earlier than August 2nd, 1950. Some replacement bus service was provided, but didn’t last long. It wasn’t needed.



Car 707, on its way west to Woodbine and Magnolia, squeals around the tight turn from Fillmore onto Washington in Kirkwood shortly before the line closed in August 1950.

Car 712, eastbound on Adams in Kirkwood loads passengers at Kirkwood Road soon after starting a trip to Big Bend loop in October 1949. The car is signed “Kirkwood”. Whatever the direction of travel, the sign was never changed. Regulars had no problem with this, but it was confusing to those unfamiliar with the line. This unhelpful practice was universal on the transit system. (For those classic auto buffs that’s a 1948 Chevrolet Fleetmaster on the left and a 1941 Mercury Series 67 Coup on the right.)



ST. LOUIS AND MUDDY WATER

1. MUDDY WATER

Cities don't just happen. They grow and expand and everything in them must keep up. The decisions which cities make to meet their needs largely determine their futures. When active people are planning and building their cities, mistakes are fixed and progress occurs. It's when people hesitate and fail to act that they fall behind. St Louis was a baby once, but turned into a giant with giant-sized needs. With growing pains, each time the city solved a problem, the way the problem was solved allowed more growth and more problems.

In 1764, St Louis was founded as a trading post, years before our nation's capital, Washington D.C., was created. Its location on the Mississippi River a few miles downstream from that river's confluence with the Missouri River was picked to take advantage of the excellent transportation afforded by the rivers. It was easy to move people and supplies into and out of "Pain Court", one of the city's early nicknames. In 1821, when Missouri entered the Union, it was the largest US state and the furthest west State. St Louis was a wild, western town, the jumping-off point for western exploration, settlement, and travel, as well as military expeditions. Before Chicago or Kansas City even existed there was a constant stream of people traveling to and through this important river city, truly the "Gateway to the West"

St. Louis grew. By 1830, the population was about six thousand. Up to this time the water supply had come from springs and wells and occasionally, when they were dry, from the river itself. By this time, however, a more reliable and plentiful source of water was needed. The city entered into a contract with a private partnership to "build and conduct waterworks supplying clarified (sic) water. That first privately-owned water plant would draw water from the Mississippi at the foot of Smith Street, about where the old Union Electric Ashley Street power plant now stands; immediately north of downtown.

Unfortunately the partnership went bankrupt and broke up before the job was done, so the city bought the plant and completed it. For the next couple of decades that plan tried to supply the needs of the fast-growing City, constantly forced to build additions and expand its capacity, but the need always grew faster than the ability to produce water. "...the system operated one jump ahead of water famine," according to waterworks historian W. B. Schworm.

The water was also muddy. Missouri River water is very muddy indeed, and as the two rivers merge, almost all of the water on the Missouri side of the Mississippi is still Missouri water; the two streams' water is not fully merged for several more miles downstream of the city. The technology of the day was not adequate to remove the mud, so St Louisans drew brown water from their taps. In 1858 the Taylor and Crooks travel guide, *A Sketchbook of St Louis*, reported "the appearance of the water is not clear, and to a stranger is rather disagreeable, yet it is nevertheless about the best river water in the world. It is said to keep longer, and to be sweeter on a sea Voyage than the water of perhaps any other stream, indeed it may almost be said never to spoil." Just before the Civil War, the water commissioner recommended the building of a new water works on the Meramec River, which had clear water. Trouble times prevented this.

In 1860, the population exceeded 160,000. Then the war caused a great deal of new emigration to the city from southern states and from the east. Ultimately St Louis would become the fourth largest city in the United States of America. New water facilities became imperative, and in 1863, the state passed legislation enabling St Louis to build a new plant and take water from "anywhere" along the Mississippi, but nothing could be done until after the war. In 1865 the act was amended to allow the governor to appoint members of the Board of Water Commissioners, rather than the city's mayor, and he did so immediately.

In March, 1865, the new water board appointed James P. Kirkwood as its chief engineer. Kirkwood had been the engineer of the Pacific Railroad later renamed the Missouri Pacific, now part of the Union Pacific. Kirkwood was responsible for building the railway from St Louis to Pacific, Missouri and for the first two railway tunnels west of the Mississippi. One of those tunnels is on the grounds of the National Museum of Transportation and is THE reason the museum is at its location. The City of Kirkwood is named for James Pugh Kirkwood. The Pacific Railroad often named "outpost" stations for important employees and the city grew up around Kirkwood Station.

Kirkwood produced a report recommending a new plant be built at the Chain-of-Rocks. His plan called for intake facilities, settling basins, a filtration plant and a pumping station to provide "low" service (low in elevation above the river.) Water would be pumped from Chain-of-Rocks to Baden where a "High" service pumping station would be located. From there water would be pumped to a reservoir at Rinkels in the north and to an auxiliary reservoir on Compton Hill in the south. The plant was to have a capacity of 40 million gallons a day. The Board rejected the plan and sent Kirkwood to Europe to study continental

water works and techniques. When he returned he was instructed to create a new plan with a river intake and plant at Bissells point.

Bissells Point was the location of the home of Lewis Bissell, a ferry man who operated from “the point” to the Illinois side. This is the same Captain Lewis Bissell whose Mansion is now preserved in St Louis County and whose uncle was General Daniel Bissell.

The new plant would not include filtering beds and only one reservoir would be built at the City Commons (Compton Hill). Kirkwood did as he was told and the Bissells Point water plant was eventually built according to his specifications.

Meanwhile Kirkwood had continued to push for a water works at the Chain-of-Rocks and had been dismissed. When a New Water Board was appointed he was offered the job back, but refused. Kirkwood moved east, became the President of the American Society of Civil Engineers and remained busy until his death in 1877. Thomas Jefferson Whitman, Assistant Chief Engineer of the Baltimore, Maryland water works, was recommended by Kirkwood and replaced him as the water works Chief Engineer.

“Jeff” was the brother of the poet Walt Whitman. Whitman also favored Kirkwood’s Chain-of- Rocks plan, the position taken by many competent engineers who had examined the plan, but he found that he was bound to build the Bissells Point plant. His disagreement with the Water Board caused them to cut his pay from \$100 a month to \$50 a month, but he remained on the job anyway. Because of his post in St Louis, his brother Walt, spent an extended amount of time visiting this booming Western City.

The 1867 Bissell’s Point plant met the capacity needs of the area for some time, but the water was still muddy. In fact, Mark Twain said that one could tell if a person was a native to St Louis or a traveler by offering him a glass of water. The stranger waits for it to settle. The St Louisan stirs it up and drinks it immediately, in order to obtain its full power. Additional capacity was added from time to time with expansions of this plant. Part of the expansion of capacity required the building of a standpipe. This 1881 facility is built into the “Old” or “White” water tower on Grand Boulevard at 20th Street. Later the Grand streetcar looped around this beautiful Corinthian column.

In 1876 the city divorced itself from the county and adopted the present city limits. On the north side a long narrow strip along the river reaches up to Chai- of-Rocks as the Water Division still felt that another plant was eventually going to be needed and that would be the best location. In 1894, construction of the Chain-of-Rocks water works was begun. A water conduit was built from the plant to a “High” service pumping station in Baden and to the existing Bissells Point plant. The design still did not include filtering facilities. Water remained muddy.

--Excerpted from: “The St. Louis Water Works Railway” – Bill Cordes.

By 1915, the Chain of Rocks plant boasted a multistep treatment process that included coagulation, sedimentation, filtration, and chlorination. Decades later, the process had been improved but followed essentially the same sequence, as shown in the diagram below.

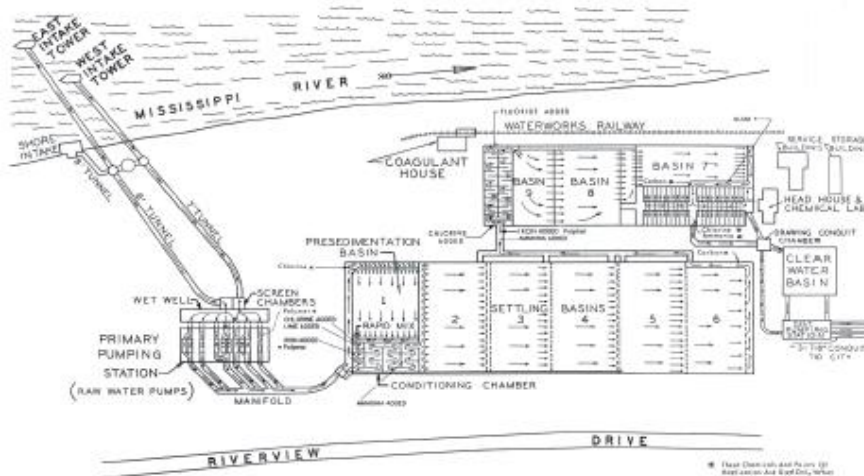


DIAGRAM SHOWING OPERATION OF CHAIN OF ROCKS PURIFICATION AND PUMPING PLANT

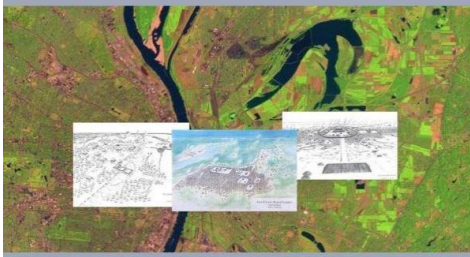
QUARTERLY MEETING OF THE KIRKWOOD HISTORICAL SOCIETY

Speaker Mark Leach will discuss the Indian mounds in downtown St. Louis.

Please plan to attend the March quarterly meeting at Mudd's Grove on Tuesday, March 12 at 7:00pm.

Our speaker will be Mark Leach on "The Great Pyramids of St. Louis - The History of the Metropolis under the Metropolis". This is the story of the Indian mounds under downtown - they were even bigger than those in Cahokia. As always, our meeting is free and open to the public.

THE GREAT PYRAMIDS OF ST. LOUIS



AN ANCIENT METROPOLIS

MARK W. LEACH
KEY ILLUSTRATIONS
BY GLENN BAKER

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Approximately 1000 years ago, the St. Louis area was the very epicenter of an extraordinary explosion of culture, population, and grand civic construction. When most people think of Native Americans, scenes from movies such as *Dances with Wolves* come to mind: small bands of hunter-gatherers, living in teepees and enjoying harmony with fellow humans and nature.

When contemplating what took place in the heart of America for several hundred years after 1050 AD, erase all such thoughts from your mind. Seemingly out of nowhere, a highly complex civilization erupted on the scene, drawing thousands of people from across the mid-continent, all hoping to take part in an exciting and sometimes dangerous cultural revolution. In nearly a blink of an eye, a massive city of earthen pyramids, causeways, roads, plazas,

neighborhoods, and temples was constructed: stretching from present day St. Louis, across East St. Louis, and onward to the Cahokia Mounds State Historic Site.