

A History of Riverton, Alabama (1700-1938)

Historic Riverton, Alabama



Sunday at the Riverton Depot

(Copy of an original painting by John W. Morgan, Florence, Alabama)

This history of Riverton is an accumulation of many years of collecting records, documents, maps, and old newspaper articles. Also, thanks to many family and friends for their help, especially Jason Dennis who has contributed significantly in capturing accounts of this beautiful and exciting part of our Alabama history.

Jason has created an outstanding website. Please visit the Riverton-Rosetrail web site at <http://rosetrail.org>

Dr. Ed Vengrouskie, Georgetown, Texas USA
(email: edvengrouskie@gmail.com)

2022

"SUNDAY AFTERNOON AT THE RIVERTON DEPOT"

A few weeks ago, we left Highway 72 at Margerum, Alabama (west Colbert County), and drove down "Rose Trail" toward the Old Town of Riverton. It was a beautiful drive. The road follows the bank of the lake. We passed many old home sites, including the Turbervilles, Hurds, Harlands, Johnsons, and the Union Grove Church, and about where the Douthitt School was. They were all reminders of early Riverton families, that go back a 100 or more years. We continued to South Riverton passing Airplane Hollow, Tea Room Hollow, the Buchanan and Chenshaw houses, and the little White Methodist Church. At the graveyard we browsed through the old tombstone markers and saw dates that go back to the early 1800's. We saw the grave site of many prominent citizens that we had known in years gone by, as well as many we learned about through Historian Freda S. Daily's book "A History of Riverton - Rose Trail Area".

We drove down the hill to what was once the town of Riverton. At the bottom of the hill, a dirt road heads north from the paved road, a few hundred yards to the lake. No town site can be seen since the water covered the town 52 years ago. This was following the closing of Pickwick Dam in February 28, 1938. As I stood there, I could almost see in my imagination the Buchanan and Sloan stores, the old river warehouse, the depot, the locks, the Pickens Ferry, and the many other houses and businesses, that I visited when I was a boy in the 1920's.

Riverton was once a busy river port, being at the head of the Low Water Navigation on the Tennessee River. Boats could always reach Riverton with supplies for Tusculumbia, Sheffield, Florence and other northwest Alabama towns. Unloaded there, the supplies were carried overland around the Shoals. In 1911, Captain George W. Goethals came to Riverton. He designed and built the Riverton Lock, a 26 foot lift. He later built the Panama Canal.

The scene in this painting is based on actual photographs, combined to show us what it may have been like at the Riverton Depot 60 or more years ago. The town was originally known as Point Smith, with the Post Office established 1846. The name was changed to Chickasaw in 1851, and to Riverton on May 28, 1890. It was the same year that the north Alabama Railroad was completed to Riverton and connected to the Memphis and Charleston Railroad. The Engine parked in the painting, (affectionately referred to as the "Doodle-Bug") has number 4 on the front. We believe it to be number 2504 which was used so long by the crew of J.R. Blankenship, Conductor; Tom Naves, Fireman; Hugh Cowan, Engineer; George M. Barnett, who was in charge of the loading and unloading cargo at Riverton.

Historian Daily states that older citizens remember the platform at the Depot as being large, and at times filled with 50 or more bales of cotton.

Miss Ann Sloan is the lady on the platform in the peach dress. Her escort is unidentified. Mr. Worley Barnett is the young man with the two suitcases. Mr. Eddie Barnes is the man with the banjo, and Mr. Carden is the fellow leaning on the barrel near the train. Maybe you can identify others.

I am listing below a few of the Riverton Citizens with their occupations as they appear on the Federal Census of 1910. I hope you will forgive me if I didn't include your grandparents. I didn't have room for them all.

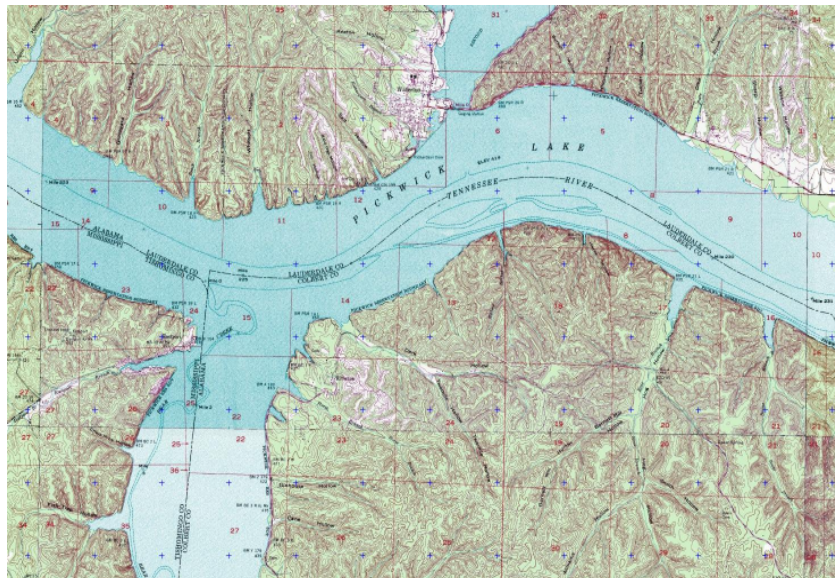
C.C. Harland - Farmer
George Till - Steamboat Pilot
Robert Blankenship - Conductor R.R.
James R. Moody - Express Agent R.R.
John Waddell - Stone Cutter Quarry
Ola F. Grissam - Postmaster Post Office

George T. McWorter - Physician
John C. Crenshaw - Steam Shovel Operator
Stuart M. Sloan - Retail Store
George Barnett - Engineer
Felix Smith - Government Worker
William A. Bethune - Farmer

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Preface

If one looks at the northwestern most part of Alabama, you will see a peninsula formed by the east branch of Bear Creek, and the south bank of the Tennessee River. At that point is the site of Riverton, Alabama (see maps below). Riverton has undergone several names changes, **Riverton** 1890 to present; **Chickasaw** from 1851 to 1890, and **Point Smith** from 1846 to 1851. Once an important river port, much of historic Riverton today is hidden beneath the waters of Pickwick Lake, but that which remains testifies to her rich heritage.





Indian Nations of Northwest Alabama

The area of northwest Alabama was originally occupied by both Cherokee and Chickasaw Indians. The boundary between the great Cherokee and Chickasaw Indian nations was Caney Creek, which flows in a south to north direction, eight- and one-half miles east of the town of Cherokee, Alabama. Lands east of the line were Cherokee Territory, and lands west of the boundary were Chickasaw Territory; however, the land lying between Occochapo (Chickasaw name for Bear Creek) six miles west of present-day Cherokee, Alabama, and Caney Creek, was disputed between the two tribal nations. In the early 1700's three Cherokee villages were located in this disputed territory (one near the original village of Point Smith and Chickasaw). In addition, the Chickasaw claimed lands including all northwest Alabama on both sides of the Kallamuchee (Chickasaw name for the Tennessee River) as far east as present day Morgan County Alabama.

(Historical Tidbit)

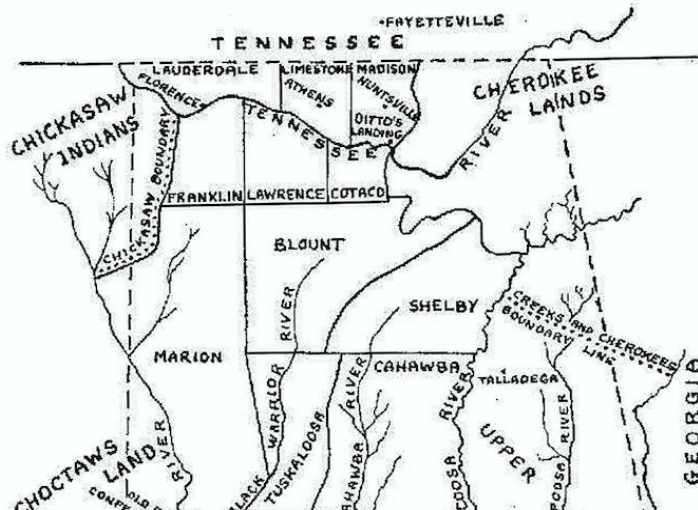
The name Tennessee River appears on [French](#) maps from the late 17th century with the names Caquinampo or Kasqui. Maps from the early 18th century call it Cussate, Hogohegee, Callamaco, and Acanseapi. A 1755 British map showed the Tennessee River as the "River of the Cherokees." By the late 18th century, it had come to be called "Tennessee," a name derived from the Cherokee village named [Tanasi](#) (https://en.wikipedia.org/wiki/Tennessee_River)

In 1790, Major John Doughty, conveying a message from the President of the United States to the southwestern Indians, was ambushed by a party of Creek and Shawnee warriors at the mouth of Bear Creek. This attack prompted the Secretary of War to propose the establishment of a military post at the mouth of Bear Creek in 1791. This military post was never established.

The government of the United States encouraged the Chickasaw Indians to adapt the simple arts of civilized life, such as farming, weaving, and the building of homes along with the improvements of property of their own. To direct them in these things, to represent the government, and to promote friendly relations, the Federal Government employed agents and stationed them at important locations. The county's south boundary was approximately where it is today; the northern boundary was the Tennessee River (including all of the area of present-day Colbert County); the east boundary is approximately where it is today; but the west boundary was approximately fifteen miles east of where it is today.

The western boundary adjoined the Chickasaw Indian territory (see maps below).

1818 Map of Alabama



1824 Map of Alabama

Chickasaw Agents

The first agent to be appointed in the Chickasaw Nation was Samuel Mitchell. He was appointed in April 1799 and served until the summer of 1806 (Natchez Trace Parkway Survey, 1941, p. 68) and was replaced by Benjamin. F. Smith. The first agency of the Chickasaw was situated just south of the town of Houlika, Mississippi (Natchez Trace Parkway Survey 1941, p.68). In 1825 a new agency house was built near Malone Creek. In 1829 Benjamin. F. Smith was replaced by Benjamin F. Reynolds, who were friends with President Andrew Jackson.

REYNOLDS, BENJAMIN FRANKLIN, Chickasaw Indian agent, was born in 1788 in Fayette County, Ky., and died in 1843, at Newport, Franklin County. He removed to Maury County, Tenn., in 1807 and served in both branches of the legislature of that State. He was captain in the 39th regiment and was wounded in the battle of Horseshoe Bend. He assisted in burying Maj. Lemuel P. Montgomery, who fell in the first charge in that sanguinary battle. When General Jackson became President he appointed Capt. Reynolds agent for the Chickasaw Indians and in 1830 he removed to Franklin County. He was elected to the house of representatives from that county three terms, 1839, 1840 and 1841. He was a presidential elector in 1840. He was a Democrat. Married: Mrs. Katherine (Gray) Allen, of Kentucky. Children: 1. Chambers, m. Levenia Cowan, Riverton; 2. Montgomery, m. Amelia Carter; 3. Marandy, m. Julian Carter, moved to Texas; 4. James Allen, m. Cynthia Allan, Newport; 5. Benjamin Franklin, jr., m. Cornelia Ann Avery, was killed in the Mexican War, 1846, while fighting under Sam Houston, Newport; 6. Thomas, m. Sara Tuberville, Riverton; 7. Katherine, m. Alexander Dugger, Iuka, Miss.; 8. Nancy, m. Mastin Green, Ailsboro. Last residence: Newport.



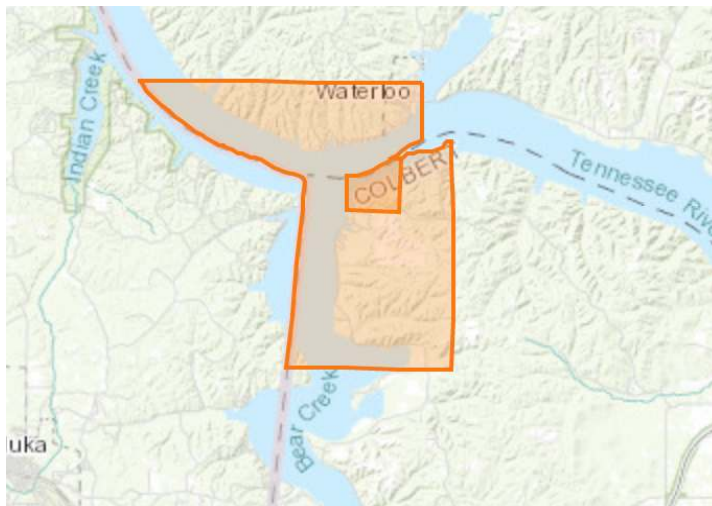
In August 1830 a conference was held in the Presbyterian Church at Franklin, Tennessee. This conference was attended by leaders of the Chickasaw Nation, John Coffee, John Eaton and President Andrew Jackson. The Chickasaw Indian's were told they must give up their land in Alabama and Mississippi or the white man would take it. Two years later on October 20, 1832, a treaty was completed between the Federal Government and the Chickasaw Nation at Pontotoc, Mississippi. It was not until 1834 that the Chickasaw Indians were to receive allotments of land for single men and for families. A single Indian man received a section of 640 acres; families of five or fewer members received 1,200 acres. The allotments increased in size in proportion to family size. Lands not assigned were put up for sale as Public Lands, with proceeds, after deduction for sale and removal expense, to go tthe Chickasaw Tribe. John Bell, son of a former missionary to th Chickasaws, was appointed Surveyor General of the Chickasaw Cession. The land was surveyed in 1833 and was offered for sale by the government in 1836. Much of the land in the area was originally granted as allotments to individual Indians.

(Historical Tidbit)

Oct 6 1840 – President Van Buren approved Pamela Carter Reynolds as the owner of the land covering, reservation 539, Rng 015W Twp 002 Sec 14th the future site of Point Smith. In addition Pamela was granted ownership of Rng 13W Twp 013W Sec 16, 19, 21, and 22. Pamela was the great grand daughter of Levi Colbert.

PART OF SECTION	SECTION	TOWNSHIP	RANGE	ACRES	100THS	DOLLS.	Cts.	DOLLS.	Cts.	NAME OF ENTRYMAN
	14	2	15	457	35	Located for Pamela Reynolds (wife of Francis M. Reynolds, a white man) by Article 5 th , No. 1539.				

Section 14. Township 2. Range 15. 457 acers Patented Oct June 19. 1840 Vol 1 Page 396



Rng 015W Twp 002 Sec 14- 457 acers



Rng 13W Twp 0025 Secs 16, 19, 21 & 22 -1,048 acers

Benjamin Reynolds purchased the section of land where the Chickasaw Agency stood

and continued a trading post and store, and became the postmaster of the Bennekhinnah Post Office on site, in October 1833. In 1852 the site and post office name were changed to Newport.

THE UNITED STATES OF AMERICA.

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To all to whom these presents shall come, Greeting;

Whereas under the *Fifth* Article of the Treaty made at the CITY OF WASHINGTON, on the twenty fourth day of May, in the year of our Lord one thousand eight hundred and thirty four, between the UNITED STATES, by their Commissioner JOHN H. EATON, and the CHICKASAW INDIANS, *Pamela Reynolds*

became entitled out of the Lands ceded to the UNITED STATES by the Treaty concluded at Pontotoc Creek, on the twentieth day of October, one thousand eight hundred and thirty two, with the CHICKASAW NATIONS, to *Two Sections and a half.* of Land, and Whereas the President of the United States

having approved on the *twenty fifth of January 1836.* of the location of *Fractional Sections Thirteen, Nineteen, Twenty one, and Twenty two, in Township Three, of Range Thirteen, West, containing one thousand and forty eight acres and eighty seven hundredths of an acre, and Fractional Section Fourteen, in Township Two, of Range Fifteen, West, containing four hundred and fifty seven acres and thirty five hundredths of an acre, in the District of Lands subject to sale at Pontotoc, Mississippi, lying in Alabama.*

entered as number *5-39.* in the abstract of Reservations under the *Fifth* Article of the aforesaid treaty, of the 24th May, 1834.

NOW KNOW YE, That the

United States of America, in consideration of the Premises, and in conformity with the provisions of the said Treaty of 1834, HAVE GIVEN AND GRANTED, and by these presents DO GIVE AND GRANT, unto the said *Pamela Reynolds.*

and to her heirs, the said tract ~~5~~ above described: TO HAVE AND TO HOLD the same, together with all the rights, privileges, immunities, and appurtenances of whatsoever nature, thereunto belonging, unto the said *Pamela Reynolds.*

and to her heirs and assigns forever.

In Testimony Whereof, I, MARTIN VAN BUREN,

PRESIDENT OF THE UNITED STATES OF AMERICA, have caused these Letters to be made PATENT, and the SEAL of the GENERAL LAND OFFICE to be hereunto affixed.

WITNESSED under my hand at the CITY OF WASHINGTON, the *sixth* day of *October* in the Year of our Lord one thousand eight hundred and *forty* and of the INDEPENDENCE OF THE UNITED STATES the Sixty *fifth*

BY THE PRESIDENT: *Martin Van Buren*

By *M. Van Buren* Sec'y.

Jos. S. Wilson, acting RECORDER of the General Land Office.
ad interim

Point Smith Village

Sometimes before 1840, Henry D. Smith purchased reservation #539 from Pamela Reynolds, and established a small village called Point Smith, and its first United States Post Office was established on December 28, 1846, with Oliver E. Spencer as the postmaster.

The Smith Family traded with the Indians, and bought furs and from frontiers men that hunted along the many streams in the deep hollows and the woods of Northwest Alabama (Hays, 1996).

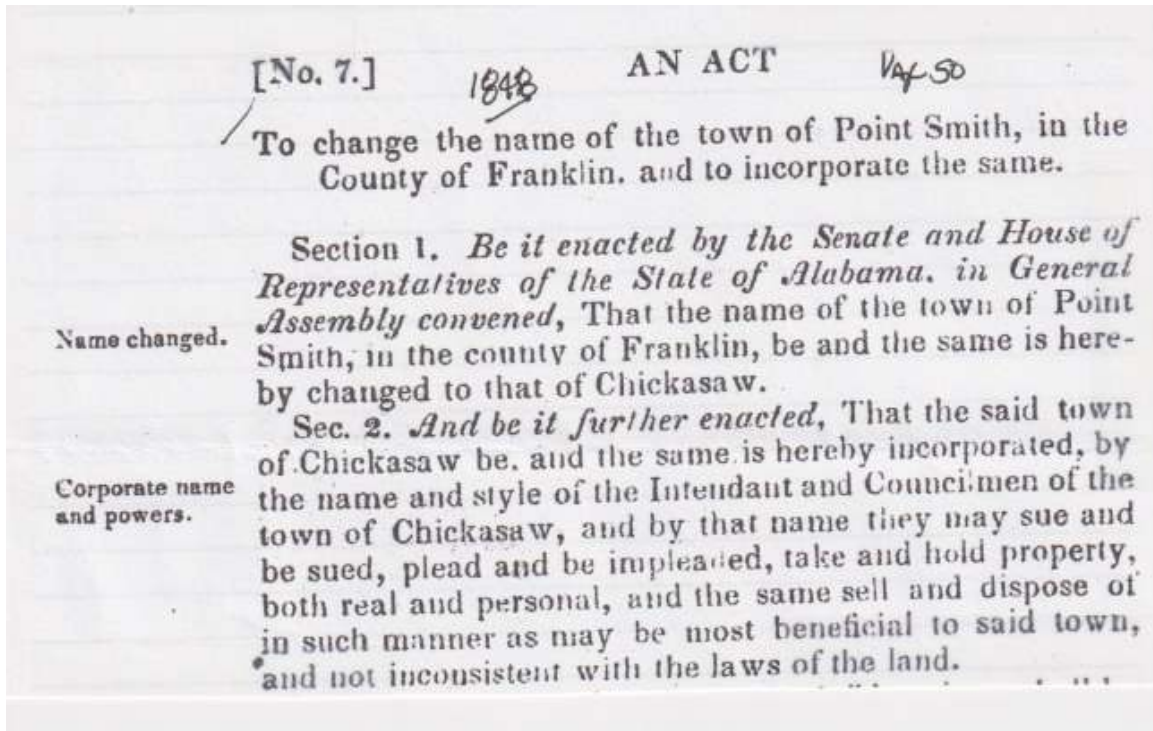
Thomas F. Buchanan was one of the first settlers of Point Smith. He came from Tyrone County, Ireland and with his young bride, built a home there. He also built the first store, and for nearly a half a century, it was in business.

Chickasaw Village Created

The Chickasaw Land Company was formed on July 7, 1850. Isaac Lane, one of the four owners, bought large holdings from the early settlers of the area, to include lands owned by Henry D. Smith. The company laid off the town of Chickasaw in blocks, each containing one acre. The name of the post office was officially changed from Point Smith to Chickasaw on May 26, 1851. Many of official documents list Chickasaw and Chickasaw Village.

(Historical Tidbit)

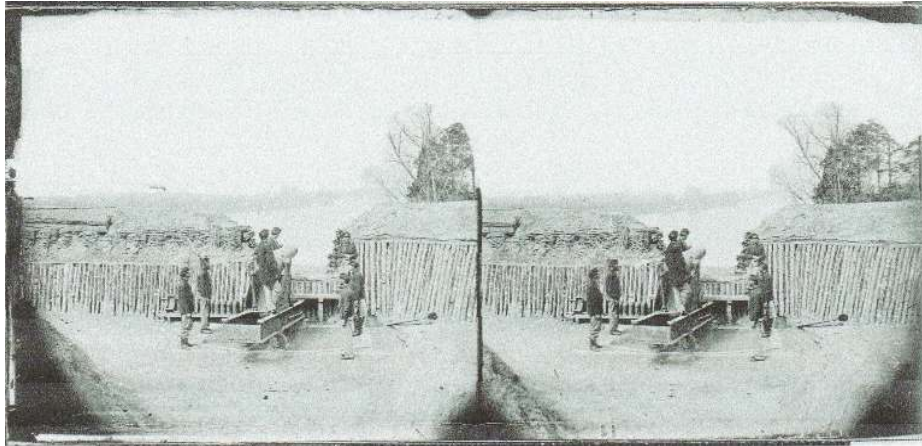
Alabama Legislative Acts 1847-1848 Part 1 of 1 Number 7 page 50. To change the name of the town of Point Smith, in the County of Franklin, and to incorporate the same. Section 1. Be it enacted by the Senate and House of Representatives of the State of Alabama, General Assembly convened, That the name of the town of Point Smith, in the county of Franklin, be and the same here-by changed to that of Chickasaw. Approved March 4, 1848



Civil War Years

Throughout the early Civil War years (1861-1862) Chickasaw became a strategic point on the Tennessee River. A five-gun confederate battery (Chickasaw Battery- official designation; Robertson's Dent's Artillery Battery from Pensacola, Florida) was emplaced within large earth mounds (later to be discovered as an old Cherokee Indian mound), to protect the nearby railroad bridge that crossed Bear Creek.

Confederate Artillery Emplacements



The Chickasaw Battery was frequently bombarded by union gun boats. During the Battle of Shiloh (April 1862), the five Chickasaw battery guns were displaced (See below)

APRIL 1, 1862.

Expedition from Pittsburg Landing, Tenn., to Eastport, Miss., and Chickasaw, Ala.

Report of Brig. Gen. William Tecumseh Sherman, U. S. Army.

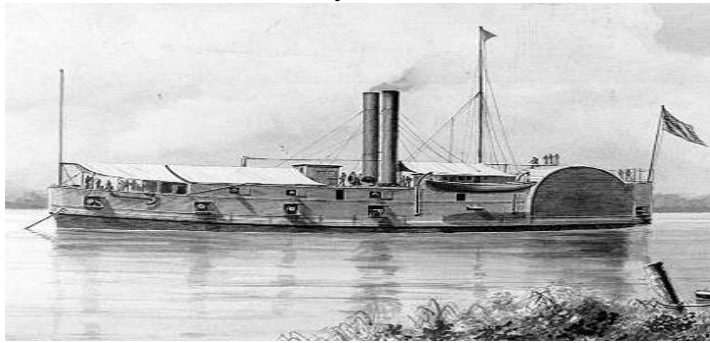
HDQRS. SHERMAN'S DIVISION, Camp Shiloh, near Pittsburg Landing, Tenn., April 2, 1862

About 1 p. m. the *Cairo* commenced shelling the battery above the Mount of Indian Creek but elicited no reply. She proceeded up the river steadily and cautiously, followed close by the *Tyler* and *Lexington*, all throwing shells at the points where on former visits of the gunboats the enemy's batteries were found. In this order and followed till it was demonstrated that all the enemy's batteries, including that at Chickasaw, were abandoned

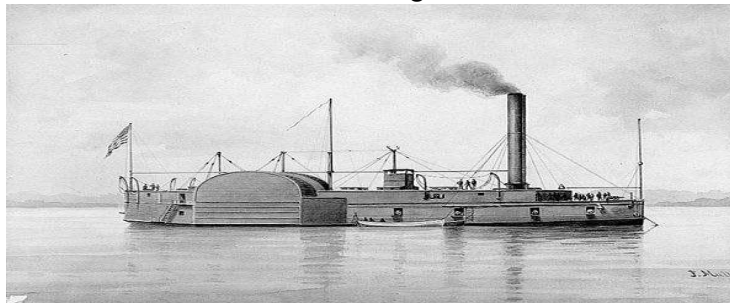
USS Cairo



USS Tyler



USS Lexington



FIGHT AT CHICKASAW, ALA.—On Wednesday morning last, two federal gun-boats came up the Tennessee river to Chickasaw, 30 miles below here, and engaged a battery that has lately been erected there. Over one hundred shots were exchanged, when one of the gun-boats was disabled and had to be towed off. We did not have a man,

hurt, altho' the yankee shot and shell fell fast and thick around and in our battery. As the boats came up they threw several shells in the town of Eastport, without hurting anything, however.—Tuscumbia 'North Alabamian,' March 14, 1862.

The cannonading at Chickasaw was very distinctly heard at this place. It was also heard at Rodgersville, in this county, a distance of about 54 miles

from the scene of action. The reports were heard at Pulaski, Tenn., not less, we suppose, than 80 miles from Chickasaw.

March 19, 1862

Post-Civil War

After the Civil War economic growth in Chickasaw was slow. In 1867 Colbert County was created from Franklin County. It was named in honor of the Chickasaw Chief George Colbert.

River Ferry at Chickasaw

Around 1860, Thomas Spencer (my 3rd great grandfather), a resident

of Chickasaw since 1855, was granted a charter from Franklin and Lauderdale counties to operate a Public Ferry across the Tennessee River from Chickasaw to Waterloo, Alabama. The Public Ferry was prosperous business, and by 1890 (the boom days of Riverton), Thomas Spencer also built, owned, and operated the handsome Spencer Hotel.

THE TOWN OF CHICKASAW

For Sale.

WILL be sold, on the premises, on the 2d Monday in August next, on a credit of 6, 9 and 12 months, the lots in the town of Chickasaw.

The town of Chickasaw is situated on a beautiful eminence, on the south bank of the Tennessee river, nearly opposite Waterloo, and immediately at the lower end of Colbert's Shoals in the Tennessee river. There is at all seasons an uninterrupted communication for Steam Boats from Chickasaw to New Orleans. The great railroad now surveying from Nashville to New Orleans will cross the Tennessee river at the town of Chickasaw, which will inevitably extend the Tusculum, Courtland and Decatur railroad to that point; a distance from Tusculum of about twenty eight miles; as the many obstructions in the Tennessee river between these two points prevent its navigation only in time of freshets, when the works spoken of are completed, of which there is little doubt, there will be two uninterrupted communications from Chickasaw to New Orleans, the one by the railroad, and the other by the river, one to Nashville by the railroad, and one to Decatur above all the shoals in the Tennessee by railroad. We deem puffing unnecessary for the town of Chickasaw, as the most superficial observer must inevitably come to the conclusion, that Chickasaw, at no distant period, will become the most important point on the Tennessee river.

B. MERRILL.

D. ROSSER.

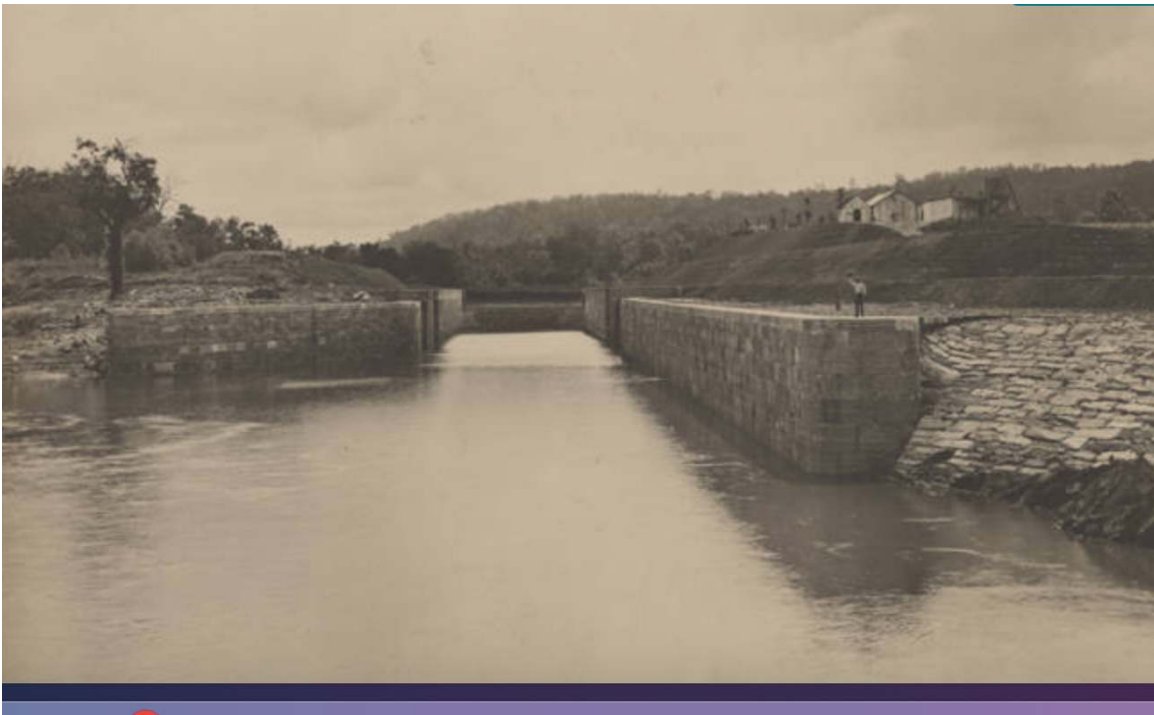
M. REYNOLDS.

JAMES DAVIS.

Muscle Shoals Canal (Riverton)

Survey and planning began in 1871 and contracts were awarded in 1875 and it was opened November 10, 1890.

The Riverton Lock, also known as the Colbert Shoals Lock, as the entrance to Colbert Shoals Canal, a low water alternative route around Colbert and Bee Tree Shoals on the Tennessee River.



Colbert Shoals Lift near Riverton

The first major upstream landing on the Tennessee River after leaving leaving Paducah, Kentucky, was Riverton, located on the east side of the junction of the Tennessee River and Bear Creek, across Bear Creek from Eastport.

In the late 1890s Muscle Shoals Canal was nearing completion; this traversed the other major shoals above Florence, Alabama, and Chattanooga, Tennessee. In 1891, George Washington Goethals, an engineer and US Army officer, was promoted to captain and was assigned the oversight of completing Muscle

Shoals Canal. Goethals developed a design for a single high lift lock to be located at the downstream end of Colbert Shoals canal at Riverton. Goethals was successful in convincing the Army Corps of Engineers that the high lift lock was feasible and was eventually given the approval for its construction.

Dynamite Explosion at Riverton.
By the premature explosion of a blast of dynamite at the Colbert shoals canal near Riverton, on Wednesday of last week, four men, three colored and one white, were painfully, but not fatally injured as at first reported. One of the men, it is feared will lose an eye, and another two or three fingers. The other two less seriously injured. The men were all employed on the government works at the canal.

The Leighton News Jan 15, 1897

BIG CONTRACT LET.

The government let the contract for excavating the canal at Riverton on last Friday, successful bidders on the work being Shipp & Co., levee contractors of Memphis Tenn.

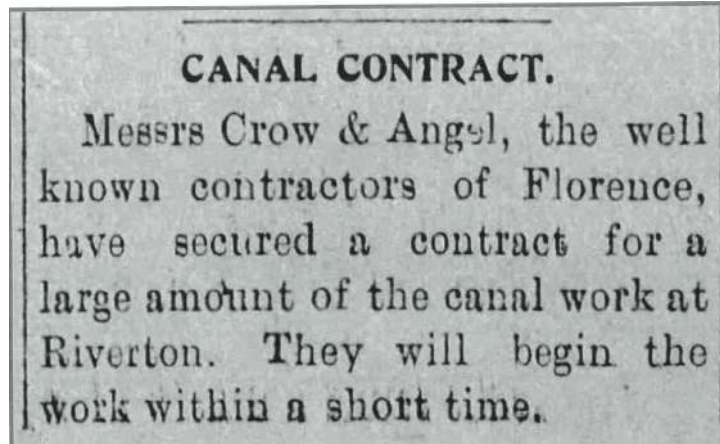
The specifications call for something like four miles of grading and excavating and to complete the work it will require something like \$600,000. The present appropriation amounts to about \$360,000 and the next session of congress will no doubt appropriate sufficient funds to complete the work.

The work will be started as soon as the contractors qualify.

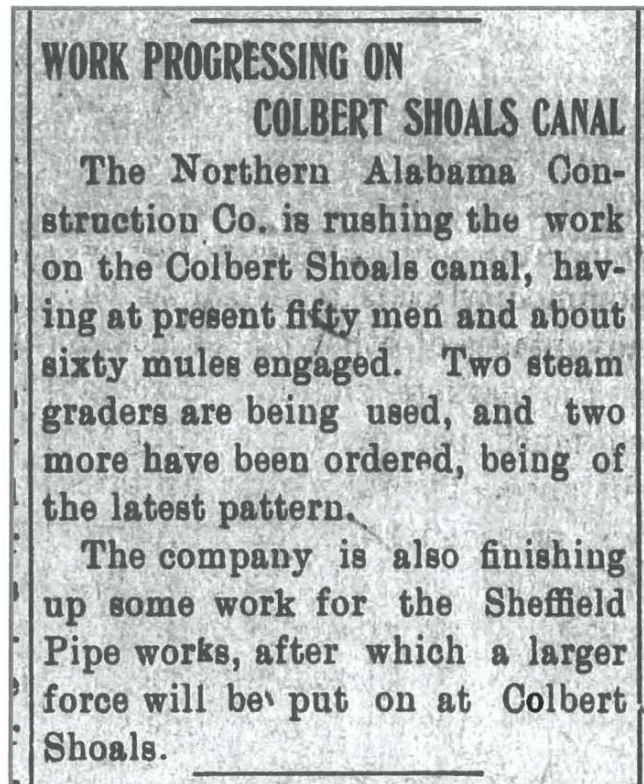
Beginning at the lock near Riverton the canal will be built East.

Mr. T. M. Crow and associates were bidders for the work their bid being one and one tenth cents higher than Shipp & Co.

North Alabama Sept 21, 1905



The North Alabamaian. Oct 5, 1905



The Florence Herald, Dec 22, 1905

Riverton Lock began operation on November 11, 1911, and at its completion was the highest lift lock in the world. Completed dimensions are 80 feet (24 m) wide and 350 feet (110 m) inside the miter sills with a lift of 26 feet (7.9 m). (https://en.wikipedia.org/wiki/Riverton_Lock)

Repairs at Riverton Lock

The Colbert Shoals canal will be closed to navigation on or about March 8th in order to make repairs to the lower gate of the Riverton Lock.

The necessary equipment consisting of a steam boat, a derrick boat, two barges, pumps and so forth, left the Florence Dock on Wednesday. It is hoped that the necessary repairs can be effected within a month and the lock placed in condition again. As the extent of the damage cannot be ascertained without unwatering the lock it will be necessary to pump out the lock. The expedition will be under the supervision of Mr. H. N. Crichton of the Engineer Division.

The Florence Herald, March 9, 1923

The lock at Riverton was opened to navigation on Wednesday and considerable traffic was awaiting passage through the Colbert Shoals Canal.

The Florence Herald, May 18, 1923

Riverton Lock was flooded when Pickwick Landing Dam was completed on February 8, 1938

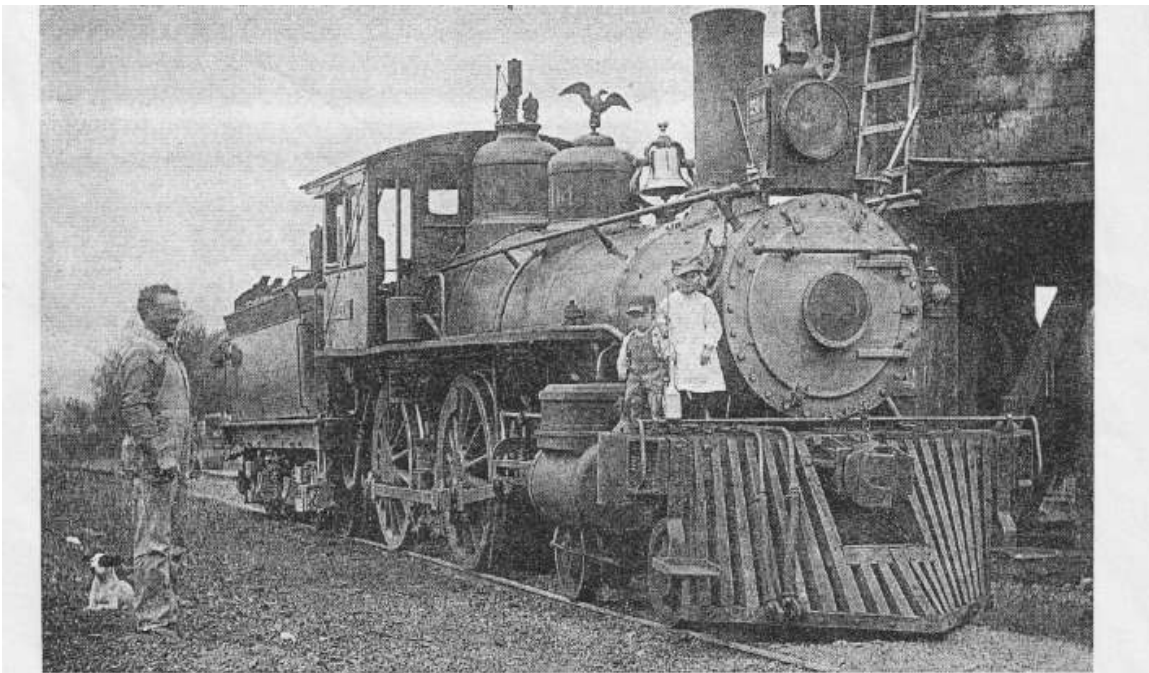
Booming Riverton

In 1887, Alfred Parrish of Philadelphia with British financial backing bought up all the land in Chickasaw and laid off a town; changed the name to Riverton; and proceed to build a railroad to connect with Memphis, Tennessee and Charleston, South Carolina intending for this railroad to be part of a mail line from Paducah, Kentucky to Birmingham,

Alabama.

Riverton Land Company

The Riverton Land Company was filed as an Exists Alabama Domestic Corporation on April 22, 1890. The filing number was 788-714 with five principles on record. The principles are Chas Blocker, Campbell P. Thomas, Thomas L. Carter, John A. Morris and Alfred Parrish. The Riverton Railroad was completed to Riverton in 1890 from Memphis and Charleston Railroad. It was built by the Northern Alabama Railway Company during Riverton's boom with Riverton Land Company. The railroad carried passengers and products to and from Riverton Junction and the river port. The train was slow moving and stopped frequently.



1913 photo of Southern Railway 4-4-0 locomotive 2504 at Riverton, AL Branch water tank. Standing by his dog is engineer, J. W. Edwards, Sr. J. W. Edwards, Jr. and Lena Rebecca Edwards were the engineer's children and they have their caps on. This train usually ran a couple of round-trips from Riverton to the main line at Margerum. Picture provided by Jimmy Edwards, Jr., retired Southern Railway engineer and the boy pictured on front of engine.

1890

TUSCUMBIA, ALABAMA.

FRIDAY, MAY 28, 1890.

Booming Riverton,

Riverton is booming now in real earnest.

The steamer C Smith makes regular trips between Sheffield and Riverton, stopping at all way landings. These daily trips will be continued until after the Riverton land sale, which will occur June 3, 4 and 5.

The town is now replatted and laid out in city style, and more than an hundred men and teams are employed in grading the streets.

Charles Schumacher, of this city, with a large force of mechanics, is actively engaged on the new hotel and will have it completed in time to entertain those attending the sale.

There under contract and in course of construction twelve two-story four room cottages and twenty-five two room dwellings, the latter to be occupied by laborers as rapidly as finished. A number of business houses are also going up.

Mr. Kelly of Russellville began work this morning building a line of telegraph from Hastings Junction to Riverton, and the new town will soon be connected with the rest of the world by wire, rail and river.

Riverton is a certainty, and that it will be a success is a foregone conclusion.

Tuscumbia, Alabama

Friday, May 28, 1890

Booming Riverton

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The State of Ala
Colbert County } K.A. Chakinuer, C.E.
hereby certify that this
foregoing in the true abd correct
plat in much of the lands, the
xxxx party of
being in Sec 1432R 15W
in said County of Colbert known
as the City of Riverton, formally
Chickasaw made by me it is
have given under my hands
this the 3rd day of June 1890.
K.A. Chakinuer, C.E.

So described and sworn to before
me this the 3rd day of June, A.D.
1890.
The Riverton Land Co, Mr. H. Jones,
By Minen Scurel, Notary Public,
General Manager, Colbert County.
Acting President. (Seal)

The State of Ala
Colbert County } I, Mr. H. Jones,
a Notary Public of said County,
in said State, hereby certify
that Minen Scurel, General
Manager & acting President
of the Riverton Land Company,
where name is assigned to the
foregoing plot or map, and who
is known to me, acknowledged
before me on this day, that being
informed of the contents of that
foregoing plot or map with
streets, alleys, blocks, and lots,
as thereon laid off, marked
and numbered) when fairly
adopted the same on the
day, the same year date.
Given under my hand this
the 3rd day of June A.D. 1890.
H. H. Jones,
Notary Public,
Colbert County.
(Seal)

Filed in my
office June 1890
and will be
open for
view on the 27th of August 90.
John A. Steele

The State of Ala
Colbert County } K.A. Chakinuer, C.E.
hereby certify that this
foregoing in the true abd correct
plat in much of the lands, the
xxxx party of
being in Sec 1432R 15W
in said County of Colbert known
as the City of Riverton, formally
Chickasaw made by me it is
have given under my hands
this the 3rd day of June 1890.
K.A. Chakinuer, C.E.

Subscribed and sworn in before
me this the 3rd day of June A.D.,
1890.

The Riverton Land Co, Mr. H. Jones.
By Minen Scurel Notary Public
General Manager Colbert County
Acting President ® Seal

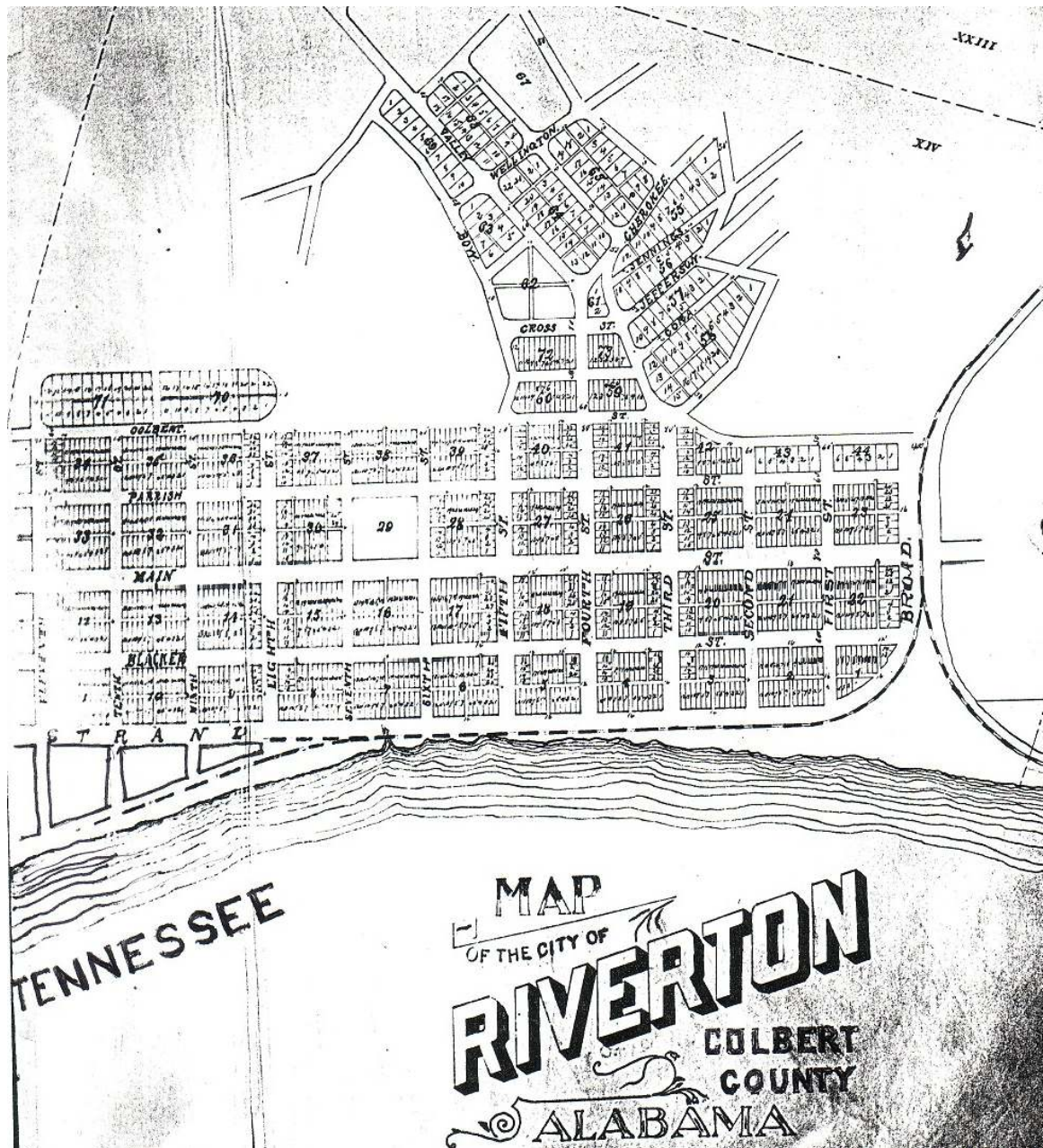
The State of Ala
Colbert County } I, Mr H. Jones
a Notary Public of said county,
in said State, hereby certify
that Minen Scurel, General
Manager & acting President
of the Riverton Land Company,
where name is assigned to the
foregoing states in xxxx, and who
is known to me, acknowledged
before me on this day, that being
in asmuch of the contents of the
foregoing plot on map (with
streets, alleys, blocks and lots
as thereas laid off, marked
and numbered) when fairly
adopted the same on the
day, the same year date.
Given under my hand this
3rd day of June A.D. 1890.

Mr. H. Jones,
Notary Public
Colber County

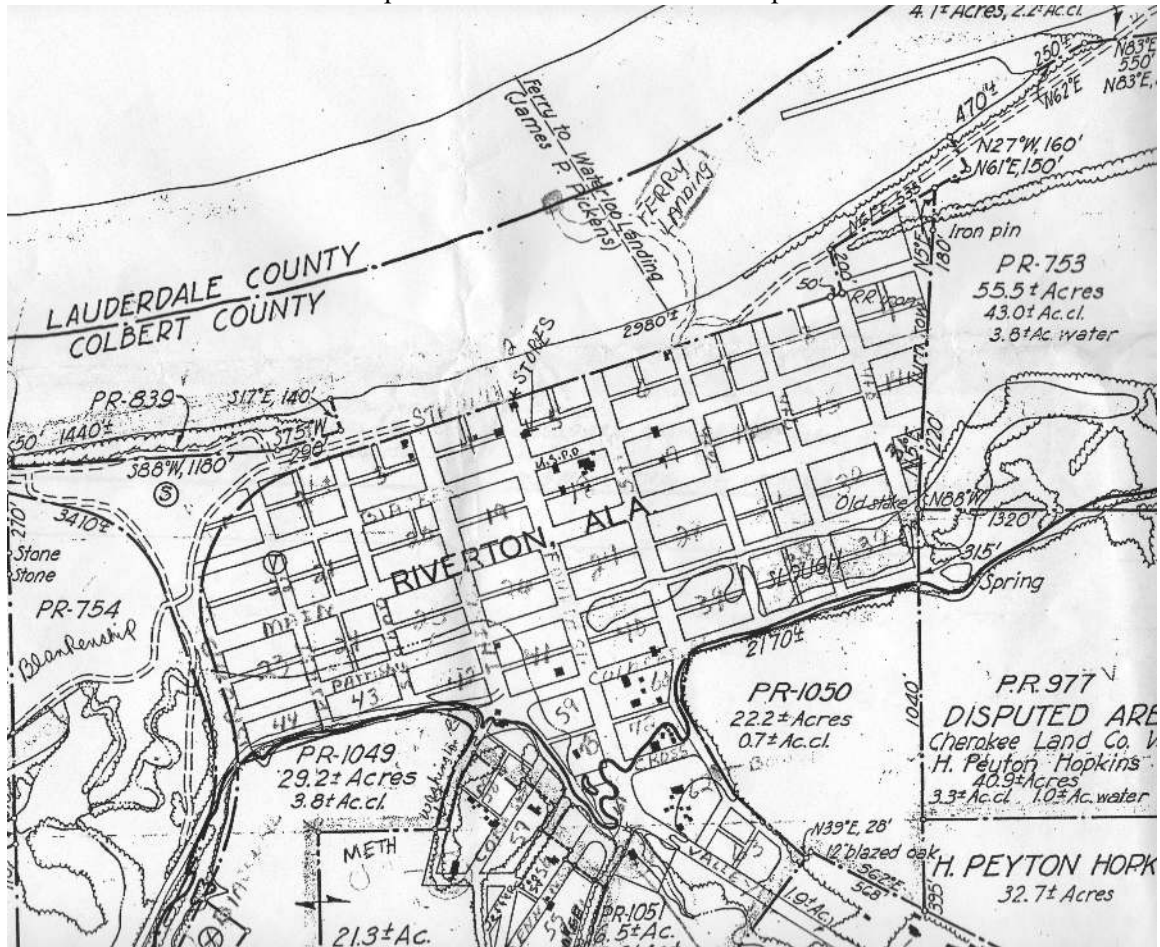
® Seal

Map Record

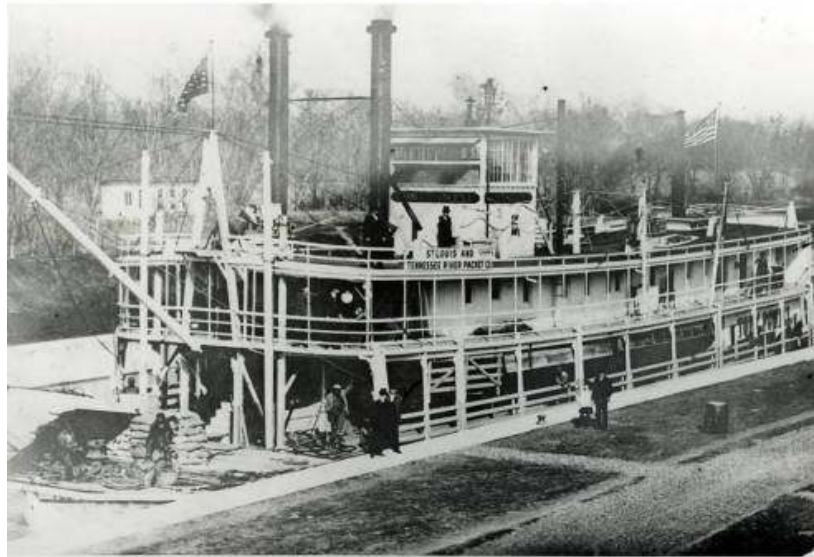
27th August 90
John A. Steele



Expanded View of the Previous Map



Riverton landing did a thriving business for it was said that the navigation from Paducah to the landing was equaled in this country only to that of the lower Mississippi and the Hudson rivers.



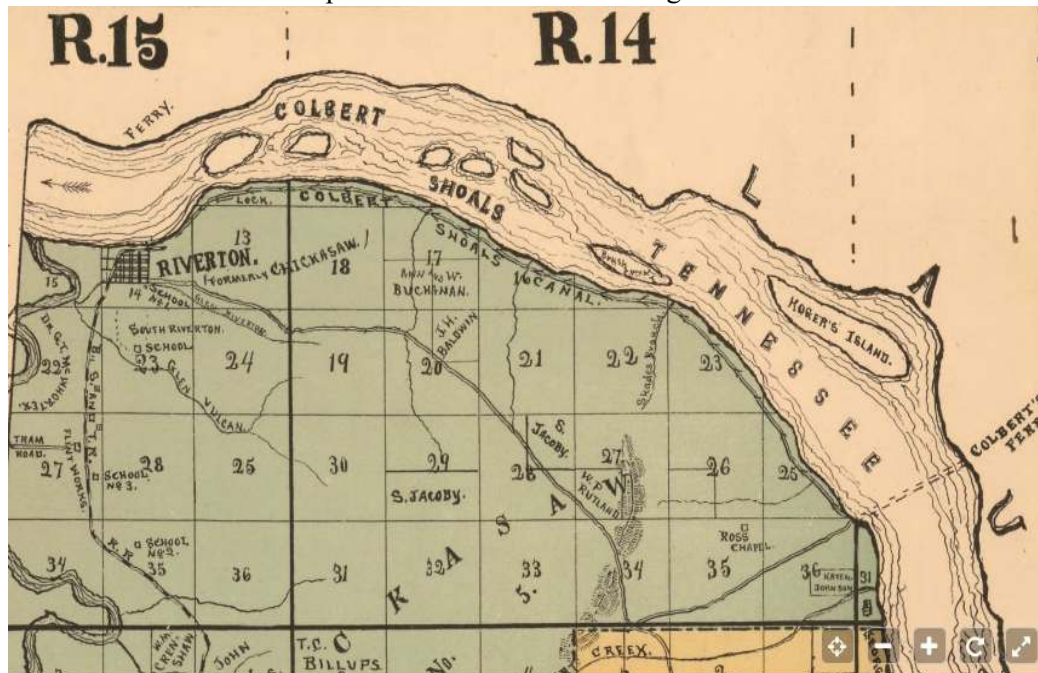
Steamer, "TOM POWELL", Locking thru, Riverton Ala, Tennessee River, Capts C.R.Beard (In shirt sleeves) and Lon Kell, "On the Roof".. Capt Pete Wilton (tall Man) and J.R.Messengale (owner) and Jabe, on Lock..

To legalize the sale of a school lot in township 2, range 15, west, Colbert county, **Alabama**.

*Be it enacted by the General Assembly of **Alabama**, That the act of Geo. T. McWhorter, F. D. Thompson and Thomas Spencer, school trustees of township 2, range 15, west, Colbert county, **Alabama**, in conveying a certain lot in said township, fully described in deed of conveyance, to the **Riverton Land Company**, in exchange for block No. 61, in the city of **Riverton**, is hereby ratified, and the deed made legal and valid.*

Approved February 21, 1893.

1896 Map of Riverton and surrounding area



Epidemic in Riverton (reported 1 October 1897)

Epidemic Riverton. A Riverton special to the *Birmingham News* says: "There is a fearful disease prevailing in this town and section, which on account of its extent and the large mortality resulting from it is causing great uneasiness. It is the nature of cholera morbus, finally leading to flux, and several families are suffering from it. There were five deaths last week, all from this cause. Mrs. May, the postmistress of Riverton, died from it in the early part of the week. She was followed by James Donahue, a merchant, "Stonewall" Jackson, a farmer, who lived a few miles up Bear Creek, and two children.

Newspaper Clippings from Leighton News 1894-1903

Tennessee Valley Authority and Building of Pickwick Dam

When approval of Pickwick Landing Dam was announced in February of 1934, the *Tuscumbia Times* proclaimed, "President Roosevelt gladdened the heart of every man." And it is true that most local residents, eager for good-paying jobs, celebrated the coming construction of both dam and reservoir.

However, their enthusiasm was somewhat tempered by another, less

appealing consequence of the construction effort—the loss and relocation of hundreds of homes, farms and families.

The vast reservoir created by the Pickwick Landing Dam affected sections of Hardin County, Tennessee; Tishomingo County, Mississippi; and Colbert and Lauderdale counties in Alabama. Prior to construction, TVA surveyed and mapped approximately 100,000 acres of land. The agency then acquired more than 63,700 acres, clearing about 12,590 acres of this land of trees, buildings and fences. TVA studied the effects of the dam and reservoir on the four affected counties and concluded that the building of Pickwick Landing Dam would result in the partial flooding of two towns, Waterloo and Riverton, both in Alabama. Eventually 506 families were relocated and cemeteries, highways, bridges and utility lines were either moved or protected. The price of progress was the dissolution of home and community.

While these families were forced to move, the relocation was no southern diaspora. It appears most families stayed close to their roots. Many of these families found it difficult to solve their own relocation problems, precisely because they preferred to remain in the immediate area, where opportunities were scarce. The communities of Waterloo and Riverton were, prior to the construction of Pickwick Landing Dam, dependent on agricultural income derived from lands that would be included in the reservoir area. Riverton was partially supported by employment on the Colbert Shoals Canal Lock. Waterloo derived some support from the lumber business, but it was estimated that all marketable timber would be cut within two or three years.

<https://www.tva.com/about-tva/our-history/built-for-the-people/the-lost-towns-of-pickwick>

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