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A Brief History of Northern Kentucky's Locks and Dams

Trouble in Latonia

A Brief History of Northern Kentucky's Locks and Dams

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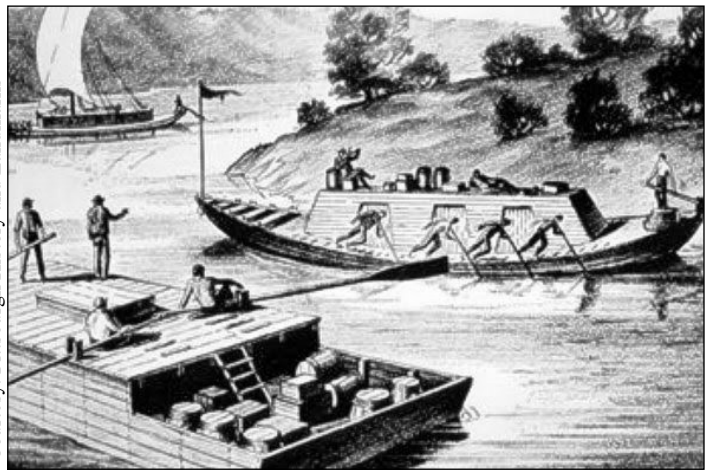
Early settlers of European descent looked upon Northern Kentucky as a place with great potential due, in part, to the area's great river access. Long before their arrival, however, native tribes roamed the lands, hunting and gathering in the fertile forests and grasslands. The great river, the Ohio, and its tributary, the Licking, provided a means of travel and natural resource development important to the growth of the region. Road travel virtually ended at the Allegheny Mountains during this period of early settlement, thus river travel became the most important means of access. Impediments to river travel on the Ohio and Licking proved overwhelming at times, however.



Courtesy: Pittsburgh History and Landmarks

Above: Flatboat and Keelboat

On the cover: Lock master's house at Fernbank, Lock and Dam #37, present day

Inconsistent water levels, fluctuating with the seasons, impeded boat travel. In the summer, water levels sometimes dropped to the point one could wade across from Covington to Cincinnati. Commercial shipping slowed during dry times while boatmen waited for rising water levels in the fall and the spring. The rivers were also known to flood in some years. Unpredictable, travelers and shippers waited for the "freshets" or "tides" for years, until improvements known as channelization ensured boat traffic could safely navigate the river at all times.[1]

Early Travel on the Ohio River

Flatboats, rectangular flat-bottomed boats without keels, became the most popular means of travel on the Ohio after Jacob Yoder, a Pennsylvania farmer, successfully piloted such a craft from Brownsville, Pennsylvania to New Orleans, Louisiana in 1792[2]. Keelboats, an improved design, provided an better means of navigation and unlike flatboats, could return upriver after a journey. River navigation for each design, however, depended heavily upon river conditions.

Tribulations experienced by The Corps of Discovery in 1803 exemplified the frustrations of low-water river travel. Meriwether Lewis began this historic trek to the Pacific Ocean in Pittsburgh, Pennsylvania, where he planned to follow the Ohio to the Mississippi in the spring of 1803. From his post in Philadelphia in May 1803, Lewis ordered a keelboat from a Pittsburgh builder for his voyage down the Ohio River.[3] Upon his arrival in Pittsburgh on July 15, 1803, Lewis learned the boat would not be completed for several weeks. On August 31, 1803, Lewis and his crew finally launched the keelboat destined for Louisville.

The river proved unnavigable at times. Low water levels provided little or no draft for the loaded keelboat in many places along river. Needing to push, pull, and force the boat through shallow pools, the crew wore quickly. Lewis landed at Cincinnati on September 28, taking on supplies and giving the crew a much needed rest. Leaving the crew briefly, Lewis visited Big Bone Lick in Boone County, searching for evidence of mastodons, living or dead, at the request of President Jefferson.[4]

Lewis continued to Louisville where he hired a local pilot to assist in guiding the boats through the "Falls of the Ohio," a treacherous passage through

rock-strewn rapids. Lewis then joined William Clark at Clark's Point, Indiana Territory, where Clark's brother, George Rogers Clark, resided. From there, Lewis and Clark recruited the rest of the Corps of Discovery, including the "Nine Young Men from Kentucky" before leaving Clarksville on October 26, 1803.[5]

Increasing westward expansion brought with it a need for improved river travel. With federal government support, a "National Road" reached Wheeling, Virginia (now in West Virginia) in 1817. Pittsburgh, previously considered the hub of westward expansion, lost commercial river business to Wheeling, as the Ohio River navigation channel measured six inches deeper there. Becoming a major issue in 1818 and 1819, severe droughts left the Ohio River nearly unnavigable for many months, stranding three million dollars' worth of merchandise on Pittsburgh shores.[6]

Clearing and Channeling the Ohio River

Realizing the problems associated with the inability to travel by water, city leaders in Pittsburgh organized a local effort to clear obstructions from the river channel. Local business leaders contributed to a fund which paid for the clearing of obstacles, such as boulders and sand bars, in the river channel. Working throughout the summer and fall of 1819, the group, led by William Wilkins, a local business leader and future U.S. Congressman and Senator, cleared a channel from Pittsburgh to Wheeling.[7]

Simultaneously, a commission comprised of representatives from states with Ohio River access met to discuss a plan to clear a navigable channel through to the Mississippi River. The commission hired Magnus Murray, a lawyer and surveyor who later founded the University of Pittsburgh, to assess the project. That same year, Murray traveled the river, documenting 102 obstructions between Pittsburgh and Louisville.[8]

Also in 1819, William Wilkins won a seat in the Pennsylvania statehouse.[9] On March 28, 1821, he effectively persuaded the Pennsylvania state house to approve a bill appropriating $15,000 to fund an ongoing project to keep the navigation channel clear between Pittsburgh and Wheeling. The bill established a three-person commission which oversaw the removal of fish dams, rocks, and timber snags. Furthermore, the commission supervised dredging efforts as well as the building of rip-rap dams which directed the flow of water to the main channel.[10] These efforts maintained a navigable channel to Wheeling, but ceased in 1825 when funding ended.

Murray and other observers identified several types of channel encumbrances including "riffles" (rocky shallows), and "snags." A "snag" consisted of a large tree entrenched in the riverbed either by growth or by happenstance. Surveyors documented some 50,000 snags along the Ohio and Mississippi Rivers before 1825.[11] A boatman of the period explained the different types of snags and their associated dangers:

> "A *Planter* is a tree rooted fast to the bottom of the river, and rotted off level with the water, a heavy boat striking one of them may be staved and sunk. *Sawyers* are trees less firmly rooted; they rise and fall with the water; if they point up the stream, they are dangerous, but not so much when they point down."[12]

Addressing the many calls for improved river travel, Congress passed of the General Survey Act of 1824, granting Army Engineer Corps continuing authority to conduct necessary improvement studies. General Alexander Macomb, Chief Engineer of the Army in 1824, commanded efforts to improve travel on inland waterways.[13] Macomb concentrated on two projects: removing snags and researching wing dams and dykes as a way of deepening the navigation channels.[14]

General Macomb turned to the public for effective snag-removal ideas. He advertised a $1000 prize for the best "...plan, machine, or instrument..." design to remove snags.[15] Receiving many ideas varying in value, Macomb chose the "machine boat" designed by John W. Bruce of Vanceburg, Kentucky. Bruce's machine boat worked well, but relied on manual labor to muscle the snag from the river. Henry Shreve, famed riverboat captain for whom Shreveport, Louisiana is named, designed an improved steam-powered snag boat. The *Heliopolis*, known affectionately as "Uncle Sam's Tooth Puller," replaced Bruce's design by 1830.[16]

Clearing the Upper Ohio River proved to be a difficult endeavor, however. Shreve's tooth-pullers drafted too much water to navigate north of the falls at Louisville. The Army Corps of Engineers, addressing this problem, established the Office of Ohio River Improvements at Pittsburgh in 1836. Lieutenant John Sanders, commanding the improvement efforts, commissioned the building of several small machine-boats to remove snags and boulders. Sanders soon realized small boats could not remove the larger obstacles, so he commissioned the building of a "tooth-puller-styled" steam boat, which he aptly named the *Henry M. Shreve.*[16]

Sanders also decided to deepen the navigable channel to 30 inches. This depth provided the larger steamboats of the period enough draft to navigate the river in times of low rainfall. In order to accomplish this, Sanders designed a series of rip-rap "wing" dams along shallow islands and bars from Steubenville, Ohio to Louisville. The wing dams directed the flow of the river into the navigation channel, carving a deeper main channel. Sanders' efforts proved successful, so he petitioned the federal government for more funding in 1839. President Van Buren, however, rejected a bill authorizing further spending on river improvements. In 1842, President Tyler singed a bill which resumed funding and Sanders' "channelization" of the river continued.[17]

During the same period, efforts to circumvent the falls at Louisville took shape. Initial plans for governmental construction of a canal around the falls failed at both the federal and state levels. After a canal funding bill failed in the Kentucky House, a follow-up bill introduced by Representative Charles Thruston (Jefferson and Oldham Counties) providing for the charter of a private company to construct a canal, passed the Kentucky House in early 1825.[18]

As a result, the *Louisville and Portland Canal Company* formed, authorizing capitalization of $600,000. The company leaders projected canal construction costs at $375,000 over two years. Financial woes, mostly due to a gross under estimate of construction costs, delayed construction. Congress bailed the company out twice by buying company stock in 1826 and again in 1829, making the United States a major shareholder in the canal business. The canal finally opened to partial operation in 1830 and fully in 1833. In 1874, The Army Corps of Engineers took charge of the canal after the United States bought out all private interests. In 1880, the government removed all tolls, forever assuming the expenses of the canal's upkeep.[19]

With the canal in place, the Ohio River became more navigable between Pittsburgh and the Mississippi. Summer droughts, however, dropped the navigation channel too low for the biggest boats. In 1878, the Army Corps of Engineers appointed Colonel William Merrill to head the dredging a navigable channel within the entire length of the river to a depth of 6 feet. Additionally, Merrill oversaw the building of the first wicket or "Chanoine" dam at Davis Island south of Pittsburgh.[20]

Upon opening in 1885, the Davis Island Dam created a harbor at Pittsburgh, which held enough water to moor 12,000 boats and barges.[21] Based on a design by French Engineer Jacques Chanoine, the Davis Island Dam design utilized wickets; long, thick oak planks hinged on the river bottom, which could be raised and lowered depending on the depth of the river. When the river level dropped, men raised the wickets manually using hand tools and a "maneuver boat."[22] Once raised, the wickets formed a slack water pool behind the dam. Boat traffic passed the wicket dam in a lock with steel gates at each end. As the river level rose, the lock master's crew lowered the wickets, allowing the boats to pass without locking.

Years passed before the next lock and dam project began. Congress acted slowly but finally funded the next seventeen dams by 1896. Once completed, these dams provided a slack water channel from Pittsburgh to Marietta, Ohio.[23] The Army Corps of Engineers finally set their sights on the Cincinnati region around 1902. The plan to extend the slack water channel through to Cincinnati included a lock and dam built between Fernbank, Ohio, and Taylorsport, Kentucky. Colonel Garrett Lydecker announced the beginning of work on Lock #37, later known as Fernbank Lock and Dam, in March 1904.[24]

Engineers designed Fernbank copying the Davis Island design. The plans called for the building of the lockmaster's house and steam plant to be built on

the Ohio side at "Cullom's Riffle," a shallow place in the river.[25] Steam-powered pumps filled the "bear trap" gates with compressed air, forcing them to raise into place. The bear trap gates, located on the Taylorsport side of the river, directed water flow into the main channel when raised. Maneuver boat crews raised and lowered the oak wickets by hand, when necessary. Wickets had to be lifted into place by hooking and pulling them from river bottom.[26] During times of low water flow, the wickets, raised up and locked, maintained at least six feet of water in the channel. To pass the wickets, boat traffic entered the lock, measuring 120 feet wide and 600 feet long.[27] As at Davis Island, the lockmaster lowered the wickets to rest on the river's bottom when the river rose. Boat traffic simply passed over the lowered wickets.[28]

Dam construction lasted from 1904 to 1911. During the building period, several curious incidents appeared in local newspaper headlines. In 1905, the bones of an unknown soldier became unearthed during the building of the locks on the Ohio side. Judging by a tarnished belt buckle, investigators estimated this person served in the military at least 50 years prior. Unidentified, his remains were relocated to a proper burial location.[29]

In 1909, Hungarian laborers started a drunken riot after receiving their monthly pay. Upset about not receiving a wage increase, the laborers grabbed guns and knives and marched toward "down river villages," where they terrorized the local residents. Reports of injuries included gun shots and knife wounds, but the crowd retreated back to the worker camp without further incident.[30]

On the Kentucky side, William Rathbone, Superintendent for the *Sheridan-Kirk Contracting Company*, noticed a shiny lump of ore in an excavation for the coffer dam around Taylorsport. Rathbone, believing the lump to be gold, showed it to Mr. Sheridan. A test proved the ore to be gold and a search of the pit exposed several more nuggets. Unfortunately, material removed from the coffer dam pit prior to this discovery was dumped into the main river channel.[31]

As the dam neared completion in the summer of 1911, a test of the moving parts revealed a flaw. Although the bear traps, power house, and wickets all worked well, the lock gates failed. Engineers underestimated the force necessary to open the lock gates. As a result, the affixed steel cables attached to the gates snapped when the lock opened. Refitting with higher strength cables and loosening some rusty gears located in the gate cavity rectified the situation.[32]

On July 22, 1911, Fernbank Dam began operation when the maneuver boat crew started securing the wickets into the upright position. The slack water pool between Fernbank and Coney Island began to rise. The Lower Four Mile Crib Dike, located on the river at Coney Island, formed the pool's eastern end 22 miles upriver.[33] The rising river level began forming a harbor at Cincinnati, with an anticipated minimum depth of 9 feet at all times.

Water levels rose slowly, however. On July 26, the lockmaster closed the bear traps and installed wooden "needles" between the wickets, causing the pool to rise faster. The *Indiana*, a large steam freighter scheduled to be the first boat through the lock, had to tie up and wait for the pool to rise. Two smaller boats, a steamer named the *Dixie* and another "gasoline boat" (possibly named *Ramona*) became the first two boats to pass through the Fernbank lock on July 23.[34] The *Indiana* passed the lock the following day when the pool finally rose to a sufficient depth.[35]

With the passage of the *Rivers and Harbors Act of 1910*, The Army Engineer Corps oversaw the building of not only Fernbank, but also several other local locks and dams. In the act, Congress pledged funding to deepen the navigation channel of the Ohio to nine feet from Pittsburgh to Cairo, Illinois, a distance of 981 miles.[36] The Army Engineers constructed seven dams on the Ohio between 1910 and 1925 around the area in order to raise the channel depth: Lock 33 - 3 miles above Maysville, KY (1921); Lock 34 - Chilo, OH (1925); Lock 35 - 1 mile below New Richmond, OH (1919); Lock 36 - 10 miles above Cincinnati at Coney Island (1925); Lock 37 - Fernbank, Ohio (1911); Lock 38 - McVille, KY (1924); and Lock 39 - 1 mile above Markland, IN (1912).[37]

What about the Licking River?

A number of towns along *our* river, the Licking, might have realized greater prosperity over this

period with an improved navigational channel. Although some improvements occurred near the mouth of the river, little effort to improve the channel ever materialized. In 1836, Sylvester Welch, Chief State Engineer for Kentucky, recommended building a lock at "Three Mile Ripple" – a shallow spot three miles south of the mouth of the river near today's Frederick's Landing. State engineers further proposed building a second lock at "Six Mile Ripple" – near the confluence of Decourcey Creek. After the state began work at Three Mile Ripple, the state never completed the locks, abandoning the entire project in 1842.[38]

In 1872, William Merrill, who later managed the building of the Davis Island Dam, surveyed the Licking River. Merrill saw the Licking as a "harbor of refuge," or an area of water useful for mooring barges of coal for the Cincinnati, Covington, and Newport markets. A rock bar located at the mouth of the Licking prevented boats drafting more than one foot of water from entering the river at low levels. In an 1894 report to Congress concerning deepening the Licking's channel, Major D.W. Lockwood of the Army Engineers reported that, "A project for deepening the entrance to give a draft of 4 feet is now being carried out as appropriations are made from year to year, the estimated cost of same being $95,037."[39]

In 1900, The Corps of Engineers surveyed the Licking one more time after receiving a written request from *The Licking River Improvement Club* of Falmouth. Major W.H. Bixby submitted his report to the Secretary of War on April 17, 1900, after completing his survey. His report stated that he, "...does not consider such improvement worthy of being undertaken by the United States at the present time," justifying his conclusions with this summary:

> "The country contiguous to the river is hilly and broken. Owing to the height of the hills between which the tributary streams have their sources, the fall of such streams is generally quite abrupt. The result of this formation is a general absence of natural reservoirs, thus allowing the rainfall to pass off quickly, producing short and dangerous freshets followed by long periods of low water."[40]

The Licking River navigation channel remains mostly unimproved from Frederick's Landing south to the main fork's origin near West Liberty, Kentucky to this day.

Lock houses at McVille, Lock #38, present day

Modernization of the Locks and Dams

Maintaining the required nine foot depth of the Ohio's navigational channel proved to be difficult at times, even with all of the wicket dams in place. If a dam needed a repair, the pool needed to be dropped to access the gates, wickets, or other components. If the pool dropped unexpectedly, boats became stranded, as was the case on April 30, 1930. The Fernbank lock gate required repairs, so the lockmaster lowered the wickets allowing the slack water pool to drop. The harbor between Fernbank and Coney Island dropped, stranding many boats, including those of the Coney Island cruise fleet. In order to raise the pool back up, the McVille Dam raised its wickets while the bear traps at New Richmond and Coney Island opened.[41] In a few days, the pool rose once again.

As early as 1933, The Corps of Engineers realized the locks and dams on the Ohio proved inadequate to pool enough water to allow for large boat navigation. Boats and barges increased in size, but the slack water pool depth remained at or around nine feet from Pittsburgh to Cairo. Boats locking through the dam at Coney Island (Lock 36) faced difficult currents as well. Engineers studied a plan to raise the pool at Fernbank sufficiently enough to eliminate Lock 36 altogether.[42] Although plans to raise Fernbank never materialized, change was imminent.

Upriver, the old wicket dams, considerably older than those around Cincinnati, were failing. Calls from the steel and coal industries for more dependable river channels prompted the Army Engineers to finally design a more reliable dam design. The Montgomery Dam, completed in 1936, was the first "high-lift" dam built on the Ohio. It provided a pool depth sufficient enough to replace three old wicket dams upriver to Pittsburgh.

Plans to replace dams around Cincinnati started to come together between 1949 and 1952. The first reports of a new higher dam at Fernbank in 1949 promised to raise the Cincinnati and Covington harbor to "not less than 35 feet, normal pool, at all times."[43] Newspaper accounts at that time assumed the government would build the new dam at Fernbank, but by 1952, Army Engineers announced a

Courtesy: nkyviews.com

Lock master's house, Lock #36 near Silver Grove, present day

new location 52 miles downriver from Cincinnati near Markland, Indiana. Locating a higher dam at this location would eliminate five old locks and dams including: #35 (New Richmond), #36 (Coney Island), #37 (Fernbank), #38 (McVille), and #39 (near Markland).[44]

On March 11, 1953, The Army Corps of Engineers approved a "Modernization Program," as an ongoing effort to update all of the old dams on the Ohio River.[45] Unlike the Montgomery Dam, which used a vertical lifting gate, the dams would use a new design employing a "Taintor Gate" to control the pool depth.[46] According to the Army Corps of Engineers, a Taintor Gate is a "segment of a cylinder mounted on radial arms that rotate on trunnions anchored to the piers." This type of spillway gate is light, economical, and easy to lift. The pool height is adjusted by raising or lowering the gate allowing more or less discharge.[47] Construction of the new Markland locks began in 1956 and were completed in 1959. The dam, utilizing the Taintor Gate to control the pool height, began operation in June of 1964.[48]

Also part of the Modernization Plan was the replacement of the locks and dam at New Richmond, Ohio. Work began on the new locks in April, 1958 and were completed in November, 1962. While under construction, Congress approved the renaming of the locks and dam in honor of Anthony Meldahl, a riverboat captain who spent 50 years piloting numerous boats on the Ohio River.[49] Dam construction began in April 1962 and was completed in December 1964.[50] Once both dams went into service, the pool between the Meldahl and Markland dams measured 95.3 river miles long.

Conclusions

The Ohio River forms at the confluence of the Allegheny and Monongahela Rivers at Pittsburgh, Pennsylvania. The river flows generally southwest for 981 miles, dropping 460 feet to merge with the Mississippi River at Cairo, Illinois. Think of the Ohio not as a river, but as a series of man-made lakes linked by 19 locks and dams. Before the dams, the river often became too shallow to navigate. In some years, the water level dropped so low that people walked across it without getting wet.

The Licking River, too, benefits from a controlled water level. With a higher pool depth, barges navigate from Newport and Wilder. The dams offer no protection from flooding, however, as shown by the floods of 1937 and 1997. High water simply flows over the gates. But in times of low-flowing water, the dams keep the river navigable, and this continues to benefit our area's prosperity.

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Trouble in Latonia

Damian J. Hils

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Among the many figures in Kenton County's history, James T. Earle stands out as a little known but influential resident. He was born in 1866 in Harrison County, the home of the Earle family for many years. Through his 18th year, James worked the family farm and attended the local schools. Then studying telegraphy, he began working for different railroads. His job transferred him to many places, even Cincinnati. There in 1888, he became the joint freight agent of the Chesapeake & Ohio and Louisville & Nashville lines.

As an early resident of Latonia, he became active in the small town's affairs, serving on town council and school board and became postmaster for the town. In 1906 he became mayor – the last before annexation into Covington. His tenure was to be filled with much controversy.

Latonia was a growing area; Mayor Earle developed 77 houses himself. Unfortunately, the relationship between the mayor and council was not always amiable. Mayor Earle's views on liquor and gambling were not in accord with other leaders of the town. Earle wanted the saloons closed on Sundays. He felt that too many undesirable people came to the bars on that day to cause trouble.

The council disagreed and passed a resolution stating the exact opposite of the mayor's wishes. Earle cited a letter from Governor Beckham supporting his action and said, "If the saloons of Latonia do not obey by orders and the law of Kentucky by Sunday closing, I shall see that they are closed every day of the week!"

The next Sunday, the saloons were closed, even though there was no ordinance stating they had to be. The saloon keepers closed at Earle's request. Police Chief John Hamlin did not know whether to obey the mayor or council. Eventually Earle withheld Hamlin's salary because Earle felt he wasn't doing his duty.

Kentucky Trivia

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This issue features

Quirky Facts — Part One

Questions

1. What Eastern Kentucky city typically leads the nation in annual per capita consumption of Pepsi-Cola?

2. What Northeastern Kentucky town boasts the only monument south of the Ohio River that is dedicated to Union soldiers who died in the Civil War?

3. What is the name of the annual fireworks show in Louisville each May that serves as the opening ceremony to the Kentucky Derby Festival?

4. In 1888, "Honest Dick" Tate fled Kentucky after embezzling $247,000. At the time, what government position did Tate hold?

5. What Kentucky city is the only city in the United States that was constructed within a meteor crater?

6. In what Kentucky city was the first enamel bathtub created?

7. What famous song was written by sisters Mildred and Patty Hill of Louisville in 1893?

8. At 3,008 miles, Joe Bowen holds the world record for walking on these devices from Bowen, Kentucky to Los Angeles, California.

9. The largest free-swinging bell on display is located in this Northern Kentucky city.

10. In what Central Kentucky city was the swimsuit manufactured that Gold-medal swimmer Mark Spitz wore in the 1972 Olympic games?

Earle's outspoken position made him an ideal candidate for president of the Law & Order League. Its aims were:

...to inform the people through the pulpit press, and by every available means, of the laws regarding crime; to secure amendments where defects are found in existing laws when the same are deemed necessary. Basically, the Law & Order League was against gambling of any kind and had the support of several ministers.

Earle's crusade against gambling went so far that he hired detectives from the Acme Secret Service Bureau of Cincinnati to investigate city workers. Earle never fully disclosed the detectives' findings but he did allege some city workers were being bribed and allowing illegal bookmaking to take place in the town. The issue of the Latonia Racetrack also became a contentious issue.

When the town council received the detective bill for $755 (quite a sum in 1907), they refused to pay it. Existing records do not reveal whether the bill was paid or not. Latonia became part of Covington in 1908.

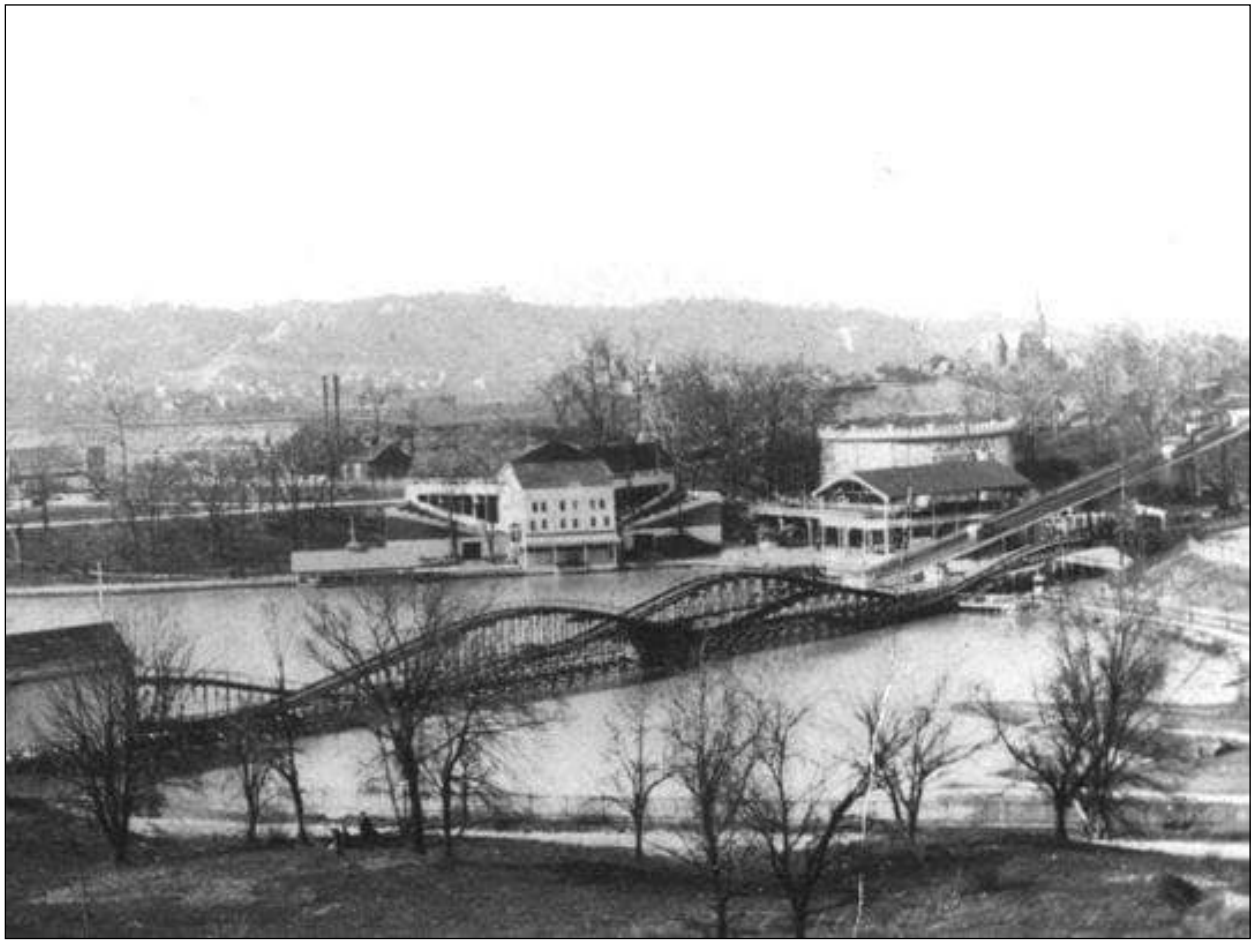
For the complete story of James Earle and family see *Northern Kentucky Heritage*, Volume II, #1.

Answers

1. Pikeville
2. Vanceburg. It was placed there in 1884
3. "Thunder Over Louisville
4. He was Kentucky's State Treasurer
5. Middlesboro. The meteor is believed to have been over 1,500 feet in diameter and impacted the Earth over 300 million years ago.
6. Louisville
7. "Happy Birthday to You." The song was first called "Good Morning to All" before being adapted by Robert Coleman in 1924.
8. Stilts. He performed this feat in 1980 in order to rasie money for Muscular Dystrophy.
9. Newport. The bell weighs 33 tons and is 12 feet high.
10. Paris

Then and Now

Two views of the Boone Block at 4th and Scott streets, Covington.
Both images courtesy Facebook – Old Images of Northern Kentucky.



Answer:

One section of the Ludlow Lagoon Amusement Park.

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I Bet You Didn't Know

Tidbits from Kentucky's heritage for every day of the calendar year

March 1, 1862: Camp Beauregard, a Confederate training center in Graves County, was evacuated. The epidemic had killed 1,000 men.

March 3, 1783: District of Kentucky was formed by the Virginia General Assembly comprising three counties: Lincoln, Fayette, and Jefferson. The first court session opened this day at Harrodsburg.

March 4, 1848: David Rice Atchinson was President for a day. Zachary Taylor refused to take the oath of office on a Sunday, so the president pro-tem of the U.S. Senate, Kentuckian Atchinson stood in.

March 7, 1789: The "e" was dropped from *Kentucke* in favor of a "y" because the Virginia General Assembly determined the proper spelling of the word to be Kentucky.

March 9, 1959: More than 7,000 miners went on strike in Kentucky.

From: *On This Day In Kentucky*, by Robert Powell

Programs and Notices

Kenton County Historical Society

On Saturday, March 13 at 10:30 a, m., KCHS Director Travis Brown will do a virtual audio and visual presentation on Ohio River Locks and Dams.

History Day will NOT be seen in 2021, planners are sorry to say. With only virtual presentations a possibility planner got a late start. Virtual presentations on local and state history can be seen, however, sponsored by the Behringer Crawford Museum, the Kenton County Public Library and others.

NOTE: The recent presentation on February 6 by Charles Bogart on Cincinnati street-car inclines was very thorough. and entertaining. As a youngster visiting relatives in Cincinnati from his residence in Newport, Mr. Bogart rode streetcars and Cincinnati streetcar inclines.

Behringer Crawford Museum

Following the holidays, the museum had its yearly shutdown (mid-January) for the removal of holiday displays, for building maintenance work, for exhibit updating throughout, and for installation of new exhibits. The museum reopened in February with a display on Negro and Cuban baseball history and with another exhibit of the art and legacy of Harlan Hubbard. Retained in a smaller version compared to their massive Holiday displays were Lego constructions by the Lego Users Group of Ohio-Kentucky-Indiana.

The weekly BEHRINGER CRAWFORD MUSEUM HISTORY HOUR, through ZOOM and other media, is still being heard and seen on Wednesdays, at 6:30. Topics discussed in History Hour audio-visual presentations have so far included these: The Ludlow Lagoon by **David Schroeder**; the Southgate Street School/Newport History Museum by **Newport Preservation Officer Scott Clark** ; making history inside the Behringer Crawford Museum by **Curator of Collections Jason French**; the Northern Kentucky Civil War fortification system and a second program on Civil War Batteries by archeologist **Jeannine Kreinbrink**; Revolutionary War veterans by KCHS Director **Pam Marcum**; the Bavarian Brewery by **Ried Schott**; the Big Bone licks by **Jeannine Kreinbrink;** Camp Springs historic buildings by **Mark Ramler**; historical buildings adaptive reuse, by **Joseph Klare**; the hidden history of Kentucky political scandals by authors **John Schaaf and Bob Schrage**; the workings of Kentucky politics by Judge **Anthony Frolich**; the Pearl Bryan murder mystery by author **Andrew Young**; Covington's Neighborhoods by **Dave Schroeder**; the artist as story teller by **Laurie Risch and Kim Gehring Cook (Behringer Crawford Museum)**; local grist mills by **Jeannine Kreinbrink**; a discussion and feedback with History Hour fans; "Imagineers, Impresarios and Inventors: Cincinnati's Arts and the Power of Her" by author **Kathy Merchant**; the Adena and Hopewell Cultures of Northern Kentucky by **Jeannine Kreinbrink**; **"**A Story of the Underground Railroad: The Barkshire Family in the Borderlands of Slavery" by **Hillary Delaney**; Kentucky's astronomer-Civil War army general Ormsby Mitchel **by a recent biographer**; "Flying High: Women in the Kentucky Aviation Hall of Fame by **Marty Schadler**; Murder on the Ohio Belle by author **Scott Sanders of the Kentucky Historical Society**; Cincinnati's Winter Holiday Traditions by **Blanch Sullivan**; everyday people's lives in Covington 1840-1940 by archeologist **Jeannine Kreinbrink**; "Organizing for Action: Women's Suffrage in Northern Kentucky" by **Dr. Paul Tenkotte**; "Thomas More University - A Century of Learning" by **David Schroeder**; senators who represented Kentucky by **Paul Whalen**; "A Century of Scouting: The History of Boy Scouts in Northern Kentucky" by **Shane Noem**; "A Northern Kentucky Treasure, the Vent Haven Museum" by **Annie Roberts and Lisa Sweasy**; and a program on Belleview, Kentucky for its 150th anniversary (1870-2020) by **John and Marcy McPhail.**