

# 'Window to the Past'

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From: THE MILLER COUNTY AUTOGRAM, dated Oct. 1, 1903 "Citizens of Tuscumbia organize to bridge the Osage River with a capital of \$10,000. . . The stock was subscribed by the following in equal shares: Fred A. Goodrich, Walter S. Goodrich, Capt. Robert M. Marshall, Joshua R. Wells, Mord McBride, W. Samuel Johnson, William Hauenstein, George Hauenstein, and Philip F. Hauenstein -- Location of the bridge will be just below town (downriver from Tuscumbia). The three roads leading into town from the south side will be brought down to the bridge on top of the ridge, thus avoiding the old road across the river bottom altogether. People can then get to town at any stage of the water."

Tuscumbia had experienced some devastating floods in the past, especially in the 1890s. It appears the business men (mentioned above) wanted to do something to help decide the fate of their town, business places and homes. Evidently the nine men who were named in the article put up at least \$1,000 each to get the new bridge built across the Osage at Tuscumbia.

The following is a small sketch about each man who helped to get the first bridge built across the Osage . . .

**MORD MCBRIDE** was the publisher of "The Miller County Autogram" and was also part owner of the Miller County Abstract Company in Tuscumbia. In 1900, he lived in the village of Tuscumbia with his wife, Lillian, and their eight children.

**CAPT. ROBERT MELVILLE MARSHALL** was a former riverboat captain on the Osage and in 1903 was president of The Bank of Tuscumbia. He and his wife, Emma (Hauenstein), lived in their beautiful home near the banks of the Osage, located today south of Riverside Park.

**JOSHUA R. WELLS** was a director of The Bank of Tuscumbia and was a prosperous farmer. His majestic home was built about a mile downriver from Tuscumbia and still exists today, although moved a few hundred yards up the hill from the original location (due to flooding of the Osage over the years). Joshua, his wife, Lucy (Lawson) and

their five children, were living on the Wells farm in 1900.

**PHILIP F. HAUENSTEIN** had been a riverboat captain on the Osage in years past and in 1903 was owner of Anchor Milling Company near the banks of the Osage River, under the hill, in Tuscumbia. In 1900, Philip, his wife Sally, and their four daughters were living in Tuscumbia.

**GEORGE T. HAUENSTEIN** was a general store merchant in Tuscumbia at the turn of the century and also served on the board of directors of Bank of Tuscumbia. George and his wife, Ida, lived in Tuscumbia during the census taken in 1900.

**WILLIAM A. HAUENSTEIN** was part owner of the Miller County Abstract Company and was cashier of Bank of Tuscumbia. In 1900, William was living in Tuscumbia with his wife, Martha (Challes) and their three children.

**FRED A. GOODRICH** was a resident of Tuscumbia but I do not know if he was a business man. The Goodrichs were once prosperous farmers south of the Osage River. His father, Isaac Goodrich, was an early Miller County official, holding the office of assessor, circuit clerk and judge. The father was also a newspaper publisher.

**WALTER S. GOODRICH** was a brother of Fred and another son of Isaac. Walter, his wife Fannie, and two daughters lived in Tuscumbia in 1900. The Goodrich family lived in the state of New York before coming to Miller County.

**W. SAMUEL JOHNSON** was a resident of the village of Tuscumbia during the census of 1900. He and his wife, Susan, had four children in their home during that census. I do not know if he was a business man or just a citizen of the town.

A new suspension bridge was indeed built and was dedicated at special ceremonies on Aug. 4 and 5, 1905. It was the first bridge built to span the mighty Osage in Miller County. In the many years preceding a ferry was used to get folks from one side of the river to the other. The suspension bridge, also used as a toll bridge, was in existence until 1933 when the present bridge was built. The old bridge was just a short distance downriver from the new, more modern structure constructed in 1933.