

A Survey of Northern Stone County

Phase I

Project #29-93-80047-276

for the

**Historic Preservation Program
Missouri Department of Natural Resources
Jefferson City, Missouri**

by the

Stone County Historical Society

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METHODOLOGY AND RECOMMENDATIONS

Investigated in Phase I of the Stone County Cultural Resources Survey was the approximate northern one-half of the county, arbitrarily defined as everything lying within the northern, eastern, and western county lines and north of Township Line 24 North. This encompassed an area of approximately 160,000 acres, excluding the county seat of Galena, which has been surveyed previously. Extant towns and settlements within this area included Brown's Spring, Hurley, Crane, Ponce de Leon, Elsey, Abesville, Reed's Spring Junction, and Reed's Spring. Although planned to survey approximately sixty-five significant properties, the project evaluated ninety-one, both within rural areas and towns. (Only Hurley, Crane and Reeds Spring have street names; Hurley and Reeds Spring have not assigned house numbers.)

Each of the surveyed properties was physically inspected and researched using local informants, the State Historical Society of Missouri, Southwest Missouri State University, Missouri University's Western Historical Manuscript Collection, the College of the Ozarks Ozarkiana Collection, and Stone County tax books, deed books, and county court records.

As anticipated in the submitted Research Design, the cultural resources within the survey area related to agriculture, transportation, and commerce. A more complete historical context will be possible upon conclusion of the Phase II survey of southern Stone County. Considerable differences exist between the northern and southern part of Stone county: topography and resources, economic development, and inundation by Table Rock Lake. Phase II

will likely demonstrate that northern Stone County's development has paralleled that of the Springfield plateau prairies to the north which it resembles physically, relying on livestock and grain crops, while southern Stone County's history has been one of subsistence/foraging lifestyles and more concentrated tourism. This will be evident when a comparison of resources in the northern and southern portions of the county can be made. Such a comparison should determine a preponderance of more substantial, aspiring buildings, both residential and agricultural-related, in northern Stone County. Additionally, southern Stone County has in the past year, and continues to be, severely impacted by development accompanying the Branson area's explosive growth. This is probably reducing the number of extant historic resources.

The following Historical Context section will establish the relevance of agriculture, transportation and commerce within the county. Within these themes the following properties should be considered potential nominees to the National Register of Historic Places.

Brown's Spring: Nelson Canning Co. factory building (#1)

Hurley: WPA school (#10); district comprised of Spring Creek Mill (#18), Spring Creek Filling Station (#19), Farmers Exchange Mill (#20), Spring Creek Grocery (#21),; and log house (#22)

Crane: Rose Avenue stucco bungalows (#29 and #30), either separately or as a district; Crane Bank (#36); Crane High School (#38)

Ponce de Leon: Ponce de Leon Union Church (#44)

Reed's Spring: WPA school (#68); F. I. Mease Canning Factory (#69); Presbyterian Church (#73); Ruth railroad tunnel (#75);

Reed's Spring Junction: a district comprised of sixteen contributing properties (#76-91)

Rural: Fairview/Possum Trot school (#3); Jamesville Store (#4); Silver Lake Mill site (#6); McCall Bridge (#43); J. C. Cline spring house (#47) and barn (#48) as a district to include rock work to east of spring house; William B. Cox house (#50) and barn (#51), either individually or as a district; Woolridge log house (#52); Cunningham/Wilson log house (#53); Cunningham/Crouch/Burris log house (#54); Long octagonal barn (#57); cabin (#61) and lodge (#60) at Arnold Lodge/Camp Care Away; Cedar Bluff School (#64); district comprised of Emerson Canning Company warehouse (#65), 'dobe huts (#66), and water tank (#67)

HISTORICAL CONTEXT

Missouri's White River lies primarily within Taney County and Stone County, and it is the White River which defines this area of the southwest Missouri Ozarks, both historically and physically.

The White River originates in the Boston Mountains of northwest Arkansas and runs north into Missouri through the southeast corner of Barry County. Flowing through southern Stone County and Taney County it then turns south again into Arkansas, emptying into the Mississippi River in the southern third of the state. Numerous tributaries drain into the White River within Missouri's borders; largest among these is the James River, which roughly bisects Stone County as it runs southward to join the White in the southern part of the county.

Through the ages the groundwater in the White River valley area has dissolved limestone base rock to create karst formations--caves, springs, and sinkholes. This process, added to the effects of surface erosion, has created long, narrow ridges divided by valleys containing deeply entrenched streams. This wearing-away has created a physical landscape of great relief and only average-to-poor soils except in stream valleys. (Rafferty, 16, 11, 3)

The upper bend of the White River within Missouri provided the initial route into southwest Missouri. Early nineteenth-century settlers poled keelboats or flatboats from the mouth of the White, where it emptied into the Mississippi River, into Arkansas and farther north and west into Missouri, a distance of some 600 miles. Even after settlers began to enter the White River valley via roads such as the White River Trace in the 1830s, rivers provided

transportation. Delaware Town, one of the earliest white settlements in southwest Missouri, was located in Christian County on the upper James River and utilized the river for the trade which supported it. (Rafferty, 50) Steamboats traveled up the White River as far as Forsyth, Taney County's seat in 1852; in 1858 a vessel went further up river to the mouth of the James River in southern Stone County. (Ingenthron, 58, 60) Among the products freighted out of the area on the White River were cotton, grain, flour and lumber.

Beginning about 1870 transportation in the White River country utilized new methods and avenues. In that year the St. Louis and San Francisco railroad rolled through Springfield, the urban hub of southwest Missouri, approximately twenty-five aerial miles north of Stone County. In 1882 the "Frisco" line extended a spur south of Springfield to Ozark, in Christian County. With the completion of these lines freight wagons took over much of the river's seasonally uncertain business. Freighters hauled merchandise from rail points in Springfield and Ozark south through the upper White River area into northwest Arkansas, and transported local products north for outshipping by rail. One of the most well-known and well-traveled of the commercial freight roads was the Wilderness Road, which connected Springfield with Berryville, Arkansas via Stone County. The Boston Road also lay partially in Stone County, linking the Wilderness Road with the Springfield-to-Harrison Road to the east. (Ingenthron, 152 & 153)

With the Frisco railroad came a rush of homesteaders and a spurt of economic activity. Saw mills and grist mills could be found scattered throughout Stone County, and remains of two grist

mills may still be found. The earliest, Silver Lake Mill, was built at the end of the Civil War by Davis Kimberling on his homestead at Silver Lake Branch. Kimberling operated it until his death in 1888, when the mill was sold by his widow to her son-in-law Ambrose Cloud. In the early 1900s Cloud replaced the original wood dam with the extant stone structure. In 1915 his son Elias succeeded him; the following year Elias built an addition to house a small tomato canning factory. Elias's sister and brother-in-law Etta Cloud and Jim Wilson operated the business from 1925 until 1940, continuing the canning enterprise until 1928. The mill ceased operation in 1940 and a 1973 flood destroyed the old building, leaving the dam intact. (History of S.C., 199, 200)

Missouri's Bureau of Labor Statistics disclosed that in 1898 Stone County shipped out nineteen surplus products, made possible by the Frisco rail line through adjacent Christian and Lawrence Counties. (Mo. BL Stats, 256) While this report demonstrated that trade was taking place, the products listed indicated that agriculture supplemented by hunter/gatherer extractive activities was still the main occupation, rather than commercial production which would utilize skilled specialization. This report also indicated that traditional livestock husbandry constituted part of the county's culture and economy, with cattle, hogs, sheep, horses, mules, wool, poultry, eggs, butter, and feathers dominating the list of products shipped to market.

The portrait of a county economy dominated largely by traditional livestock and field crops was painted more specifically in 1904, when rail travel was available through Stone County on the partially-completed line. In that year the county's field crop and

livestock products were valued at \$1,447,500. Of this amount, products which, by necessity, were raised on the gentle slopes, valleys, and table lands of northern Stone County constituted approximately eighty-five percent. (Williams, 522, 523) The remaining products, such as broom corn, cotton, tobacco, potatoes, vegetables, and poultry, were suitable and more prevalent (as were extractive products such as swarms of bees and honey) in the southern part of the county where the terrain was steeper, the soil poorer, and large areas of usable land simply non-existent.

Trade represented the metamorphosis of perpetuated frontier conditions--a change which could be termed modernization. It signified economic development, brought money into what had been a cash-poor area, and lessened the isolation surrounding the upper White River area by bringing an awareness of economic connections with the world beyond. This more cosmopolitan attitude was evident in the proliferation of newspapers (the first of which was published in 1874) and small public schools within the area. (WPA "Record of Publishers Notes and Affidavits")

Modernization within Missouri's White River region began in response to stimuli outside its boundaries: the Frisco line to the north and distant markets for surplus commodities. The most rapid and dramatic changes within the White River area, however, were linked to developments within the area and also began with a rail line.

The White River Division of the St. Louis, Iron Mountain and Southern Railway, constructed between 1900 and 1906, stretched from Carthage, Missouri to Diaz, Arkansas, near Newport, generally following the course of the White River. Its western terminus

connected with a Kansas City-to-Fort Scott rail line and its eastern end with a St. Louis-to-Memphis line. On its way from Aurora, in Lawrence County, to Branson and Hollister in Taney County, the White River Division bisected Stone County through Crane, Galena, and Reed's Spring.

The sharp drainage relief of the White River Valley necessitated numerous railroad bridges. Within Stone County alone these ranged from small trestles thirty feet long to enormous ones spanning hundreds of feet. In 1915 the railroad formulated plans to eliminate high trestles by filling in the original treated oak structures or replacing them with concrete and steel. Although not completed for twenty years, this process eliminated the most spectacular trestles from the Stone County landscape but did leave smaller ones intact. (Adams, 90, 91) Some of these remain in use, spanning roads and creek valleys.

Immediate demographic changes corresponded to construction of the rail line. Villages mushroomed, seemingly overnight, along the line. Among these were Crane, Elsey, and Reed's Spring. Although small clusters of people already lived at these points, they were nothing more than settlements oriented toward nearby water sources or overland transportation pathways. Both during construction and after completion of the White River Division these settlements quickly took on the complexion of towns, with all the commercial development implied in that term. Hurley was platted in 1905, Brown's Spring in 1907, North Crane town site was purchased, and Reed's Spring grew into a town large enough to merit its own post office in 1905. (S.C. Deed Records; History of S.C., 44, 77)

Often these railroad villages were simply a relocation of

existing towns toward the railroad, a symbolic indication of the line's importance. Such was the case with Crane and Reed's Spring. Originally located south of Crane Creek, the town of Crane relocated north across the creek parallel to the rail line, and the post office at Ruth, southeast of Reed's Spring, moved to Reed's Spring in 1905. (History of S.C., 44, 76)

Rail line construction also effected momentous changes in the local economy. The railroad company's construction crews, composed initially of Irish laborers but replaced by Austrians after Irish workers abandoned the job, were supplemented by local labor. These workers offered residents a market for fresh foodstuffs such as milk, butter, eggs, and bread. (Adams, 31; Bennett, '93; Hist of S.C., 35, 77) Many locals had never before had either much need or opportunity to earn cash, and the sudden chance to do so--even at the rate of five cents for a loaf of bread--constituted a significant lifestyle change, as had "tie hacking." The hewing of railroad cross ties with an ax, had become a remunerative occupation in Stone County during the nineteenth century when ties, lashed together into "tie rafts", had to be floated down the White River to railhead markets in Arkansas. With the completion of the White River Railway railroad ties joined cord wood, cedar posts, rough-cut lumber for flooring bridges and walnut saw logs on the rail line out of Stone County. The importance of lumbering in the 1920s was demonstrated by the products shipped from Reed's Spring, the county's major depot. In 1926 these included 121 box cars of railroad ties, sixteen car loads of cedar posts, and an unspecified number of walnut logs. (SCNO, 4/27/27) The 1927 tally included twenty-nine cars of railroad ties and eighty-three cars of cedar

posts. (SCNO, 2/8/28) And, as with foodstuffs, although the wages seem paltry at twenty to forty cents per tie and two dollars per cut cord of wood (a 4'x 4'x 8' stack), this constituted a notable step toward a modern cash economy. (SCNO, 1/14/20)

The completed rail line, however, by linking commercial markets to Stone County, presented expansion opportunities to the county which went beyond the merely extractive. The results of two, commercial tomato processing and tourism, had an immediate impact on the county's cultural, economic, and social fabric.

Tomatoes were already recognized as a crop that could flourish on the rocky hillsides of Stone County. With railroad transport available, commercial markets were accessible for the marketing of canned tomatoes. Canning factories soon dotted the county, needing only a water supply and access to a rail stop. While all were, by the nature of their raw materials, seasonal operations, canneries ran the gamut from small, makeshift operations to an inter-county chain which made its owner a millionaire.

Tomato canning had begun in the nearby northwest Arkansas Ozarks in 1885, but apparently the first commercial Stone County canner was Frank I. Mease. Around the turn of the century (1898 by his own account, 1900 according to others) F. I. Mease began canning tomatoes in his home, marketing the finished product door-to-door from the back of a wagon. (Mease also proved tenacious; his operation grew into the Reed's Spring Canning Company just northwest of Reed's Spring and operated into the 1940s.) (Lucas, 3; Powell; Emerson, 2/11/94; History of S.C., 204) Powell Brothers Fancy Hand-Picked Tomatoes, likely the second Stone County operation, was begun in 1907 by Waldo Powell (who would later serve

as a state legislator) on what is now Talking Rocks Road. Early operations such as these utilized rudimentary technology; tomatoes were scalded and peeled, then forced through funnels into a hole in cans. Lids were soldered onto filled cans with a hand-held soldering iron heated in a gasoline fire-pot. (Powell; Lucas, 3)

In 1912 Roy Nelson, the man who would become known as "the canning king of the Ozarks," entered Stone County tomato canning. Nelson, from Marshfield in Webster County, established a network of Stone County tomato canning factories that numbered ten in 1920; at the time of his death in late 1929 he had between fourteen and eighteen factories in Stone and adjacent counties. Between 1920 and 1930 Nelson's Stone County factories included those at Brown's Spring, Galena, Reed's Spring, Carico, Hurley, Crane, Elsey, Quail Spur, and Abesville. (SCNO, 12/11/29; Lucas 3,5; SCNO, 9/22/20; SCNO, 12/18/29; SCNO, var. issues)

Canning factory owners were involved with each season's crop long before it was planted. Cannors contracted with growers for all tomatoes produced on a certain acreage, provided them with seed, then purchased their ripe tomatoes by weight. As early as January, in the dead of winter, local cannors had contracts printed in anticipation of the coming season. (SCNO, 1/29/20)

As an enterprise which required little capital outlay but intensive labor, tomato growing was well-suited to Stone County demographics. From starting plants in indoor beds through field planting, tending, picking, and working in canning factories, all family members contributed. Even families who did not cultivate tomatoes participated, sometimes working as itinerant laborers, moving from their homes to temporary housing near factories. There

the family might work for a particular manufacturer from the first picking through the end of canning. The Nelson factory at Galena, in an attempt to hire women as peelers, offered "light housekeeping rooms furnished free" and "some work for men who furnish peelers." (SCNO, 8/7/29) The Emerson Canning Company, between Reed's Spring and Cape Fair, in 1933 built a row of one room apartments near the cannery operation to provide housing for workers. (Emerson, 1/1/94) Although many of these workers lived relatively near by today's standards, Stone County travel in the 1920s was difficult enough that a temporary move provided the easier solution.

The canning season usually began in late July and ran through October, depending, of course, on the vagaries of weather. The canned tomatoes were labeled, stored in a warehouse, and sold to wholesale companies throughout the winter and spring until the next season's canning began. While the annual canning season consumed just a portion of the year, the work was necessarily intense to prevent ripe tomatoes from spoiling before they could be processed. In a year of excessively good crops factories ran as many as seventeen hours a day and even on Sundays. (History of S.C., 204; SCNO, 9/7/27) A plentiful year could mean losses for the factory owner; having contracted for all tomatoes grown on a certain acreage, if the cannery could not keep up with harvests excess tomatoes were simply dumped after purchase. (History of S.C., 203)

The sum of this process was substantial, in terms of family livelihoods, county prosperity, and the state economy. In 1920 tomato growers received one dollar per 100 pounds of tomatoes, with a projected yield of \$100 to \$140 per acre. (SCNO, 5/26/20, 6/23/20) For a plot of five acres, then, a family might expect to

receive \$500 to \$700 for unprocessed crops. This could also be supplemented by work in the factory. In 1927 the Nelson Canning Company contracted for 450 acres, which would have brought growers \$45,000 to \$63,000. (SCNO, 5/18/27)

In the entire Ozarks region six million dollars worth of tomatoes were canned during 1928, 1929, and 1930. Nelson's Stone County factories alone canned over \$500,000 worth in 1928. (SCNO, 11/28/28, 11/12/30; 5/1/29) Tomato canning was recognized as so important that even county road work was delayed to facilitate it. (SCNO, 8/24/27)

The United States Department of Agriculture assessed Missouri's 1920 produce at 715,000 cases of canned tomatoes. During this period, when the Nelson Canning Company operated ten tomato canneries in Stone County, its Galena plant processed 4,979 cases of tomatoes in one week, which for a short season of six weeks would have totaled 29,784. The 1920 season at the Brown's Spring factory amounted to 3,050 cases. (SCNO, 9/22/20; 9/15/20) These two factories alone, then, produced four percent of the state total. This must also be considered in light of the fact that Nelson was operating eight more factories within the county, in addition to at least five independent plants: White City Canning Company; Ellis Cloud's Silver Lake Branch operation; W. F. Akins' Dry Hollow Canning Factory; Albert Peters Galena factory, specializing in "Fancy Pack" tomatoes; and the McCormick cannery at Carico. (SCNO, var issues 1920) The efforts of Missouri canners combined to rank the state fifth nationally in production of canned tomatoes in 1917. By 1920 Missouri had become the nation's fourth largest producer, a place it held in 1925; in 1927 the state held

seventh place. (USDA 1925, 939; USDA 1927, 900)

Stone County's tomato canning industry survived the Depression years with the help of the Cannery Exchange. Most Stone County canners were customers of the Heekin Can Company of Cincinnati, Ohio. In an effort to sustain an industry on which it relied for its own survival (one Stone County order could amount to three railroad cars full of empty cans) the Heekin Company around 1933 organized the Cannery Exchange. Local Heekin customers operated through the Exchange office in Springfield to purchase cans and supplies, broker canned tomatoes, and obtain loans at nominal interest rates by "leasing" factories and warehouses to the Exchange. The "leases" were merely paper transactions which allowed business to continue at local factories by providing operating capital, but they also shored up Heekin's regional market. Among the local businesses which took advantage of this arrangement were F. I. Mease's Reed's Spring Canning Company, the operation at Brown's Spring, Austin Wheeler Canning Company of Crane, Emerson Canning Company west of Reed's Spring, White City Canning Company, McCormick Canning Company of Reed's Spring, and G. W. Dodgen Canning Company at Blue Eye. Heekin discontinued the Cannery Exchange around 1943 when improved economic conditions made it superfluous. (Emerson, 3/30/94; SCNO, 8/3/27; S.C. Deed Records).

Although tomato canning continued in Stone County through the 1940s and 50s, the number of factories dwindled. Local, independent operations could not compete with the growing wave of interstate franchise operations. The Emerson Canning Company of Reed's Spring (formerly a Nelson plant then the McCormick Canning

Company) was the last independent canning factory in Missouri, operating until 1968. (Lucas, 3; Emerson 3/30/94)

While tomatoes held first place, other agricultural enterprises played important roles in the county's economy. Particularly from Galena northward, strawberries were grown commercially beginning about 1920. The railroad encouraged this, pledging to serve local strawberries in its dining cars and constructing berry sheds at the Reed's Spring and Galena depots to facilitate shipping. (SCNO, 4/29/25; 4/6/27) The production of cattle, veal, cream, sheep and eggs continued on the prairie-like stretches of northern Stone County. (SCNO, 6/8/27; 8/3/27; 3/30/27) Poultry breeding, first promoted by the railroad, provided cash for small raisers who sold excess eggs, but also became big business for northern producers such as Martin Mitchell, who in seven years paid for a farm, a new well, and nine poultry houses with proceeds from his poultry operation. (SCNO, 5/11/27) Ralph W. Sturtevant of Galena, a breeder of Buff Wyandotte chickens, received honors for his birds at the Missouri State Fair, the World's Poultry Congress in Ottawa, Canada, and the International Poultry Show at Ardmore, Oklahoma. (SCNO, 7/27/27, 8/27/27, 8/31/27, 8/22/28)

In terms of long-range effects, perhaps the most significant change effected by the White River railway was the tourism it facilitated and nourished. Even before the line was completed in its entirety, trains brought tourists to points along the finished sections of track. (McCanse Papers, Kalen and Morrow) Upon completion of the White River railway, a tourist industry developed around float-fishing and resorting on the James and White Rivers and exploring the country made famous by Harold Bell Wright's novel

The Shepherd of the Hills. After the 1913 creation of Lake Taneycomo on the White River, rusticity and recreational opportunities made the Lake Taneycomo area the "Playground of the Middle West," the midwest's first impoundment developed for leisure activities.

Tourists to the Lake Taneycomo area, in the tradition of the earliest visitors, continued to take the week-long float fishing trips originating at Galena and ending at one of the many riverside resorts which dotted the James and White Rivers, or spending an entire week floating to Branson. They also traveled what became an established circuit of tourist attractions which included the setting of The Shepherd of the Hills novel, Marvel Cave, and Fairy Cave. And even tourists bound for the lake area in neighboring Taney County visited Stone County en route; passenger trains passed through Crane, Elsey, Galena, Reed's Spring and possibly Brown's Spring (depending on point of departure) and beginning in the mid 1920s automobile travelers took State Highway 3 (later renumbered 65), the primary route to the Taneycomo resort area, through eastern Stone County.

Although the White River Railway connected with a Kansas City/Fort Scott rail line at Carthage and a St. Louis/Memphis line in Arkansas, it had no direct connection to Springfield, the nearest urban center. In 1907 the Springfield Southwestern Railway Company line, a subsidiary of the St. Louis, Iron Mountain and Southern Railway, connected Crane with Springfield. (Crane Pollyanna Club, 21) This line ran northeast from Crane through Hurley and Brown's Spring, two more communities which prospered because of railway presence. With the Springfield connection

completed a group of businessmen from that city which included Drs. Terry and Thornsworth and Messers Robinson, Fox, and Talley joined forces to dam a spring at the village of Brown's Spring, forming a small recreational lake. The lake became a favorite destination for day-trippers and campers who could loll in the shade, purchase ice cream and soft drinks from a shore side pavilion and boat across the lake. (Souvenir Edition, n.p.)

Further south in central Stone County lay the roughly triangular area immortalized by Harold Bell Wright in The Shepherd of the Hills, published in 1907. Bounded by the railroad on the north and east and by the James and White Rivers on the west and south, the territory came to be identified as "the Shepherd of the Hills country". Visitors came to see "Old Matt's Cabin", visit with Levi Morrill (Wright's model for "Uncle Ike") at the Notch post office, walk "the trail that nobody knows how old" and admire the view from Sammy's Lookout.

A large cave just south of the Notch post office had been first opened to the public in 1894 by Canadian W. H. Lynch. (Martin, 19) The dearth of transportation into the area contributed to the failure of this initial attempt at tourism. With construction of the rail line just north of Notch and visitors drawn to the adjacent Shepherd of the Hills Country, another try was made, with Marvel Cave launched as a premier tourist attraction. West and slightly south of Marvel Cave Waldo Powell opened Fairy Cave to the public in 1920; both caves became part of the tourist circuit through the Shepherd of the Hills Country.

Increasing numbers of automobile-owning Missourians became quite vocal in their demand for decent auto roads. The state

responded in 1913 by creating a State Highway Department to handle highway matters which previously had been assigned to the Agriculture Department. Provisions were legislated for designation of "state roads" within counties. The 1917 Hawes Road Law and the 1919 Morgan-McCullough Amendment to it formulated long-range road system plans and set guidelines for state road expenditures within counties.

To cover costs not met by the state many counties presented bond issues to their voters. The need for better roads within Stone County, with its increasingly automobile-driven tourism, was particularly acute, and it was the first county in southwest Missouri to pass a county road bond issue; in 1920 voters approved \$100,000 in bonds and earmarked half of this for state roads. (Mo. St. Hwy. Comm., 76, 77; Mo. State Hwy. Bd., 98; SCNO, 10/20/20, 5/5/20) By the end of 1920 the State Highway Board had approved plans for two roads projects in Stone County. The longest, forty-nine miles of gravel road from the northwest county line south through Crane, Galena, Reed's Spring and Blue Eye to the Arkansas state line, was originally designated State Route 43 but later renumbered Route 13. (Mo. State Hwy. Bd., 78; WRL, 8/3/21)

Stone County's role in Shepherd of the Hills tourism was an important and inevitable one as it provided the only vehicular route from the resorts of Branson and Hollister into the Shepherd of the Hills Country. Present-day Highway 76 west from Branson was not constructed until 1930. Prior to that the sole automobile avenue was old Highway 65 (now 248) north to Reed's Spring Junction, then west to State Route 43 which traveled south, then

east to Notch and Mutton Hollow.¹

Both for this reason and because it acted as the primary avenue into the Lake Taneycomo area, the original State Highway 65 became a connected path of tourist-centered stops such as filling stations, motel courts, souvenir shops, observation towers and scenic viewpoints. Remnants of these may still be found between Reed's Spring Junction and Branson, with a heavy concentration on the south side of Reed's Spring Junction.

The three contexts which give meaning to the historic cultural resources of Stone County are agriculture, both traditional livestock pasturing and the commercial production of tomatoes; transportation which depended initially on rail lines but re-focused on automobile roads; and commerce, particularly the development of tourism. The extant cultural resources, however, can also be differentiated chronologically into three periods: pre-railroad settlement and development (before 1900), the period when rail pathways dominated (1900 to roughly 1930), and the eclipse of the railroad by automobiles (1930 to the mid 1940s). Viewing the cultural remains of agriculture, transportation and commerce within three distinctly different but vaguely-defined time frames illustrates the continuity, but waxing and waning, of each context within Stone County's history.

Few cultural resources remain from the pre-railroad period: William B. Cox home (ca. 1858), Jamesville Store (ca. 1880), McCord Ranch (1888), Woolridge log home (ca. 1890), Cedar Bluff School

¹ The return trip to Branson could be made to the east around Dewey Bald by jolting down ledge rocks which were impossible to ascend if going west.

(1891), Cunningham/Crouch/Burris log home (ca. 1895), Spring Creek Mill (1890s), Silver Lake Mill dam (1900), and Cunningham/Wilson log home (1900). These remains illustrate that Stone County inhabitants, from those who lived in single-pen log homes to residents of what might be called local mansions, participated in commerce which included retail stores and full-time grist mills and that education was available to their children.²

Resources from the era of railroad pre-eminence include all those settlements which flourished because of the rail line--Brown's Spring, Crane, Hurley, Elsey, and Reed's Spring; all structures related to tomato processing, which the railroad made possible; and remains of a river-oriented tourist industry which catered to the first rail-driven generation of tourists.

Although the James River through Stone County was lined with resorts, most of these, because they were constructed to be merely seasonal structures, were not substantial enough to have weathered the years or were submerged by Table Rock Lake in the 1950s. One resort, noteworthy in its day for its modern conveniences, has survived south of Galena. Arnold Lodge was begun in 1914 by J. R. Blunk along the James River south of Galena, but in 1926 Lou Ernest of Independence, Kansas purchased the resort and immediately changed many things, including its name. Known subsequently as

² Although no resources exist from the period, Ponce de Leon was the county's first tourist resort. Beginning in 1882 the town's natural spring was promoted as curative, attracting enough business that in time Ponce de Leon included two distilleries, two hotels, doctor's office, dentist's office, several mercantile businesses, a drug store, two blacksmiths and livery stable. The town began to languish when bypassed by the White River railroad, and succumbed completely with the construction of State Highway 65 (now 160) several miles to the east. (Glossip)

Camp Care Away, the resort became a "members only" facility marketed mostly to out of state tourists. (SCNO, 2/17/26, 2/24/26) Ernest constructed new bungalows, piped water to each of them, and installed lavatories. (SCNO, 3/3/26, 5/5/26) In late 1928 or early 1929 R. L. Jones, an oil and cattle man from Bristow, Oklahoma, purchased the resort. Jones expanded the resort to include a dining hall with an upper floor for campers' cots and an auditorium with his own living quarters in the story above. Care Away operated as a boys' camp into the 1940s, and when Table Rock Lake was impounded in the mid-1950s the buildings were removed further up a hillside to avoid inundation. (SCNO, 4/24/29; Maxwell)

As automobiles eclipsed the rail line a new pattern of tourist resources marked auto transportation routes while rail-oriented ones faded in importance. These new road-side attractions, which included motor courts, were geared toward a motoring public. (For a discussion of changing resort configurations see Myers-Phinney and Quick, 1991.) One area in Stone County which retains the flavor of the 1930s is Reed's Spring Junction.

The settlement of Reed's Spring Junction grew around the interchange of State Highway No. 65, the primary route into the area, and the turn-off to State Highway No. 43 for Shepherd of the Hills attractions which lay west of the Branson area. To reach the Branson/Hollister/lake Taneycomo area tourists went south at this junction; reaching Reed's Spring, Marvel Cave, Fairy Cave, or the James or White Rivers in southern Stone County necessitated a westward turn. At this natural stopping place grew a collection of tourist motor courts, cafes, filling stations, novelty and souvenir

shops, and what may have been the first observation tower in the area, built by Frank I. Mease, local tomato canner. (SWM, 5/18/91) Mease also opened to the public a cavern which he called "Old Spanish Cave" in reference to legends of buried Spanish treasure, just north of Reed's Spring Junction.

Another change in the cultural landscape was effected during the 1930s by the federal W.P.A.. Hard hit by continued drought and the Depression, Stone County received vital government assistance through building projects funded by the Works Progress Administration. The most significant of those in Stone County was the construction of public high schools.

While the multitudinous one- or two-room rural schools made basic education available to rural youngsters, high schools were so few and scattered that most children had to leave home and board near a high school in order to attend. Few families could afford this expense so most children never progressed beyond the eight grades offered in rural schools.

The state, through funding formulas based on attendance, encouraged consolidation to create districts large enough to support at least two-year high schools, thereby making secondary education more readily available. The consolidation of small rural schools into larger districts began in Stone County in 1925 when it possessed only four high schools.³ (SCNO, 8/26/25, 10/10/28) In the county's first consolidation three rural districts merged with Hurley, which had a three-year high school. The success of

³ Crane high school offered three years of secondary education as early as 1913. By 1917 Crane students could attend four full years.

consolidated high schools was readily apparent; only two years after consolidation, when Hurley offered four years, enrollment had grown so rapidly that as many as three students were assigned to one seat, convincing voters to approve a new school building. By late 1928 the county boasted seven high schools, although unconsolidated rural schools continued to operate into the 1950s.

At a time when consolidation and school growth was well underway the Depression struck a real blow to district financing, with drought shriveling tomato crops and burning livestock pasture. The W.P.A. stepped in, constructing high school buildings in Hurley and Reeds Spring. Both were built of local native stone, employing local labor from the quarrying to finishing. Workers on the Reeds Spring school were paid from thirty-two cents per hour for common labor up to forty-four cents per hour for skilled carpentry and masonry. The stone for that building was quarried from White Rock Bluff on the White River in southern stone county and concrete was mixed by hand. (News-Leader, 5/18/86)

All phases of Stone County education--pre-consolidation and consolidated, W.P.A.-built schools--are evident in extant structures. Cedar Bluff School, opened in 1890, operated as a rural school until 1950, when it joined the Galena school district, and the Fairview (also called Possum Trot) rural school building housed students from 1914 through its consolidation with Clever (in Christian County) in 1942. And, of course, the W.P.A. high schools at both Hurley and Reeds Spring were the culmination of local, state, and federal government efforts to further education in rural areas.

For a county with a relatively short history, stretching one

hundred forty-three years from its creation in 1851 to the present, Stone County contains cultural resources which document most aspects of the county's modern history. Absent from northern Stone County is evidence of the pre-modern hillman hunter/gatherer/subsistence farmer; resources in the southern portion of the county may more closely represent that era as the land there prolonged pre-modern activities.

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ARCHITECTURAL AND LANDSCAPE CONTEXT

The historic resources of Stone County reflect natural features which create a division between northern and southern Stone County and result in two economic zones within the county. The northern zone is commercial agriculture and the southern one began as subsistence lifestyles and later became dependent on tourism. While more exact distinctions will become clear with the second southern phase of this survey, examples already indicate the developing pattern. With few exceptions, resources that exhibit the characteristics of Ozarks tourist development properties which have been identified in previous surveys by the authors (Taneycomo) are found near the southern edge of the current survey area.

TOURIST AND HIGHWAY DEVELOPMENT PROPERTIES

Virtually every property inventoried within the Reed Springs Junction area could be considered a tourist rendition of a highway development property. Here a number of slab rock and two slab log tourist development buildings are to be found.

The other grouping of tourist buildings is just south of Galena on County Road 248-50. This group of buildings is the remnant of what was once Arnold Lodge (later Care Away Camp) along the James River. These buildings were all moved uphill about a mile from the river at the time of the creation of Table Rock Lake. While these buildings still present some sense of a lodge building and sleeping cabins the buildings are in poor condition and their integrity has been compromised to some extent.

RURAL DOMESTIC PROPERTIES

Only three log houses have been identified thus far in the northern area. One of these is an anomaly; a round notched log cabin of obviously post World War I construction which because of the rustic treatment of the logs, the rubble and concrete chimney and the sleeping porch suggests it was built as a private get away place. However, it might have been a Depression era log cabin as well. The other two, the Cunningham/Crouch/Burris house and the Cunningham/Wilson house, are single pen hewn log houses and represent 20th century survivals of traditional folk building. Both have high integrity and neither were influenced by craftsman style summer homes seen elsewhere (Taneycomo).

It seems extraordinary that single pen log houses would be still built in this northern part of the county years after the McCord Ranch house had been built in the 1880s or 90s. It might be that the log houses are survivals of something which was more numerous or that, located as they are in the more rugged and remote southwestern part of the northern zone they represent an area of lower economic potential, at least at the time of their construction.

The McCord house certainly represents exceptional prosperity within the county. This house is a fine although modified Italianate mansion. One side has been modified by the addition of classical two story veranda; however the house still retains considerable integrity. The size and construction quality of the majority of rural vernacular domestic buildings in this northern zone, however, do suggest a general high level of prosperity which preceded the coming of the railroad and continued through the

various periods of development outlined in the context until the rural areas began to lose population after the Second World War.

An analysis of the rural domestic buildings of the county also suggests a second if less well defined division. The northeast quadrant of the surveyed area appears to have developed economically first and to have been the most prosperous at least prior to the railroad and the railroad towns. It is within this area that inhabitants seemed most concerned about the images their dwellings projected.

VERNACULAR RURAL HOUSES

It is likely that the earliest surveyed building is the William B. Cox home at Oto, near the exact center of the survey area. Possibly dating from before the Civil War, this double pen house has a central chimney or saddlebag plan. The window-door-window configuration of each pen suggests that it may have been constructed in stages and the tall four over four windows with pedimented frames, while possible additions, still suggest an early date. This house is accompanied by a particularly fine gable roofed barn with a single lean-to. The barn has a wagon bay in the center of the gable ends. It also has an elaborate, decorated gable hood for a hay lift.

The Cox House is located almost in the center of the surveyed area. Other rural houses identified in the survey as possibly preceding the railroad or at least the impact of the railroad are located in the northeast quadrant of the surveyed area. This is the area with greatest access to transportation and regional markets. These other properties include four traditional pen plus

or I house derived homes and one Victorian vernacular cottage. Only the Victorian cottage is currently occupied.

Of the four traditional homes only one runs entirely to the accepted standard form. This house on Highway AA is a substantial story and a half mirror image plan home with narrow siding but no particularly distinguishing features. The other three, the Highway A house, the Ellis Cox and the Kissire House, in some way violate the standard pattern. The Highway A house is a gable roofed story and a half I house with a peculiar small hip roofed gallery over a three quarter width front porch. While each story of the principal facade has three bays they are not consistent divisions above and below. The Ellis Cox home is a story and a half house with a gabled roof, cornice returns, and a strongly projecting gabled two story front porch. On the first floor are two symmetrical centrally located doors characteristic of the mirror image house while there is a single door to the porch gallery above. This combination of a double pen bay pattern below and an I house pattern above is commonly seen in the Ozarks and is also characteristic of the Kissire houses. The Kissire house also has symmetrical central doors below and a tall window above in a center triangular wall dormer above. This is the most elaborately detailed of these three houses, with a full width single story porch, frieze, cornices and shingled gables. All three houses have rear ells.

While it is inappropriate to develop definitive conclusions on so few resources, in the light of considerable additional experience in the Ozarks area two tentative suggestions seem in order. First, given the protracted survival of folk building

traditions in the Ozarks and the distance from the initial origins of those traditions, a broad range of variations may occur within the general vocabulary such as the combining of two types of building in one. The second suggestion is more specific, in that while none of these homes are "standard" neither do they seem unconsidered. In fact, all are carefully proportioned and detailed as are many other buildings in the area which were not inventoried. One might conclude, therefore, that even before the economic impact of the railroad in this northeast quadrant of the survey area, the residents were financially secure enough that they could see their houses as an expression of pride, position and individuality.

There is also a small stone house west of Galena on Highway 248 which represents a later Ozarks vernacular tradition. It is built with slab rock techniques and while it is undistinguished in design the stone work is of a very high level. Stones are set as quoins on the corners and form rosettes in the wall patterns.

BARNS

In addition to the barns mentioned in the context of other buildings, two were inventoried individually. One on Highway V is a typical gable roofed barn of a type with a center drive through and an impressive stone foundation commonly found in the Ozarks. The other on State Route 13 is an octagonal frame barn which suggests the impact of the agricultural services on farm buildings in the early twentieth Century.

RURAL INDUSTRY

There were numerous tomato canneries operating in Stone County

in the mid nineteen twenties. The buildings of three were inventoried in this phase of the survey. These canneries which operated during the summer and early fall were often housed in the most economical of buildings so a low survival rate is not surprising. Of the three surviving the earliest is the F. I. Mease Cannery east of Reed's Spring just off Highway 248. Begun in 1898 it is now a rock faced concrete block ruin. The most recent, the warehouse of the Emerson Canning Company which operated from 1932 until 1947, was housed in a field stone building, the front of which has been greatly altered. Associated with this operation is a large concrete water tank uphill from the warehouse building itself. Such a reservoir was typical of the kinds of structures used before modern pressure water systems were adopted. Also associated with this cannery is the concrete ruin of a "Dobie," an adobe-like building with a sequence of rooms, each with an exterior door like a motel. This dobie was used by the cannery's seasonal workers.

The cannery building with the best integrity is the Nelson Canning Factory at Brown's Spring, one of a number of such canneries owned by Roy Nelson. This long and narrow tile block building with a framed and vertical sided loft and a rock faced block addition on the front is no longer occupied. The building is still a strong reminder of what was one of the most important industries in southwestern Missouri during the first part of the 20th century.

The remains of one rural water mill was inventoried in the area, the Silver Lake Mill. This mill, which operated from 1865 to 1945, was destroyed by flood in 1973. However, the mill dam

remains as does both concrete and stone mill building foundations. Two foundations remain: one stone for the earliest form of the mill, likely a water wheel mill and the other concrete for a later turbine driven mill. A well maintained gable fronted bungalow remains near the mill pond. The bungalow was built with porches on each end. The porch columns are set on stone posts with brick corners. Associated with the site is also an impressive gambrel roofed barn and other outbuildings.

COUNTRY STORES

Another indicator of the apparent relative rural prosperity enjoyed in northern Stone County is the county store. Three are frame and gable roofed; a fourth in the hamlet of Ponce de Leon is shed roofed and sided with block-patterned pressed metal. Of the gable roofed store buildings one at Brown's Spring, once a rail hamlet, has the front facing gable exposed. The other two, one at Ponce de Leon and the other at Jamesville, have boomtown fronts. All four of these stores have a high level of integrity and the one at Jamesville is a particularly good example of a Late Victorian country store with a stone foundation. It certainly pre-dates the railroad and is located in the most accessible northeast corner of the county.

SCHOOLS

The rural school buildings reflect the relative prosperity of the districts in the northern part of the county. The Possum trot one room school of 1914 has an interesting integration of bell tower with vestibule roof attached to hipped central roof. It also

exhibits finely detailed corner mouldings, frieze and boxed soffits. More typical of the Ozarks one room country school is the Cedar Bluff school, with its simple bell tower resting on the entrance end of a gable roof. There is not the luxury of a vestibule for this school. The Cedar Bluff school is in the southwestern area while the Possum Trot school is in the eastern half of the county close to the northern border. Again northern location and proximity to the Springfield area suggest an economic difference.

There are three significant town schools in the area of the survey as well. The 1912 Crane School, now the Crane Residential Care Home, follows a four class room over four classroom plan. It has a hipped-and-gabled roof and a central pavilion on its principle facade. The central pavilion is embellished with cornice returns at the roof line. An entrance porch, the roof of which is supported by short columns and Ionic capitals, aspires to give a sense of monumentality to an otherwise typical school building. Both Reed's Spring and Hurley contain WPA Project schools. Both of these schools exhibit five part facades with central and end pavilions, and are good examples of the type of rock construction typical of Ozarks WPA projects.

RAILROAD AND HIGHWAY STRUCTURES

Because both the Railroad and the highway had major economic impact on the development of Stone county, railroad and highway resources take on an added significance.

The railroad resources surveyed include the Ruth Tunnel just outside Reed's Spring, the site of the Missouri Pacific Division

Terminal Roundhouse at Crane, and a timber Missouri Pacific Railroad trestle near the northwest border of the county. While little remains of the roundhouse except parts of the concrete foundation, both the trestle and the Tunnel retain a high level of integrity and rarity: the trestle because the railroad company replaced most of the timber trestles after 1915, and the tunnel, built between 1903 and 1905, because it was one of only three along the line and the only one along that line in Missouri.

The highway structures included in the inventory are all bridges. The oldest, the McCall Bridge, a typical, steel through truss bridge was first constructed in 1910 as one of three spans over the James River at Galena in Stone County. In 1927 after the construction of the Y-Bridge at Galena, this one span was moved to its present location on County Road V-70.

The other four bridges are all Depression era highway bridges. The least imposing is a concrete slab bridge across Dodge Hollow inscribed "W P A" on one of the concrete posts of a post and pipe railing. The most impressive in terms of height and integrity is Missouri State Highway Department Bridge number J-620 a concrete bridge of standard Missouri Highway Department design on Highway 44, now 248, west of Galena. The other two of these Depression era bridges were built close together across the two branches of Crane Creek on Highway 43 (now Highway 13) in Crane by the contractor M. E. Gillioz of Monett. Gillioz was noted for his buildings as well as bridges and two of his theaters, one in Joplin and one in Springfield Missouri, are on the National Register of Historic Places.

It is worth noting that the railroad cuts across the survey

area from the northwest to the south central area, that part of the area most remote from Springfield and other earlier market hubs. Furthermore, all of the bridges recorded except the McCall Bridge are in the western part of the surveyed area. Not surprisingly the effect of the railroad and later the highway was greatly discernable in these western areas, most notably for the development of the towns of Crane, Galena and Reed's Spring. Brown's Spring, also a railroad development town, is in the more westerly part of the area as well.

CRANE

Several of the historic resources of Crane have already been considered within the contexts of "Schools" and "Railroad and Highway Structures."

Aside from Galena, which was covered by a prior survey, Crane is the largest town in the survey area. It was also a railroad town with a central area which parallels the railroad and a principle commercial street perpendicular to the railroad. While all sections of Crane have been considerably altered the town still contains several significant commercial and domestic buildings in addition to those already considered. All of these date from periods after the construction of the railroad.

Domestic Buildings

The recorded domestic properties of Crane fall into two broad categories: Victorian and traditional homes from the building of the railroad up through the First World War and bungalows from the later twenties up through the early forties.

The traditional homes include four examples: a late Victorian, a four-square, a pyramid and a double pen. The Victorian, 309 Commerce Street, is impressive with hipped roof, central front facing gable dormer, diagonal corners and a curious encircling veranda which may or may not be part of the initial construction. The four-square at 406 Meadow Avenue is an early twentieth century example with a curious full porch with a three quarter gallery. One might consider the gallery an addition except the bay spacing on the second floor is adjusted to accommodate it. At the other end of the economic scale is a pyramid house, 402 Main, and a single story double pen, 502 Meadow, both with a high level of integrity.

The most impressive of the houses in Crane, however, are a matched set of stucco bungalows, 206 and 208 Rose, with gable fronts, inset porches and craftsman details. These two present an exceptional level of exterior integrity. Two other houses of note are a typical Ozarks slab rock cottage at 308 Hemphill Street and an unusual example at 202 Hemphill. The latter is a curious house likely from the early forties upon which smooth cut Carthage limestone is used as slab rock. While an anomaly, this house is very carefully detailed. As noted before in the rural areas, here in Crane houses are used as a medium of expression.

Commercial buildings

The downtown area of Crane has seen considerable modification; however, some brick store buildings still retain integrity. Most impressive in terms of scale is a two story building, 122 Main Street, with a corner entrance. Once the building for the Bank of

Crane, it's corbeled cornice and finely detailed inset window panels on the second floor front have not been altered. Two small single story retail buildings at 206 and 208 Main exhibit high levels of exterior integrity featuring polychrome brick work on the front parapets. A single story three bay retail building at 205 Main has deeply inset panels above the display area. Brick work might be considered a theme in any further preservation review of downtown Crane.

HURLEY

Of the towns within the area surveyed, Hurley would seem to have the greatest possibility for both residential and commercial historic districts. It retains a mix of resources which still suggest the character of life in a small Ozarks agricultural town. It also contains some interesting rock faced concrete block buildings.

Commercial Area

The Hurley commercial area contains two mill buildings. One, the Spring Creek Mill, while in a state of disrepair, retains considerable integrity and presents a clear picture of a large, late nineteenth century, turbine driven water mill building. The other, the Hurley Farmers' Exchange Mill, is a smaller early twentieth century feed mill with a rock faced block lower story.

In addition the commercial area contains an early gas station and two store buildings. The two store buildings are brick with sensitively detailed corbel work in the cornices. Even though they are side by side and touching, and are identical in detail they

were built as separate buildings. The Street fronts of these buildings appear unchanged from the time of their construction.

Domestic Areas

Upon a hill on Walnut street are two concrete block houses. One, an imposing eave fronted bungalow, has rock faced blocks on the first story and porch and smoother but rusticated block in the side gables. The other concrete block house is a large, late Victorian cottage. Although built with rock faced block below and smoother block above, it is very different in style; however it shares similar flared angled frieze boards and cornice returns with the bungalow, which suggests the possibility of a common builder. They both retain a high level of exterior integrity and are more pretentious buildings than one would expect to be built of concrete block.

On the west side of Highway CC just south from the center of town is a group of three small houses each with good exterior integrity. The first encountered when traveling south is a small single story slab rock residence with clipped gables. The second is a gambrel front house with an inset corner porch. The third is a cottage with a corner porch. Both the gambrel roofed house and the cottage exhibit the cornice returns and flared diagonal frieze commented on in the larger block houses.

In addition, along Highway A are two houses: one a small bungalow with field stone based porch posts and a four square typical except for a front facing craftsman dormer. Both these houses are set high on a slope which has been cut away in front of the bungalow and held by a retaining wall. Two garages, one of

concrete sand and one of slab rock, are set into this slope.

REED'S SPRING

Although of comparable or larger size than Hurley and also a railroad town, Reed's Spring does not project the sense of early Twentieth Century prosperity of either Hurley or Crane. Reed's Spring is located in the southeastern part of the survey area in a landscape which is more rugged and where the soil is more stony. The town has an irregularity of organization also characteristic of Galena (previously surveyed) which results from the rugged terrain but which is no doubt exaggerated by an Ozarks aversion to planning.

While there are a number of vernacular residences and commercial buildings in Reed's Spring, a general lack of integrity resulted in only two small vernacular houses, one commercial block and the Presbyterian Church in the central part of Reed's Spring being recorded. The Reed's Spring High School building was considered under Schools.

The only two domestic buildings recorded in Reed's Spring are a story and a half house which looks as if it is a modified mirror image double pen, and a double winged Victorian cottage on a heavy ashlar foundation, The porch roof of the cottage is gone but otherwise the integrity is high. The church has a typical turn of the century corner entry and also exhibits high exterior integrity. One side of the commercial block is of rock faced concrete block and the other is of rusticated block. There are a number of other early 20th Century concrete block buildings in Reed's Spring as there are in Hurley. Decorative faced concrete block could be

considered a theme within the area.

SITES LISTING

Brown's Spring

1. Nelson Canning Factory
2. Peugh Store/Post Office

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3. Possum Trot/Fairview School
 4. Jamesville Store
 5. Ellis Cloud Home
 6. Silver Lake Mill Site
 7. Highway AA House
 8. Highway A House
 9. Archie Owen House

Hurley

10. Hurley School
11. Highway A Bungaloid
12. Highway A Four Square
13. Highway CC Slab Rock House
14. Highway CC Open Gambrel House
15. Highway CC House
16. South Walnut St. Concrete Block House
17. North Walnut St. Concrete Block House
18. Spring Creek Mill
19. Spring Creek Filling Station
20. Farmers' Exchange Mill
21. Spring Creek Grocery

- 22.Highway A Log House
- 23.McCord House
- 24.Missouri Pacific Railway Trestle
- 25.W.P.A. Bridge

Crane

- 26.Missouri Pacific Roundhouse
 - 27.202 Hemphill St. House
 - 28.308 Hemphill St. House
 - 29.206 Rose Ave. House
 - 30.208 Rose Ave. House
 - 31.402 Main St. House
 - 32.Crane Farmer's Exchange
 - 33.Main St. Flea Market
 - 34.Crane Cafe
 - 35.New Life Fellowship Church
 - 36.Bank of Crane
 - 37.309 Commerce St. House
 - 38.Crane High School
 - 39.406 Meadow Ave. House
 - 40.502 Meadow Ave. House
 - 41.Mo. State Hwy. Dept. Bridge J-723
 - 42.Mo. State Hwy. Dept. Bridge J-724
-

- 43.McCall Bridge

Ponce de Leon

44.Ponce de Leon Union Church

45.Cline's Store

46.Edwards Store

47.J.C. Cline Spring House

48.J.C. Cline Barn

49.Ellis Cox Home

50.William B. Cox Home

51.William B. Cox Barn

52.Woolridge Log House

53.Cunningham/Wilson Log House

54.Cunningham/Crouch/Burris Log House

55.Hwy. Dept. Bridge J-620

56.St Rt. 248 Slab Rock House

57.Long Octagonal Barn

58.Kissire House

59.Arnold Lodge/Camp Care Away Cabin

60.Arnold Lodge/Camp Care Away Lodge

61.Arnold Lodge/Camp Care Away Cabin

62.Arnold Lodge/Camp Care Away Cabin

63.Arnold Lodge/Camp Care Away Cabin

64.Cedar Bluff School

65.Emerson Canning Co. Warehouse

66.Emerson Canning Co. 'Dobe Huts

67.Emerson Canning Co. Water Tank

Reed's Spring

- 68.W.P.A. High School
- 69.F. I. Mease Canning Factory
- 70.Hardaway Dry Goods/Reed's Spring Mercantile
- 71.Reed's Spring
- 72.John Arnold/Red Yocum House
- 73.Reed's Spring Presbyterian Church
- 74.Bass House
- 75.Ruth Railway Tunnel

Reed's Spring Junction

- 76.Stucco Cottage
- 77.Stucco Cottage
- 78.Hwy. 248 Cottage
- 79.Slab Log Cabin
- 80.Slab Rock Cottage
- 81.Pyramid House
- 82.Slab Rock Pyramid House
- 83.Slab Rock House
- 84.Pharis Novelty Shop
- 85.Pharis Novelty Manufacturing
- 86.Single-Room Cabin
- 87.Shepherd of Hills Novelty Shop
- 88.Saddlebag House
- 89.Single Pen Cabin
- 90.Slab Log Cabin
- 91.Slab Rock Cabin