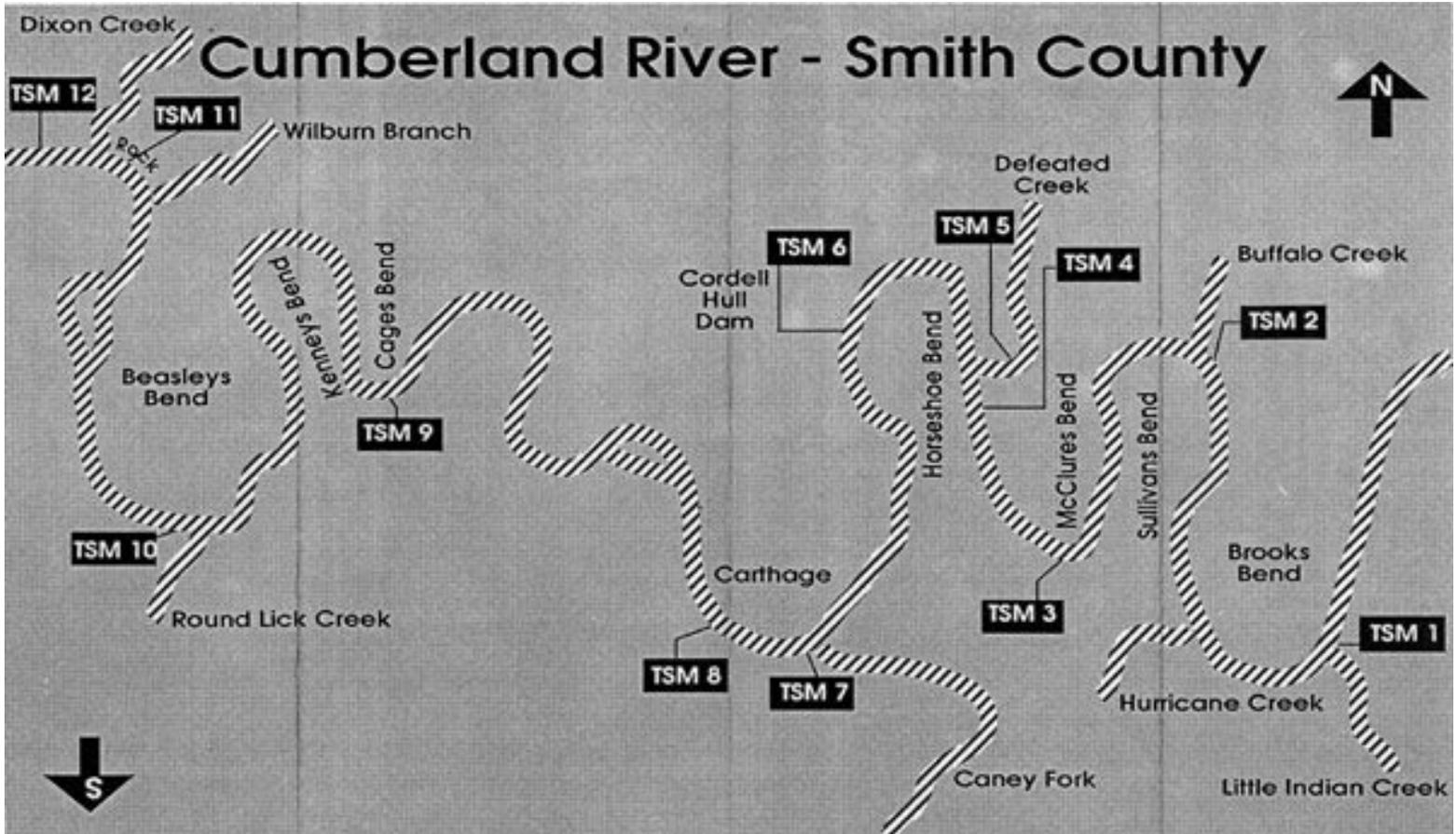


CUMBERLAND RIVER IN SMITH CO., TN

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The Cordell Hull Lock and Dam is located about 5 miles from Carthage, river mile 313.5. Work began in May 1963 and was completed in November 1973. The lake area runs for 72 miles in Smith, Jackson and Clay counties. The site is TSM6.

SMITH COUNTY

TSM 1: Little Indian Creek Landing had a warehouse for shipping and receiving goods and merchandise that served areas of eastern Smith and western Putnam counties. The steamboat Celina was sold in 1932-22 and sank here while being towed down the river. River Mile 331.5

TSM 2: Buffalo Landing #1 at the mouth of Buffalo Creek was one of two landings in the Buffalo Community for the convenience of two steamboats which stopped regularly. Landing #1 also had a ferry that crossed to Sullivans Bend bringing customers to McClellan's Store and students to school. Landing #2 was just up river from the mouth of the creek. River Mile 325.4.

TSM 3: Allen's Ferry was a self-propelled ferry near Jonesboro and the Mount Zion United Methodist Church. A cable stretched across the river and used with a pulley arrangement harnessed the river current to power the boat in either direction across the stream. River Mile 321.

TSM 4: Lock 8, a favorite fishing and picnicking spot for years, was placed in operation on September 15, 1924. The lock was built to standard specifications of 52 feet wide and 280 feet long. It was removed when the Cordell Hull Dam was built just down river. River Mile 317.

TSM 5: West Point, established in 1847 by Ridley and Claibourn West on a portion of the Dr. McClure Revolutionary grant, soon became a thriving center for shipping and receiving of goods and merchandise by way of the packets. William Carter first proposed the Tobacco Inspection Warehouse to the court in 1827. Its located was where the Defeated Marina now stands. Most West Point lands were flooded as a result of the construction of the Cordell Hull Dam. River Mile 316.8.

TSM 6: Cordell Hull Lock and Dam

TSM 7: Walton's Ferry. Captain William Walton came about 1787 to claim and locate the lands granted to him for Revolutionary service. On these lands he established an inn and operated his ferry at the confluence of Cumberland and Caney Fork Rivers, crossing both. From this point he also began the historic Walton Road which opened up an overland migration trail into Middle Tennessee from the east. River Mile 309.

TSM 8: Cordell Hull Bridge and Cothorns Ferry. The bridge opened to traffic in 1936, replacing an old plank toll bridge located a short distance down river and exiting on 2nd Street in Carthage. The bridge served until 1991 when it was replaced by the Veterans Memorial Bridge about a mile upstream. Starting about the 1830's in the general area of the Cordell Hull Bridge, John Cothorn ran a ferry that served Carthage and the south side of the river. River Mile 308.2.

TSM 9: Lock 7 was placed in operation on October 18, 1910 to make the stream more navigable for river traffic. The lock area is now used by Smith County as a recreational park. River Mile 299.7.

TSM 10: Rome Ferry, now called the Jere Mitchell after a native killed in World War II is the one of two ferries remaining in operation on the Cumberland. Last privately owned by Comer Haley of Beasleys Bend, who provided the ferry and its landings to the county in the late 1920's for one dollar, it is to operate until a bridge is built at this location, according to the agreement with county officials. The ferry was placed on the National Register of Historic Sites in 1987. River Mile 292.4.

TSM 11: Bledsoesborough was part of a Revolutionary War grant to Lt. William Saunders, a charter member of the Society of Cincinnati and who settled here in 1790. The proposed town was platted nearby but rejected as the county seat by one vote at an 1804 election by the voters of the county meeting of the Smith County Court of Pleas and Quarterly Sessions. River Mile 286.

TSM 12: Wright's Landing was located on a part of the Revolutionary War grant to Captain Tilman Dixon. It became a major port and significant factor in area economy while steamboats were primary transportation. A multi-story warehouse in connection with this facility was operated by Romulus C. Wright and his descendants until after 1915. River Mile 284.

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