

2011 FLOOD PROBLEM AREAS BEING CORRECTED

Permanent Solutions being constructed at 11 Problem Areas

There were (12) major problem areas discovered during the Historic 2011 Flood that needed attention and remedial work.

In December 2011, Congress passed an \$802 Million Supplemental Appropriation for disaster relief to repair the MR&T System following the 2011 Flood. The Mississippi Levee Board and the Vicksburg District Corps of Engineers are using part of this money to permanently correct 11 problem areas.

FIVE PROBLEM AREAS FIXED

In the Summer of 2011, the Corps contracted to remove and recycle the poly-sheeting from the landside slope of the **Yazoo Backwater (YBW) Levee**. The Corps Hired Labor Crew permanently raised the low areas up to elevation 107.0', and the Corps let a maintenance gravel supply contract which added new limestone on 7.3 miles of the YBW Levee (Sta. 0-385 YBWL).

In mid-September 2011 the Corps contracted with Phylway Construction, LLC to build a 1,700' long, 200-240' wide landside seepage berm and install 30 relief wells at **Buck Chute (Item 458L)** and build a 2,500' long, 150' wide landside

seepage berm at **Albemarle (Item 465L)**. Phylway completed the Buck Chute berm and relief wells by mid-December 2011. Phylway completed the dirt work for the Albemarle berm in April 2012

In 2012, the Vicksburg District contracted with Gulf Group, Inc. to rebuild and extend the landside seepage berm and install 16 relief wells at **Francis (Item 616L)** and to rebuild and extend the landside seepage berm and install 11 relief wells at **Above Greenville (Item 543L)**. Item 543L was accepted by the Corps of Engineers in July 2014 and Item 616L is virtually complete with the exception of repairing some erosion and turf establishment.

PROBLEM AREAS UNDER CONSTRUCTION

In 2013 the Corps contracted with Harding Enterprises, LLC to build a 11,500' long landside seepage berm and install 32 relief wells at **Tara (Item 456L)**. All of the relief wells have been completed and the landside seepage berm is under construction. This item is currently 43% complete.

The remaining five (5) reset items have been consolidated into one project called Operation Watershed Recovery. This project was awarded to Magruder

Construction Co., Inc. in December 2013. The contractor will construct a 4,400' long, 110' wide landside seepage berm and install 43 relief wells at **Avon (Item 526L)**, 6 relief wells at **Greenville (Item 539L)**, 12 relief wells at **Leota (Item 514L)**, 21 relief wells at **Lake Jackson (Item 509L)** and 16 relief wells at **Ben Lomond (Item 488L)**. Construction has commenced at Avon with the borrow and berm areas being cleared and construction has started on the landside seepage berm. Operation Watershed Recovery is currently 6% complete.

CONSTRUCTION TO BE COMPLETED BY THE END OF 2014

By the end of 2014, 11 problem areas discovered during the Epic 2011 Flood will have a permanent solution in place. The 11 problem areas were corrected by installing 187 relief wells and constructing 20,405' (3.9 miles) of landside seepage berm. The Vicksburg District Corps of Engineers utilized 5 separate contracts totaling \$11.3M. The Mississippi Levee Board would like to thank Congress for appropriating the emergency money and the Corps of Engineers for designing and contracting out the work to fix all these problem areas. ■



Avon - Pre-Clearing for Landside Berm



Avon - Clearing for Landside Berm



Avon - Landside Berm - Clearing Results



Avon - Loading Borrow



Tara - Completed Relief Wells



Tara - Hauling Material



Mowing Completed Albemarle Berm



Avon - Hauling Borrow Material



Avon - Loading Borrow

Commander, Mississippi Valley Division & President-designee, Mississippi River Commission

Brigadier General Michael C. Wehr assumed command of the Mississippi Valley Division, Vicksburg, Miss., August 29, 2014. He also serves as president-designee of the Mississippi River Commission. Wehr came to MVD from Afghanistan where he served as director of the Joint Engineering Directorate, United States Forces-Afghanistan, and commander of the Transatlantic Division (Forward), Afghanistan.

As MVD commander, Wehr is responsible for a \$2 billion civil works program. In addition, he plays a vital role in managing the Corps water resources program in the Mississippi River Valley.

Wehr grew up in a military family, studied civil engineering, and was commissioned a second lieutenant through ROTC at Santa Clara University in 1985. His formal education is typical of

a career engineer officer and includes the engineer officer courses, a master's degree in civil engineering from the University of Texas and graduation from the Command and General Staff College and the Joint Forces Staff College.

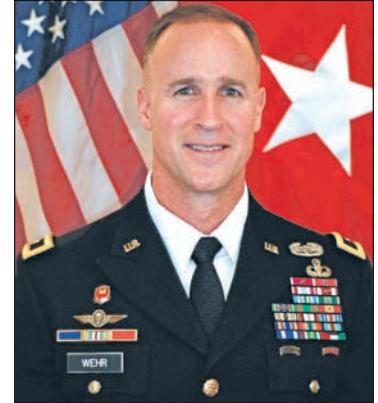
Wehr served in engineer battalion assignments as a Lieutenant at Ford Ord, Calif., in the 14th; as a Captain at Fort Bragg, N.C., in the 307th; as a Major at Fort Stewart, Ga., in both the 92nd and the 11th; and returned back to Fort Bragg as a Lieutenant Colonel to command the 307th Engineer Battalion in OPERATION IRAQI FREEDOM. Following command, he continued to serve the 82nd Airborne Division as the Chief of the Modular Force Coordination Cell for the Transformation of the Division. Other engineer assignments

include the Japan Engineer District, U.S. Pacific Command and the Vicksburg District.

He is grateful to have been awarded the Bronze Star with oak leaf cluster, the Ranger tab and the Sapper tab. He also holds a professional engineer license in the Commonwealth of Virginia.

The Mississippi Valley Division is responsible for water resources engineering solutions in a 370,000-square-mile area, extending from Canada to the Gulf of Mexico and encompassing portions of 12 states. Work is carried out by district offices located in St. Paul, Minn.; Rock Island, Ill.; St. Louis, Mo.; Memphis, Tenn.; Vicksburg, Miss.; and New Orleans, La.

Since 1879, the seven-member presidentially appointed Mississippi River Commission has developed and matured plans for



General Michael C. Wehr

the general improvement of the Mississippi River from the Head of Passes to the Headwaters. The Mississippi River Commission brings critical engineering representation to the drainage basin, which impacts 41% of the United States and includes 1.25 million square miles, over 250 tributaries, 31 states and two Canadian provinces. ■

Mississippi Valley Flood Control Association

The Mississippi Valley Flood Control Association (MVFCA) was established in 1936 as a group of levee boards and drainage districts from the lower Mississippi River Valley seeking legislative amendments to the 1928 Flood Control Act. A predecessor organization, The Mississippi Valley Association organized in 1922, was abandoned after doing important work getting the 1928 Act passed by Congress.

The MVFCA has been active since that time and annually visits with U.S. Congressional members to seek appropriations to complete the vital Mississippi River and Tributaries (MR&T) Project.

The Association's five major objectives are:

- To provide an agency through which all people of the Mississippi Valley may speak and act jointly on all flood control, bank stabilization, navigation and major drainage problems.
- To seek Congressional authorization and appropriations for the early completion of all flood control projects needed for the protection

of the Mississippi Valley against the maximum probable flood.

- To secure the stabilization of the banks of the Mississippi River to assure the integrity of the Main River Levee System.
- To support channel and major drainage improvements throughout the Mississippi Valley.
- To cooperate in every proper way with the Department of the Army, the Chief of Engineers of the United States Army and the Mississippi River Commission.

The MVFCA President and two Vice Presidents are sitting members of the United States Congress. Senator Roger Wicker (MS) is the current President of the Association. Past MVFCA Presidents include Thad Cochran, G.V. "Sonny" Montgomery, Tom Abernathy, John Stennis, Frank Smith and Will M. Whittington. The Executive Vice-President along with a ten member Executive Committee, created in 1946, acts for the Association on business and policy matters. The Mississippi Levee Board is a charter member of the

MVFCA and has had a seat on the Executive Committee since it was established. Mr. Fred Ballard, President of the Mississippi Levee Board, currently serves on the Executive Committee along with Mr. Willie Gregory, President of the Yazoo-Mississippi Delta Levee Board. The current Executive Vice-President is Rob Rash who follows the legendary George C. Grugett who served as Exec. V-P from 1980 to 2012.

The late Harold Council, of Greenville, also served on the MVFCA Executive Committee prior to his appointment to the Mississippi River Commission.

The staffs of the member organizations also serve as members of the Engineering Committee of the MVFCA and this Committee has, over the years, been chaired by Mississippi Levee Board Chief and Assistant Engineers including J.S. Allen, Newman Bolts, James Wanamaker, Peter Nimrod and Bobby Thompson. ■



Steve Gambrell, George Grugett and Rob Rash



Levee Enlargement Projects

Work continuing despite limited funding from Congress

Levee Enlargement Project Update:

Completed Work - 35.4 miles
 Items 474L, 477L, 488L, 496L & 502L
On-going Construction:
 Item 468L - 4.7 miles - 87% Complete
 Item 463L - 2.7 miles - 55% Complete
 Item 509L - 3.9 miles - 23% Complete
Future work remaining - 22.3 miles



468L - Topping Out the Levee



468L - Topping Out the Levee



468L - Embankment Construction



463L - Loading Borrow Material



463L - Hauling Borrow Material



463L - Embankment Construction



509L - Embankment Construction

Work continues on the levee enlargement and berm projects in the Mississippi Levee District. The Corps has completed 35.4 miles of levee and currently has another 11.3 miles under contract of the original 69 miles of deficient levee. Item 468L, a 4.7 mile conventional levee enlargement project is 86% complete. This

item is on the northern portion of MS Hwy 465 to Goose Lake Road. Item 463L, a 2.7 mile conventional levee enlargement project, was awarded in October 2012 to Circle Construction, LLC and is 49% complete. Item 509L, a 3.9 mile conventional levee enlargement project, awarded to Affolter Construction is 18% complete ■



509L - Hauling Borrow Material



509L - Construction

Helicopter Application

155.4 miles of interior streams sprayed in Fall 2013

The U.S. Army Corps of Engineers began work on the Big Sunflower River & Tributaries Project in 1947. This project included channel improvements to over 700 miles of interior streams located within the Mississippi Delta. These streams provide the outlet for flood water in the Delta. In 1950, the Mississippi Legislature authorized the two (2) Mississippi Delta levee boards to participate as local sponsors of Corps of Engineers projects within the Yazoo Basin. The Mississippi Levee Board is responsible for minor maintenance for 350 miles of interior streams within the Mississippi Levee District.

To perform this much needed maintenance, the Mississippi Levee Board contracts with a helicopter applicator to spray a portion of the interior

streams each year. A mixture of aquatic herbicides are sprayed on the underbrush and privet that are encroaching into the required clear width of the channel. This required clear width must be maintained to ensure the streams have adequate flood storage and passage capacity.

This year the Mississippi Levee Board treated 155.4 miles of its interior streams. This included 1,194 acres of interior streams located primarily in the southern half of the Mississippi Levee District. Provine Helicopters sprayed on October 3-5 and 10, 2013. Streams treated this year included Steele Bayou, Big Sunflower River, Little Sunflower River, Dowling Bayou, Ditchlow Bayou, Valewood Ditch, Twin Lakes, 6-Mile Cut-Off and the Holly Bluff Cut-Off. ■



Loading Aquatic Herbicides on Helicopter



Helicopter spraying

Mississippi Levee Board Meeting Recaps

OCTOBER 2013

The Board took the following action at the October 7, 2013 regular board meeting: reviewed bids and awarded purchase of two new utility vehicles to Cannon Ford, Cleveland, MS; authority was given to advertise for worker's compensation insurance; concurred with permit issued to Centennial Pipeline Company for a pipeline crossing at Sta. 5157; November 14, 2013 was set as the date for annual levee inspection trip; and received report from the Chief Engineer on all ongoing projects in the Mississippi Levee District.

JANUARY 2014

The Board took the following action at the January 13, 2014 regular board meeting: reviewed bids and awarded Worker's Compensation Insurance to South Group Insurance; authorized advertisement of bids for Business Auto/Public Officials & Employees/Liability/ Contractors Equipment Insurance, chemicals and vehicles; concurred with permits issued to TROP Casino for casino expansion and improvements, to

Myresville Farms and Fins & Feathers for a riverside gate near Sta. 6860, to Mississippi Huntington Point, LLC for a riverside gate near Sta. 3363; authorized advertisement for a rubber tire backhoe/loader; authorized a delegation to the MVFCA Congressional Meetings March 24-26 in Washington, D.C. to discuss FY 2015 Appropriations for Corps projects in the Mississippi Delta; and received status reports on all the ongoing projects in the Mississippi Levee District and meetings attended.

APRIL 2014

The Board took the following action at the April 7, 2014 regular board meeting: reviewed bids and awarded purchase of Case 580 SN backhoe/loader to Ayres Delta, agreed to accept low bids on chemical purchases for next 12 months, awarded general liability, automobile and property insurance to South Group Insurance, and awarded purchase of a ¾-ton pick-up truck to Cannon Ford; concurred with permits issued to: Delta Telephone Co. for buried utility crossings at Sta.



Ginger Morlino swearing in Commissioners Kenny Rodgers, Nott Wheeler, Jr., Paul Hollis and Hank Burdine.

7918 and Sta. 8083 and to Energy Transfer Crude Oil Co. for pipeline at James Crossing Sta. 5124; authorized advertisement of bids for helicopter application; agreed to purchase John Deere 5055E tractor at State Contract price from Wade, Inc.; and received status reports on all ongoing projects in the Levee District.

JULY 2014

The Board took the following action at the July 14, 2014 regular board meeting: re-elected commissioners Kenny Rodgers, Nott Wheeler, Hank Burdine and Paul Hollis were sworn in; Fred Ballard was re-elected President of the Board; Kenny Rodgers was re-elected Vice-President of the Board; adopted 2014-2015 budget; set ad valorem tax rate of 2.90

mils (no change); received Chief Engineer's Annual Report; accepted bid on helicopter application work by Provine Helicopters; concurred with permits issued to: SW Gaming, LLC near Sta. 4420 for parking facilities, fencing, utility crossings and improvements and to Enbridge Energy Marketing, LLC for pipeline crossing at Sta. 6831; authorized a delegation to the MVFCA Annual Fall Congressional Meeting September 9-10 in Washington, D.C. to discuss FY 2015 Appropriations for Corps projects in the Mississippi Delta; authorized a delegation for the National Waterways Conference September 17-19 in Shreveport, LA; and received status reports on all ongoing projects in the Mississippi Levee District and meetings attended. ■



staff profile:

Darryl Jordan

Levee Board Maintenance Crew Operator

Having previously been a summer worker, Darryl Jordan joined the Mississippi Levee Board Maintenance Crew full-time in March 2011 just in time to help fight the 2011 Flood. While he is an experienced operator on all of the Levee Board equipment, he prefers operating a bulldozer.

Darryl is a native of Greenville, Mississippi and is a graduate of Washington School. He and his wife are the parents of one child. In his spare time, Darryl is an avid deer hunter and he enjoys fishing.



2014 MISSISSIPPI LEVEE BOARD



COMMISSIONERS:

Fred A. Ballard, Jr., President, Washington County
Kenneth Rodgers, Vice-President, Humphreys County
James W. House, Jr., Bolivar County
Nott Wheeler, Jr., Bolivar County
Roy Nichols, Issaquena County
Hank Burdine, Washington County
Paul Hollis, Sharkey County

STAFF:

Peter Nimrod, Chief Engineer
Robert M. Thompson, Assistant Engineer
Charles S. Tindall, III, Attorney
Judy B. Ross, Treasurer
Ginger Morlino, Secretary
Patrick Bolls, Maintenance Superintendent
Rick Boyd, Engineering Technician



MRC Presents Award to Levee Board



August 15, 2014 - MS River Commission President Gen. Duke DeLuca presents the MS Levee Board with a "Certificate of Appreciation for outstanding leadership, developing and executing levee assurance roles and responsibilities in the recovery and maintenance of the levees following the 2011 Record of Flood. In appreciation for outstanding partnership with the Mississippi River Commission. Your devoted interest, professional knowledge, and leadership have significantly served the people of the Mississippi Valley and the members of the Commission." ■

RECENT RETIREMENTS: Matthew Taylor & Benjamin Wright Over 26 years of experience



Matthew Taylor retired on December 31, 2013 after serving over 15 years as an operator on the maintenance crew.

Benjamin Wright also retired on December 31, 2013 after serving over 11 years as custodian of the Levee Board. These gentlemen have been a vital part of Levee Board. Their dedication, service, dependability, work ethic and experience will be greatly missed. The Levee Board hosted a joint retirement party for Matthew and Ben on December 13, 2013 at the Levee Board shop in which Commissioners, staff, crew and family attended and presented them with resolutions honoring these gentlemen. ■

2013 Annual Bus Inspection



Members of the 2013 Annual Levee Inspection take a photo in front of the Onward Store.

On November 14, 2013, the Mississippi Levee Board hosted its Annual Levee Inspection. This year's trip inspected the south portion of the levee system starting at Hwy 61 and the Yazoo Backwater Levee and proceeding north through Item 456L – Tara Seepage Control Project on the Brunswick Extension Levee and continuing north on the Mainline Mississippi River Levee through Item 463L – Levee Enlargement Project.

Lunch was served at the Onward Store, Onward, Mississippi. ■

Kent Parrish USACE Program Manager of the Year



August 20, 2014 – Kent Parrish is awarded the United States Army Corps of Engineers Program Manager of the Year for 2014. Kent has worked closely with the Mississippi Levee Board on the Mainline Mississippi River Levee Enlargement Project and the Yazoo Backwater Project. Kent also was instrumental in assisting the Levee Boards within the Vicksburg District with the Epic 2011 Flood. "Kent is a special person with high moral values and a willingness to get things done when the tough gets going," said Fred Ballard, President of the Mississippi Levee Board. Chief Engineer Peter Nimrod said, "without the intervention of Kent during the 2011 Flood, we might not have been able to hold back the flood. His actions during that epic flood helped us prevent a tremendous disaster. I can't think of anyone more deserving of this type of nationwide honor within the Corps than Kent." ■

IN MEMORIAM: Johnny Robinson (1932-2014)

Johnny Robinson died January 12, 2014 at his home. Mr. Robinson served as Levee Board Commissioner from 2000 to 2010. Robinson was born February 12, 1932 in Brookhaven, MS. Robinson played football at Alcorn State University and graduated in 1958 and obtained a Master's Degree from Delta State University in 1974. He started as an elementary teacher, then



a high school assistant principal and finally as an elementary school principal in Greenville, MS. He retired in 1999 after a 40 year career in education in the Mississippi Delta. In 2000 Robinson was appointed and later elected to fill the vacancy created by the passing of Mr. Murry Alexander. He dutifully served through 2010. In 2009 he was inducted into the Alcorn Hall of Fame. Robinson is survived by his wife of 55 years Madeline, three children Stefann (Besse Marie) Robinson, Deirdre (Joe) Davis and Ken Robinson, three grandchildren and two great-grandchildren. ■

Levee Board Attends Meetings in D.C.

Annual meeting with the Mississippi Congressional Delegation seeks appropriations for flood control projects and provides ongoing project updates

The Mississippi Levee Board traveled to Washington, D.C. and met with the Mississippi Congressional Delegation during March 24-26, 2014. This annual trip provides the delegation with a status update of ongoing flood control projects

in the Mississippi Delta and it is an opportunity for the Levee Board to discuss funding requirements for U.S. Army Corps of Engineers projects in the Mississippi Delta.

During the visits with the Congressional Delegation,

Chief Engineer, Peter Nimrod provided updates on the existing Mainline Mississippi River Levee Enlargement & Berms project and all the Reset Items following the 2011 Flood. Funding requests for U.S. Army Corps of Engineers projects

within the Mississippi Delta were presented to the Delegation.

The Board also heard testimony before the House Mississippi River Congressional Caucus on the 26th. ■



Levee Board & Greenville Port in front of U.S. Capitol



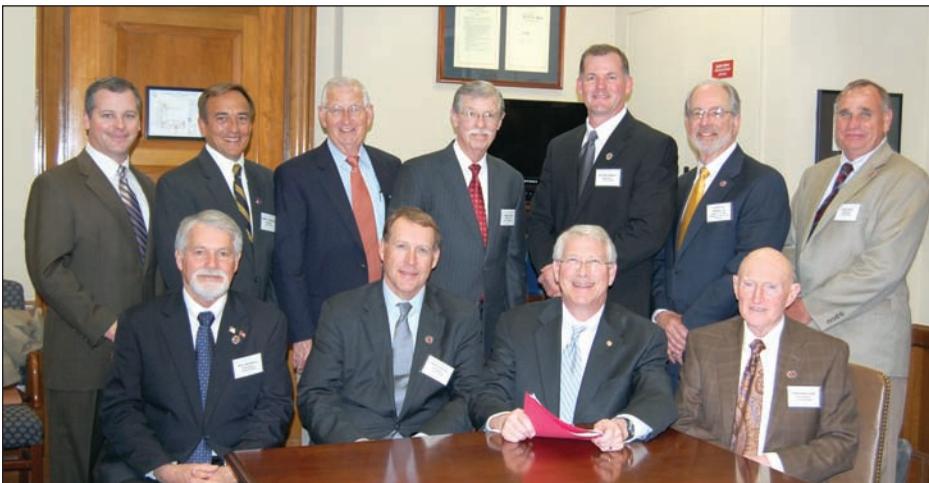
Cong. Bennie Thompson with Levee Board



Sen. Thad Cochran with MS Levee Board



Cong. Gregg Harper with Levee Board



Sen. Roger Wicker with Levee Board & Ports



Dredge Jadwin Making Navigation Possible During Low Water



Dredge Jadwin, dredging the Greenville Harbor

BY HANK BURDINE

Her ribs were joined together with white hot rivets as was her skin and bowels. She slipped her ways in Point Pleasant, West Virginia on October 30, 1933, along with two sisters, to join the continuing fight to keep the greatest river of the North American Continent, and third largest in the world, in control. She was named after the one man that had the foresight to know how not to confine and demand the Mississippi River to follow his wishes, but to allow the Father of Waters to go where it historically wants to during times of peak flood. By designing flood basins to be opened up, our own Yazoo Backwater Levee to be over-topped and the Bird's Point Levee north of Cairo to be blown up, Chief Engineer, Lieutenant General Edgar Jadwin worked "with" the river, allowing it to show its sometimes overwhelming might while keeping us dry at the same time. And during the Great Flood of 2011, the greatest flood of our recorded history that carried 26% more water than 1927, his ideas worked. Not one person died because of the flood nor was one acre of ground flooded that was not supposed to.

Lt. General Edgar Jadwin's plan of strengthening the existing levee system, placing concrete revetments along the riverbanks, improving the existing river channel by dredging and contraction works, having a controlled spillway and utilizing three floodways, led to the comprehensive Mississippi River and Tributaries (MR&T) Project which was authorized by the Flood Control Act of 1928. This project is overseen by the Mississippi River Commis-

sion. Since its inception in 1928, the MR&T Project has cost the American taxpayers \$14 billion dollars yet has prevented \$612 billion in damages, returning a 44:1 cost/benefit ratio. This return is unheard of in today's times. The Dredge Jadwin has been an integral part of this project since she first felt water upon her hull. At 81 years old she works harder today than ever before and allows her crew to speak with pride and admiration whenever her name comes up. I have had the honor to be aboard the Dredge Jadwin on two occasions as a Commissioner of the Mississippi Levee Board and have seen firsthand how hard she works and why she feels like home to her steadfast crew of 47 men.

The Dredge Jadwin is one of a small fleet of "dustpan" dredges designed to "sweep" the bottom of the river and tributary channels and mouths of ports insuring continuous flow of barge and towboat traffic. The 32' wide head uses high pressure water jets to loosen and agitate the mud, sand and sediment along the bottom down to a depth of 62'. Two 1,200 horsepower diesel-electric motors turn twin 750-volt DC electric motors which spin the rotors on a huge pump moving 16,500 gallons per minute and compressing the slurry from a 38" pipe into a 32" outflow pipe. This constriction allows the water and sand and mud to be pushed almost 1,250' to the exit point through the pipe placed atop 20 articulating pontoons. The Dredge Jadwin can pump over 4,000-cubic-yards of material an hour and working 24-hours-a-day will send almost 100,000 cy of material downriver. That is

enough mud to fill 5,000 dump trucks each day and would cover a football field 60' high with dirt. Working on average of 120 days a year, the dredge spends the rest of the time in Vicksburg undergoing annual maintenance and repair. Almost all of the repair work is done by the ever attentive crew itself. They don't want outside contractors working on THEIR boat.

The Jadwin started out as a steam powered boat, was rehulled in 1953 and refitted in 1985 with diesel-electric fuel efficient engines. The refitting, along with upgrading crew quarters, cost about \$10 million as opposed to \$40 million for a new dredge. Down and repair time went from an estimated 5 ½ hours a day to 50 minutes after refitting. All support vessels are lashed together for moves as one unit ending up with a 540' long package 111'



Dredge Jadwin

wide and carrying a 9' draft. The refitting has allowed for a 25% reduced travel time between jobs. Once on site and anchored the Dredge Jadwin can be pumping within 3 hours.

But what does all this mean to us in the Delta? Without dredging in our ports and harbors, the mouths of our channels will silt up and we could not get barges in or out, or at best, we would have to light load barges, adding greatly to the costs of shipping. With our ports shut down, our abundant grain harvest would have to be trucked out adding tremendously to the cost of grain, not to mention added traffic congestion to our highway and interstate system. Storage facilities would overflow and commerce along the river would almost come to a standstill during times of low water. Historically the lowest water on the river is during

the peak of our harvest. The Mississippi River Commission is required by the MR&T Project to maintain a 9' deep and 300' wide channel in the Mississippi River. During the drought of 1988, the river was closed at Greenville because of grounded barges and low water, tying up hundreds of boats and thousands of barges. We have a different river today than we had in 1988. Streamside revetments, directional dikes and channel improvements have allowed the river to do a lot of the work dredges used to do. By forcing the river to go where the engineers deem necessary during normal stages, the current and flow of the river itself scours out the bottom and helps maintain the required channel depth. However, each high-water event silts up the mouths of our harbors and ports demanding a continuous need for maintenance

dredging and this costs money.

The success of the MR&T Project is phenomenal and has allowed us in the Delta to live normal lives un-worried of the devastating floods of yesteryear. Our goods and products can move freely in the most cost effective method of transportation there is, along and on the Mississippi River. The Dredge Jadwin has served a most important and integral part of making all this happen. She's old, but she works hard and is well respected up and down the river. Where her once steam and black smoke spewing twin stacks were recognizable from afar, today her efficient and capable abilities are admired and valued on the rivers upon which she travels. I tip my hat to the Dredge Jadwin and God willing; hope to be upon her when she turns 100. ■

BACK IN TIME:

Stephen B. Duncan

Mississippi Levee Board President 1893-1895

The *New Orleans Picayune* of yesterday morning says: Stephen B. Duncan, one of the largest and best known cotton planters of the south, died suddenly at his plantation home (Baleshed) in Issaquena County, Mississippi yesterday, aged 58 years. The news of the death of Mr. Duncan was received by telegraph here late yesterday, and came as distinct shock to his relatives and friends who had received no intimation that he was ill.

Mr. Duncan was the son of the late Samuel T. Duncan and Martha Parker and was one of the best known men of the sister states. He was prominent in the club life of New Orleans, having been a member of both the Boston and Pickwick Clubs as well as other exclusive social organizations.

Having been left motherless when a small child, Mr. Duncan was reared by his aunt, Mrs. John M. Parker, and the news of his sudden death, received by the Parker family yesterday, has caused profound sorrow in many of the most prominent homes of New Orleans.

Of a warm and lovable disposition, Mr. Duncan's friends were

to be numbered by the thousands. He was prominent in the affairs of his county and the States of Louisiana and Mississippi although never in politics, the only office which he ever held being that of a member of the Levee Board of Issaquena County.

Mr. Duncan graduated from the University of Mississippi at Oxford and soon afterwards took charge of his plantations in that state. He was married to Mrs. Elsie Armour-Bolte, daughter of the former chief justice of the Province of Ontario, Canada.

The remains of Mr. Duncan will be brought from Issaquena county to Vicksburg today. Colonel John M. and Judge Porter Parker left last evening for Vicksburg where they will



Stephen B. Duncan

receive the body and hold it pending the arrival of Mrs. Duncan from Toronto, where she had been visiting relatives. Mrs. Duncan was telegraphed for yesterday and is now en route home. She will join the funeral party at Vicksburg, when the remains of Mr. Duncan will be taken to Port Gibson, Miss. for interment in the family burial grounds. Judge Parker will probably not be able to return until Thursday.

Source: The Natchez Daily Democrat, December 16, 1912, Page 2. ■

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