Member Phi Beta Kappa - Dec 7, 1940
33rd Degree Mason, Oct. 6, 1967
Litt. D. degree, Univ. of Kentucky, 1947

SCRAP BOOK
OF
J. Winston Coleman, Jr.
Lexington, Ky.

Historic Sketches of Lexington and Fayette County and Kentucky in General.
The
BOOK SHELF
SCRAP BOOK
of
J. Winston Coleman, Jr.
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Helm Rites Set Monday

Long Illness Takes Life
Of Widely Known Lexington Author, Artist

MISS KATHERINE HELM
Miss Katherine Helm, author, artist and niece of Mary Todd Lincoln, died at 5:45 o'clock Friday afternoon at her home, Helm Place, on the Bowman's Mill pike, after a two-months illness.

A daughter of Major-General Ben Hardin Helm, Confederate leader who was killed in action at Chickamauga during the War Between the States, and of Emily Todd Helm, Miss Helm was born in Elizabeth-town. She attended school there and at Louisville and studied art in New York City.

Miss Helm's portrait of her aunt, Mary Todd Lincoln, wife of Abraham Lincoln, hangs in the White House at Washington, where she lived with the Lincolns for a year. A replica hangs at Helm Place. Miss Helm also wrote "Mary, wife of Lincoln," a book widely read in this country and in England. At the time she wrote her book, about nine years ago, a publishing house's representative sent here to examine the manuscript accepted it without a corretion.

Miss Helm frequently visited at the home of her cousin, Robert Lincoln, in Washington, and at Mrs. Lincoln's, in Washington, and had wide acquaintance in literary circles. She was an Episcopalian.

Survivors include one sister, Mrs. Elodie Helm Lewis and a brother, Ben Hardin Helm, both of Fayette county.

Funeral services will be held at 10 o'clock Monday morning at the residence, with Rt. Rev. H. P. Almon Abbott, bishop of the Episcopal diocese of Lexington, and Dr. Christopher F. Sparling, rector of Christ Episcopal church officiating. Burial will be in the family lot in the Lexington cemetery.

RITES FOR MISS HELM TO BE CONDUCTED TODAY

Last rites for Miss Katherine Helm, who died Friday night, will be conducted at 10 o'clock this morning at the residence on the Bowman's Mill pike. The Rt. Rev. H. P. Almon Abbott, bishop of the Lexington diocese of the Episcopal church, will be in charge of the services, which will be followed by interment in the Lexington cemetery.

The honorary pallbearers will be: Gen. George H. Duncan, W. H. Townsend, George H. Hunt, Dr. John W. Scott, Dr. W. O. Bullock, E. L. McDonald, Dr. Leo Williams, J. J. Taylor, Dr. Marlon Miller, Alfred Brent, A. A. Bonar, John H. Rout, J. Winston Coleman, H. Harrison G. Foster, Dr. W. H. Pennington and Judge Richard C. Stoll. The active bearers will be the devoted Helm servants.

MONDAY, JUNE 21, 1937
War Between States Made

Yanks, Rebels By Turn Held Sway In City
Flags Changed Frequent ly On Buildings As Soldiers Came And Went

By WINSTON COLEMAN

Early in April, 1861, excited groups of citizens might be seen on the outskirts of Lexington, discussing a report that Fort Sumter had been fired upon. The War Between the States had virtually started. It found Lexington and the Bluegrass Region, like the rest of Kentucky, strangely divided. Political sentiments were extreme and mixed.

Groups of "Southern Rights Men," "Union Men" and "Peace Men" heatedly expressed divergent sentiments in sidewalks and in hotel lobbies. Later, news of the fall of Fort Sumter was received with mixed expressions of indignation, exaltation and regret. Federal and Confederate flags flapped defiance at each other from windows and house tops, while military companies drilled and paraded with colors strikingly emblazoned with arms of the state.

John J. Crittenden, in a speech at the old Opera House, four days after the surrender of Fort Sumter, advised Kentucky to take no part in the war, but at that very time, Federal guards were organized in every ward of the city, and in less than a week an armed company from Wyoming was in Lexington by the Confederate flag passed through Lexington on its way south, amid cheers and hurrars for "Jeff Davis and Beauregard." At this time a feverish and anxious feeling pervaded the community. Politicians were making wild and contradictory speeches. Men and boys were studying Hardee's tactics; blue flannel and gray flannel men were in active demand; merchants advertised "that in view of the distressing condition of affairs, our goods would sell cash only," and taunting epithets including "disloyal," "loyal," "secessionist" and "Lincolnite" were angrily hurled about among the citizens.

Confederates Set Out

By the Fourth of July, the war was raging, and the memorable city "Os to Richmond" was re-echoing throughout the country. About this time, the first regiment of volunteers left Lexington for the Confederate army and set out for Camp Boone, in Monroe county, Pennsylvania, several miles from Princeton. It later became the nucleus of Company B, of the Second Kentucky Infantry, whose colonel, the lamented E. W. L. H. Sons, fell mortally wounded at Murfreesboro, Tenn. Coors Dick Robinson, a federal camp, was established at Hoskins Cross Roads, Garrard county, and the first battle of Bull Run had raised the whole country to the highest pitch of excitement. Events were now crowding upon each other, and Kentucky was being pushed to the very edge of the whirlpool of war.

On the fourth of September, 1861, the neutrality force, which had virtually ended weeks before, was formally closed by the occupation of Columbus, Ky., by Confederate troops, and in less than three weeks thereafter, Col. Breckinridge's regiment was encamped and recruiting at the old Lexington fair grounds (site of University of Kentucky campus) and an order to disarm the state guards had gone forth. James B. Clay, son of Henry Clay, and other citizens of Lexington who had been arrested by the military, and Kentucky "was in for the war.

Morgan's Rifles Go

Of the three military companies in Lexington at the outbreak of the war, two sided with the Union. But the third, the Lexington Rifles, of which John H. Morgan was the captain, cast their lot almost to a man with the Confederacy, and under cover of darkness slipped out of Lexington with guns and ammunition loaded into two innocuous-looking wagons of hay, and headed for the Confederate rendezvous on Green River, just one week after Morgan and his "Rifles" left for Dixie, the first federal troops "from over the river" the Fourteenth Ohio, arrived in Lexington under the command of Col. J. B. 스토, who claimed by way of the Kentucky Central railroad, and were welcomed by great hurrahs and shouting by the Union citizens. They camped for some time near the Union camp, but not far from the residence of Madison C. Johnson. The next day, the Kentucky Statement, which for years had championed the Democratic cause, was suspended; the state guard company was disarmed.

Roser Hanson, William Preston and John C. Breckinridge and many other young men from Lexington and vicinity had departed, the "Rifles" to range themselves under the "Stars and Bars." The preservation or dissolution of the Union was the question that overshadowed all other interests in the great struggle, and the uncertainty of the result outweighed many local interests.

Federals Start Recruiting

Federal troops poured into Lexington in such a rapid and constant stream that the whole city and vicinity was virtually a camp and continued so for many months. Confederate flags and southern emblems disappeared; the federal colors were seen on every hand; a hospital for sick soldiers was established and the rattle of drums and monotonous and everlasting rumble of army wagons continued day and night. On the first of October, 1861, the first regular recruiting officers of the army of occupation was opened by Lt. Hagenhouse, of the First United States Artillery. In the house at the corner of Cheapside and Short streets, and active efforts commenced on the part of Dr. Ethelbert Dudley, S. D. Price, Jesse Burks, Thompson W. and others for the federal cause.

By the middle of December, 1861, the Lexington Fair Grounds had become the camping ground of the federal soldiers occupying Lexington. On the night of the 16th, some of the recruits of Grigsby's and Appleton's commands set fire to the handsome amphitheater, and it was destroyed. There were military balls, military salutes and military bands in Lexington and it had the looks and ways of a garrisoned town. There were military prisons, too, generally pretty well filled, and the southern women were never so happy as when they had an opportunity to give aid and comfort to the "captured Rebel prisoners" confined therein. The large two-story brick Mason's Hall, on the site of the present Central Christian church, was confiscated by the federal army and converted into a prison and hospital, and for a while was used as a recruiting headquarters. Another of the prisons, with the parson's old shallop, was on west Short street, opposite the property of the "Window Painter" (now the Children's Home). Prisoners were also for a time confined in the basement of Morrison chapel of Pennsylvania University.

The spring of 1862 found Lexington so crowded with army supplies of every description that the mouths of the short-rations Confederates fairly watered at the mention of her name. Not less than 1,500 men were regularly engaged in wagoning between this city and Cumberland Gap and night after night, in endless succession, fence rails illuminated gypsy-like encampments composed of hundreds of tenters, horses and heavily loaded wagons. The mule and horse business, which was very attractive to the Kentucky dealer, was excitingly active at this time, and large droves of these animals were corralled on the east side.
Lexington Exciting Place

of Dewees street between Main and Constitution. Troops encamped at Fralltown, at the Morgan Vance place on the Nicholasville road, and other localities where bandmasts and good fences were abundant. These comforting supplies quickly disappeared before the drummer, the soldiers and the all-devouring mule.

Morgan Threatens Town

Sunday had not set in when Capt. John B. Castleman, who had a large number of Lexington and Fayette "Dixie" conveyed themselves to Dixie just in time to join John H. Morgan on his first Kentucky raid. By the middle of July was he darting all around Lexington, burning bridges and arming stores, capturing horse-keepers who hadn't done a thing and demoralizing the citizenry of his old home town. But prompt measures were taken in the threatened city of the Bluegrass capital. Every available man, including the regular troops, home guards and 100 policemen from Cincinnati, was quickly called into service. Further to add to the excitement, General Wad, the chief of infantry, posted this notice: "All able-bodied citizens of Lexington and Fayette County are required to present themselves at the court house square forthwith. Those having arms will bring them; those having none will be armed." A thousand horses were impressed for mounted service; the saloons and gog shops were closed and the damaged and delighted southern sympathizers, much to their disgust, were ordered to retire to their homes.

After several weeks of watchful waiting, nothing happened and Col. William A. Warner, commanding on July 20th posted this notice about the streets of Lexington: "Business in every department in this city and environs is being resumed, as there is no longer any danger of a hostile invasion."

There was an undercurrent of talk that excitement at the grapevine telegraph brought news of the proposed Morgan's raid" and whenever men of southern sympathies passed by the streets, they winked at each other, and knew the meaning—Morgan was coming. On the 20th of July, Col. Worley, urged all loyal Union citizens to "connect themselves with some home guard company, and be ready to be called up every day at 4 p.m., after which time disloyal citizens will not be allowed to appear upon the streets."

This further forbade persons of southern sympathy to assemble in the streets or in their homes, in groups or crowds.

This sudden stringency and activity was caused by a Confederate movement in the neighborhood of Richmond, and it leaked out that Melcafe's cavalry had "advanced across the yard," and was followed by Cassius M. Clay, who had just been commissioned major-general, and was reported in the shape of a soldier in Lexington; and all troops were ordered to march.

Orders came to and fro, and everything betokened bloody work. The town was all in Lexington. Meltcafe's cavalry again "avoided the enemy," and affairs at Richmond were at a crisis.

Battle of Richmond

By the close of that memorable Sunday, July 20, the battle of Richmond had been fought and the Confederates had achieved one of the most decisive victories of the war. The reporters reached the scenes of the great bloodshed, and began to reach the news to the world.

The astonished Union men, who suddenly felt strangely bewildered, said at first it was "all stuff," but horrifying proofs appeared as the day wore on. Before sunset they heard more than they cared to know from cavalrymen, who, in their flight, had abandoned their horses and fled from the field in ambulances; and from infantrymen who had thrown away their guns and escaped on artillery horses. The havoc was frightful. That Sunday night was a night of pure misery and horror to the people of Lexington. The wildest confusion prevailed all the next day. Panic in the streets, confusion in the city, the city and the city and the city.

The streets were filled with chaotic masses of men, horses and wagons, cursing and swearing with officers who had deserted their regiments; soldiers, who wanted to be arrested; refugees, who wanted to get away from Lexington. The war, the war, the war.

The cavalrymen struggled along with the fragments of Ohio Infantry. Upon all this, the southern sympathizers looked with contemptuous coolness and expressed regret that the Confederates had "created so much confusion." City Evacuated

The excitement reached its highest pitch when it was found that the city was to be evacuated. Bank officials flew to the work of emptying their vaults; Dr. Lyman Beecher Todd, the postmaster, hurriedly hushed off the postoffice matter; the provost marshal's office was deserted; the military prisoners were left to care for themselves. The "Union men" with long faces, rushed helter-skelter and thither, for the "Rebels" were coming, and they didn't care to remain. Attempts were made to save some of the government's stores, but it was too late. The packing was done; the government's stores were sent by wagon and railroad and the ammunition pumped into an adjacent frog pond. The trunks and baggage of a whole wagon train were pitched out to make room for government stores which in the confusion were never loaded, and the wagons went off empty. Other wagons were loaded, but abandoned and blocked the streets where they had been left by the soldiers, who had seized the horses and vanished.

The town was set on fire with scenes like these and with "a din and tumult of trampling feet, clattering hoofs, crackling merrily, from all the commanders and the body headed, rumbling of all manner of carts, drays and wagons, steamers and with sobs and farewells" that Lexington was evacuated.

Confederates Occupy City

On Tuesday, the 2nd of September, 1862, the Confederate army of about 17,000 veterans, under the command of Major General Kirby Smith, with bands playing and colors flying entered the city by the Richmond Road. The Confederates, and were welcomed with smiles and shouts and waving of handkerchiefs by the delighted southern sympathizers, who crowded the streets to say "God speed" to the tattered veterans whose record was now as yet unknown. All became gray where all was blue before; Union flags disappeared and "Dixie" and "Bonnie Blue Flag" echoed through the streets, and the arrival of Morgan was not long delayed after his capture.

As they formed the following Thursday morning, and "it looked as though the entire population of Lexington and the surrounding region had swarmed to meet them. At their head rode John Morgan, in the full uniform of a Confederate colonel, his eyes sparkling with pleasure and his cheeks glowing with victory. As they moved down Limestone to Main street, past the old armory of the "Riffles" to Cheapside, where they were met with a perfect storm of shouts and congratulations. Wives and mothers, sisters and sweethearts, came running and "such a kissing that ensued, when the command dismounted, no one can well describe, they seemed to save the command but little time for enjoyment, and in a few days Col. Morgan was sent after his federal prisoners in eastern Kentucky. Not less than a million dollars worth of property and arms enough for 20,000 men fell into the hands of the Confederates, counting the supplies captured at Richmond and the city of Lexington. Confeder ate money was not exactly "all the rage," but General Smith posted proclamation requiring the citizens of Lexington to accept the notes of the Confederate government and return their money to their banks and resume their business. The 18th of September, 1862, was a day of rejoicing for Lexington. A giving day, and gratitude was expressed for the recent victories which had crowned the southern arms. By the 25th of September, 1862, the city of Lexington was drawing to a close, and on Wednesday the 6th, the day Morgan arrived, the Mayor of Lexington was issued in Lexington for the last time, and after the friends of the south, the city was again in possession of the Union forces. A city worn with colors which had fluttered in the breeze for weeks, back came the federal flags which had disappeared.
Suddenly, and up went the cheers of the Union citizens on the 15th, as members of the Fourth Ohio Cavalry came clattering into town, and leisurely proceeded to make themselves comfortable.

**Brisbane of Ashland**

One company was detailed for provost-guard duty at the court house, while the main body was encamped at Ashland, the home of Henry Clay on the outskirts of the town. Peace and order prevailed everywhere when suddenly at daylight on the morning of Oct. 18, Morgan dashed through the woods and surprised and captured the whole force at Ashland after a short engagement. He outfitted his men with horses. Colt revolvers and equipment of the 500 or 600 prisoners, and, after a brief halt in Lexington, proceeded in the direction of Versailles.

This daring raid of Morgan and the capture of the prisoners and equipment of the soldiers camped at Ashland threw a scare in the minds of the "Union men" and northern sympathizers of the city, and to prevent such an occurrence, Fort Clay was erected by Gen. Q. A. Gillmore, on a commanding eminence near the Versailles road, overlooking the present Southern railway on the present site of Gentry and Thompson's stock-yards. Fort Clay was a quadrangular earthwork, surrounded by a ditch, and pierced "with embrasures through which could be thrown musketry with any of the guns." It was provided with a magazine, well-drained and the exterior sides were partly covered with sharp pointed stakes, ready for the employment of raiding rebels.

During the fall of 1862, the city was thronged with refugees from East Tennessee, and many runaway slaves fled about the armies of Morgan, he said, "where they were harbored and protected by the soldiers. When they were left, the hospitals were crowded with sick soldiers, not less than a thousand being under treatment at one time, and at Transylvania University "the groans of wounded and dying filled the classic halls which had so often echoed to the music of Holley, the fire of Baccus, or the eloquence of Clay." Melancholy, guard with guards and muffled drums, passed hourly through the streets of the city. It was during the summer and late fall of 1862, that the Confederates made their last great, concentrated effort to wrest the state from the Union and to occupy it as a part of the Confederacy.

The next year 1863 opened to the slave-owning as gloomily as the old year had ended, for it came on the Emancipation Proclamation, which rigidly disrupted slavery, although it did not apply to Lexington and portions of Kentucky remaining loyal to the Union. About the 20th of February, there were wild rumors of another great Confederate and Union refugee, and many of the Union refugees had hastily decamped from Richmond, leaving the states rapidly divided. The Confederates were not far away, and a force of federals in the city-by their wild stories.

Fort Clay was all agog; artillery was planted in the main streets and cavalry ordered to march from Frankfort, but it was all a scare.

**Second Visit of Morgan**

In June of 1864, John H. Morgan, who by that time had risen to the rank of brigadier-general, again surprised Lexington, and his approach was as usual created the wildest excitement and alarm, particularly since there were a large force of federals in the city. "Loyal men," citizens and soldiers flocked to Fort Clays for protection, and there remained, a stampede of Morgan's flocked from every direction with bundles on their heads, which they declared they must "flee to the forest." And, these valuable bundles, together with army supplies and articles of every description were hauled together under the protection of the guns of the fortification. Morgan and his "boys" arrived in town from Mt. Sterling, on the 8th, shortly after midnight. Soldiers from the fort, armed in part by the First Ohio Heavy Artillery, skirmished with Morgan's men, and as soon as day dawned, the artillery of the fort and artillery of the fort added further terror to the city by firing shot and shell all over the country and through the streets of the city. The firing and cleanshing lasted throughout the day, and late that afternoon Morgan's command left the city, much to the satisfaction of the inmates of Fort Clay, whose gunners had about exhausted their supply of ammunition.

The remainder of the year 1864 was remembered as the darkest part of the "Burnbridge Riots," which was signaled by numerous military excursions at the burning and were known. In early November, no doubt, were the principal action of the "Discreet Five," the so-called cabinet of one of the commanding officers during that period.

**Last Days of the War**

February, 1865, saw the great struggle between the states at its zenith, and the war was drawing to a close. April 9, 1865, Lee's surrender was celebrated with cheers and thundering salutes from Fort Clay. From a Union newspaper published in Lexington we get some idea of the celebration. "Daily Monday morning the thunder of artillery and the peals of bells woke us to a knowledge that Richmond and Lee's army were ours and that Lexington was on a rampage. It being county court day, the people began to pour into the city from all roads leading to the county, and as the glad news spread from lip to lip, the shouts of joy could be heard from loyal hearts. Men who had not wept for years, shed tears over the glorious news, and the Mayor ordered all stores and saloons closed for a day of rejoicing." It was only a few days, however, when the city was plunged into the deepest grief and mourning over the news of Lincoln's death. Col. S. W. Price, commanding, sent a day of humiliation and prayer, and "ordered all labor to be suspended and the flag lowered for the dead President, and a salute of 21 gun.
Pennsylvania Soldiers Spent Happy Months At Local Post During War Between States

Book Received At U. K. Tells Of Stay In Lexington

By BURTON MILWARD

Located in a state that had declared its neutrality on the issue of secession, Pennsylvania contributed its full quota of soldiers to both the Confederate and Union armies. This was the policy of military activity throughout the duration of the War Between the States.

As in all border cities, Lexington was torn into two opposing camps by the conflict and friends and families were divided in their allegiances. The city itself changed hands a number of times as the forces of first one and then the other of the two opposing, and Confederate States flags could be seen all around then when the Confederates captured the city, crowds would march through the streets, and Confederate States flags were in evidence. But they were different sets of people. There were enough residents who favored each side to make demonstrations when it was safe for them to do so. And the sympathizers of each side would keep quiet unless the other forces were in command.

All this is made clear in an article in today’s Leader, written by Winton Coleman. It tells what an exciting place Lexington was when it was being captured by first one side and then the other.

In the “Rebel Raider,” Howard Swigert called Lexington a “dormant town.” That wasn’t exactly right. It’s true that during the War Between the States when the Union forces were in command they would be looked upon with favor by crowds who respected them, and Confederate States flags could be seen all around when the Confederates captured the city. Crowds would march through the streets, and Confederate States flags were in evidence. But they were different sets of people. There were enough residents who favored each side to make demonstrations when it was safe for them to do so. And the sympathizers of each side would keep quiet unless the other forces were in command.

The author of the article, Winton Coleman, states that “in the University of Kentucky library, there are 48th Pennsylvania Veteran Volunteers in the War, which were commanded by William H. Denes, a native of the University of Kentucky library.

Pennsylvanians Arrive

The Pennsylvania Volunteers departed by train from Baltimore, stopped in Cincinnati for a lavish entertainment and finally arrived in Lexington by train, arriving here at 3 o’clock in the morning of the fair given around the corner of the west High Street and Angiannas avenue. Those were thrilling times, and people walking our streets then were not so safe as 1863 pedestrians.

Morgan Threat Excites

Considerable excitement was occasioned during the first week of the war, with the capture of Gen. John H. Morgan and his command. The 48th Pennsylvania Volunteers were stationed at the old fair grounds, “a mile from the business part of this city.”

Within a few days the regiment had been declared the provost guard of the town. Gen. John H. Morgan and his command were stationed at the old fair grounds, “a mile from the business part of this city.”

Although the officers and men were sometimes considered to stay and remained here for more than five months, they found the city filled with Meddlesome inspectors and busy handling prisoners and caring for refugees who flocked from the towns of Kentucky and Tennessee, many coming more than 100 miles on foot.

Because of the pleasant relations between the regiment and the citizens of Lexington, according to Burdette’s order that “treason, expressed or implied, will not be tolerated,” work a great deal of good will between the officers and citizens alike. The author, Major Oliver Christian Burdette, had many duties and responsibilities during the war.

Officials Give “Grand Hop”

Life for the Pennsylvania officers, however, was not all work and drill. There were entertainments given by the people of Lexington. To repay the citizens for their kindness, Gen. William H. Denes, who had made his headquarters in a large mansion recently vacated by its owner, a gentleman of the most hospitable character, invited the soldiers to a “sally in a pike,” agreed to send his daughter away.

The house and grounds were handily decorated—flags, swords, flowers, etc. The food was abundant and a grand feast was spread over the lawn after the dance was finished, and the afternoon was spent in a grand affair—thoroughly enjoyed by all.

In the book is one of the original invitations to the ball, printed in a fancy style and inscribed in a similarly shaped envelope addressed to the “Miss King.” The invitation reads: “Gen. Willcox and Staff Request the honor of your company at the Grand Military Ball to be held Friday evening, May Twenty-sixth, at the Head Quarters of Central Ky., Thursday evening May Twenty-sixth.

The author pays tribute to Mrs. Eliza H. Meeker, who frequently sent gifts of food to the camp. Another woman who was rewarded by a gift sent by the men of the regiment.

THE LEEXINGTON LEADER—SEPTEMBER 1, 1935

we cannot permit to pass by,
By TOM SMITH

Written in the flowing language of the period, an order book in the Fayette circuit court clerk's office testifies that Kentucky's most illustrious statesmen was admitted to practice law at the Lexington bar on March 26, 1938.

He was Henry Clay, and the order was entered in order book "A" on March 26, 1938.

The quill-penned order reads quite simply: "Henry Clay, Esquire, produced at court a license and on his own motion is permitted to practice as an attorney at law in this court and therefore took several oaths by law prescribed."

Record Bears Out History

The young attorney, historically reported, arrived in Lexington from Virginia without friends in 1797. He was 30 years old at the time. As he was his friends also is indicated by the bare record, for it was then the custom, just as it is now, for young attorneys to be introduced to the courts in which they were to practice by some member of the bar, or older person. The practice is a prominent sponsor, the better they will fare at the bar, has always been the idea among young lawyers who have just won their spurs.

That the "Great Pacifier" faced quite well after this insuperable beginning is born out by American history.

Order Book "A" was uncovered by Circuit Clerk George DeLong seven or eight years when it had directed the task of placing all the records in the office in numerical order. The order book had been there all the time, of course, but for all practical purposes it was lost. It had lie redundant and it now lies in a forgotten corner.

Signature of "P. Henry"

Passed in the back of order book "A" is another document, which would bring a thrill to many an autograph lover. The signature could be its passport. This is a land grant signed by "P. Henry" and written on the parchment on which all important and permanent documents then were written.

Patrick Henry, of "Give Me Liberty or Give Me Death" fame, was the governor of Virginia in 1780 and, as such, signed the land grant covering 1,000 acres on Silver Creek on one John Anthony, "their at law of John Anthony."

It would be a difficult matter to locate the property specified in the name of the King of England, for it was described in the terms of language that existed 230 years ago. It is quite doubtful that even Silver creek could be found today. No distance or direction from any other property is given in the grant, which was among the "lost" documents found by Mr. DeLong.

The First Order

The first court order written in the book is that appointing Thomas Bodley clerk of the court. The bond of $7,000 that he "duly and faithfully execute the said office of clerk," follows until August 1, 1819, with Thomas Bodley being John Parker and Robert McGowin. It is made to "his Excellency James Shelby, Esquire, Governor of the Commonwealth of Kentucky for the time being and his successors."

This order was signed by "J. Henry" and Buckner Thurston, the first judges to hold a state court session in Lexington.

Other judges of the court were Samuel McDowell, James Hunter and Stephen Ormsby. The districts were Paris, Washington, Frankfort, Danville and "Baldsrton," the book shows. Judges were assigned a district or districts in which to hold court at specified periods. They were established by an act of the General Assembly of January 23, 1794.

Routing of Judges

Designation of the judges to the districts was in the following order, which is next recorded after that appointing the clerk:

"Washington district; first Monday in June and December, Samuel McDowell and John Coburn, Judges."

"Lexington District: third Tuesday in May and December, John Coburn and Buckner Thurston in May and December and Buckner Thurston in May and to continue until the commencement of the December term and Samuel McDowell and Buckner Thurston for the residue of the year."

"Frankfort District: second Tuesday in February and May, August and November, Buckner Thurston and James Hunter in February and August and Samuel McDowell and Stephen Ormsby and James Hunter in August to continue until the November term and Samuel McDowell and James Hunter for the residue of the year."

"Danville district: second Tuesday in March and October, Samuel McDowell and James Hunter in March and to continue until commencement of term in October and Stephen Ormsby and James Hunter for the residue of the year."

"Baldstrton district: second Thursday in January and September, Stephen Ormsby and James Hunter."

Lexington Herald

SUNDAY, DEC. 31, 1936

State's First Brick House

Whitley House, Located Near Crab Orchard, Is

Unusual Old Structure

An interesting story of the old Whitley home, which has been talked of many times in recent years for state park, appeared more than 200 years ago in the Stanford Interior Journal. Still of great interest, the article is reprinted:

"About two miles from Crab Orchard in Lincoln county stands the first brick house ever built in Kentucky. It was erected by Col. William Whitley, who came to this section from Virginia in 1783. In the brick house was begun and it took three or four years to complete. The window panes from Virginia and the glass window panes were brought on pack saddles from there. A large farm was given to a Mr. Sewell for constructing the woodwork, much of it being hand carved. To Mr. Lewis was given another farm for making the bricks, and for the masonry, and a farm was given also in payment for liquor furnished the workmen."

"In Theodore Roosevelt's "Winning of the West" is this description of Colonel Whitley and his brick house."

"One of the best-known Indian fighters in Kentucky was William Whitley. He had come to Kentucky soon after its settlement and by his energy and ability had acquired leadership. He was a stalwart man, skilled in the use of arms, jovial and fearless. The backwoodsmen followed him readily, and the Whitleys were the leaders. He took part in many encounters, and in his old age was killed while fighting against Tecumseh at the Battle of Thames."

"In 1783-87 Colonel Whitley built the first brick house ever erected in Kentucky. It was a very handsome house for those days, every step in the hall stairway having curved upon the head of an eagle bearing in its beak an olive branch. Each story was high, and the windows were placed very high from the ground to prevent the Indians from shooting through them at the occupants. The glass was brought from Virginia by pack train."

"The first race track built in Kentucky was here and was called 'Sportman's Hill.'"

"In describing in detail the old Whitley mansion I can not do better than to quote from a recent article by Mrs. Fisher Herring in 'The House Beautiful':"

"Over the entrance door the treated bricks were laid to form the letters W and R, and over the rear door an eagle with the initials of the master and lady of the house, William and Esther."

"The stairway reached to the third floor. This whole third floor was the ballroom, and at appointed periods the court convened there. At the top landing a plank could be removed disclosing a hiding place for the women and children in case of an Indian encounter."

"The thirteen hand-carved St. along the stairway march with the spirit of 70."

"Being the first private house after leaving the Old Dominion, all important travelers halted on their westward journey at the home of Colonel Whitley and shared his bountiful hospitality. Among those of importance who were entertained there were Daniel Boone, Henry Clay, Isaac Shelby and John Preston."

"This old house has been lately overhauled, colonial pillars added to the front and other modern changes, which have brought much of it back to life. It should be in the hands of the Daughters of the American Revolution before it loses its wonderful interest. Many tourists visit it every year."—The Club Woman."
This agreement made and entered into the 3rd of September 1888 by and between J. W. Coleman of Clark Lee Ky of the first part and the President and directors of the Todd's Turnpike Lea of Fayette Lee Ky of the second part, witness:

That in consideration of the first party allowing the turnpike lea to open up a passway for public travel through the pasture of Dr. B. G. Godwin D.D. of which he has full control and having opened up two rock quarries in said pasture and having made several roads through said pasture for the purpose of hauling rock or dirt, it is expressly agreed by the said President and directors to give J. W. Coleman and family this individual travel free over said road for all time. In case said road should consolidate with another road this agreement is to hold good. The first party agrees to pay toll for all hauling or stock driven over the road.

J. H. Moore  J. W. Coleman
B. H. Gilmore  A. S. McComb
H. C. Godwin  F. H. Travis

Attractive as a pair of new slippers and as interesting as an extra-running baseball game, "Stage-coach Days in the Bluegrass" is one of the most notable contributions to Kentucky history in the last ten years. The handsome volume of 286 pages has just come from the Standard Press, Louisville, Ky. Priced at $2.50, it stakes out as one of the book bargains of the year.

The author is J. Winston Coleman, Jr., of Lexington, Kentucky. Here, for the first time, is a full and comprehensive account of Kentucky's stage-coach era. Farmers, which played an important part in Kentucky's straining story. The trying conditions under which the early stage-coaches operated, the prominent position of the drivers, the exciting experiences of travelers, are all set in an alluring fashion by Mr. Coleman. The struggles of opposition lines, accidents peculiar to that travel, old highwaysmen, gracious taverns and tavern life, turnpikes and toll gates—nothing that would contribute to a fascinating story would be omitted by the competent historian of Lexington.

The romantic period of which Mr. Coleman writes with such vigor and charm lives again in this sparkling narrative. It is a story of courage and color and paucity. To bring out the complete story, the author has delved deep into the past and given fresh life to an era almost forgotten. Here and there he has recovered for posterity a fragment of history, a golden scene. Stage-coach days after much patient research and study. One does not read far before learning a great amount of new and interesting material. All of the facts are supported by the records, the author supplying source-notes and other historical data. The work is one of diligence and painstaking accuracy, yet not burdened with dull, threadbare records of no importance. Chock-full of anecdotes, "Stage-coach Days in the Bluegrass" offers a wealth of delights on the state's romantic days. It is a fascinating account of the clash of its past as sparkles from a Fourth of July pinwheel. Amusing situations and circumstances of a funny nature punctuate the chapters. There is a liveliness and vivacity about the thrilling story in keeping with the theme.

The section on the pioneer roads and hazardous travel is in sharp contrast with that of today. Mr. Coleman notes the improvements of early ages of travel. The chapter relating referring to the closing days of the stage-coach evokes a breath of pity.

Striking photographs embellish the text. Henry Clay's coach is pictured and the Blue Lick Springs Hotel is shown in its glory. There are 20 maps and photographs, not the least interesting of which shows stage travel in the 1800's.
COLEMAN BOOK ON STAGES
HIGHLY INTERESTING WORK

STAGE-COACH DAYS IN THE BLUEGRASS. By J. Winston Coleman, Jr. The Standard Press, Louisville. $2.50.

A prodigious amount of research must have gone into the preparation of this highly entertaining book about a phase of history and another phase of life in the Bluegrass. The author is to be congratulated for his work. The book is profusely illustrated with old prints, pictures, and documents which adds interest to his fascinating narrative.

The author has also taken pains to make the story of the stagecoach business one of the most interesting parts of the book.

Mr. Coleman gives full attention to the men who drove the stages, to the stage drivers, to the stages, and to the coaching roads. He says, “Some owned their own coaches, some owned part, but the majority were merely employed as drivers. On the road the envious and esteemed passenger, the stage driver, was a very busy man. He was lookout, pilot, captain, conductor, brakeman, flagman and engineer. From his position in the stage he came into constant contact with men of political, social and commercial fame of the country... These stage drivers were a dignified and interesting class of men, on their stages they traveled from country town to country town, and in the process of their travels they were exposed to every sort of weather and to every sort of hardship.”

It is difficult to say whether the stage coach was a business or a pleasure. But one thing is certain, it was an adventure. Mr. Coleman tells anecdotes and experiences of stagecoach drivers and passengers. The book is profusely illustrated and well indexed.

THE LEXINGTON LEADER—MAY 26, 1935

J. W. Coleman
horses, the schedules maintained, the commercial aspects of the business, experiences of stage travelers, robberies, races and resulting injuries, damage suits against the stage lines, fights between rival lines, road conditions at various points, stages as mailcarriers, and, finally, the coming of the railroad, which ultimately meant the end of stage travel.

The narrative is enlivened by scores of interesting and amusing episodes that occurred on stage lines or in taverns. Throughout the book there are references to great characters and unusual personalities, references that fit naturally into the story. Of course, many of the scenes are laid in Lexington, the hub of the Bluegrass stage system.

The volume itself is an attractive piece of work, bound in blue and stamped in gold, and illustrated with 25 pages of rare photographs, many of them from the author’s collection. All in all, I think this book is a pleasure to read and I would recommend it to anyone who is interested in the Bluegrass region’s glamorous days.

—JOE JORDAN


This book tells in an interesting way of the hardships and dangers encountered by the early settlers of Kentucky; the buffalo paths which later became roads; post riders, stage drivers, mailmen and travelers; old taverns, stage coaches, travel and camping grounds, etc. Mr. Coleman tells anecdotes and experiences of stagecoach drivers and passengers. The book is profusely illustrated and well indexed.

R. A. L. Jr.

VIRGINIA HISTORICAL MAGAZINE

JANUARY, 1936

HARDWOOD RECORD, July, 1935

*** Among a miscellaneous collection of old newspapers, receipts, etc., will be found "Stage-Coach Days in the Bluegrass" (Louisville, Ky., Standard Press, $2.50), by J. Winston Coleman, Jr., which makes an additional volume on the history of the Bluegrass region. It contains much information about the old inns of Kentucky, and Charles H. Carey's A General History of Oregon (Portland, Oreg., Metropolitan Press, $3.50), the first of a prospective two volumes of detailed record.

Set Review of Literature

July 27, 1935

The Harrodsburg Herald, Friday, May 31, 1935

"Stage-Coach Days in the Blue Grass"

The above is the title of an interesting book just published by J. Winston Coleman, Jr, Lexington, Ky., author of "Horses," the best known book ever written on the subject of the Bluegrass region. The book is profusely illustrated with old prints, pictures, and documents which adds interest to his fascinating narrative.

It must be remembered that up to comparatively recent date communication throughout the country was entirely by stage coach and the organization of stage coach transportations became a highly efficient and extensive business. Kentucky, and particularly Lexington, are especially noteworthy in stage coach history because Lexington was the hub of the national turnpike leading to and connecting with all parts of the country.

The stages ran with clock-like precision on published schedules and passenger and freight haulage was in accordance with published tariffs. Transportation of the mails under postal government contract was an important part of the stage coach function, and the operation of the coaches was in the hands of men intensely and traditionally proud of their work and their responsibility, enduring frequent and trying hardships to the end that the coaches must be operated on schedule.

The interest of the Hardwood Record organization in this book is particularly keen because a good deal of the material was gleaned through the researches and personal recollections and conversations of the late Frederick K. Irvine, who for years was associated with the late E. H. DeFeuch in publishing Barcelo & Box and other periodicals, and who of recent years was informally associated with the Hardwood Record.

Mr. Irvine’s father was in business in Lexington, where Mr. Irvine was born and raised. Thomas H. Irvine was probably the most important factor in Kentucky stage coach operations, his lines centering in Lexington and radiating with connections in which he was also interested, to all parts of the east and the south and portions of the north.

The book is recommended to the many people associated with the wood business, whose activities have brought them in contact with the magnificent forest resources of the old blue grass state. The book sells for $2.50. It must be emphasized that the illustrations are exceptionally interesting and educational.
Stage Coach Days in The Blue-Grass

I have been enjoying a very interesting book, "Stage Coach Days in the Blue-Grass," by J. Winston Coleman, Jr., of Lexington, published last month. It is the first comprehensive story of the romantic period of stage-coaches and taverns in this area. Mr. Coleman has done an excellent job and has made a valuable contribution to Kentucky history. His book tells of the hardships and discomforts of early stage travel, when the roads were "exceedingly bad, and also its pleasant side, and relates personal experiences of travelers, with many amusing incidents.

Men and women in Woodford County past 55 years of age can recall when stage-coaches provided the only means of public passenger transportation from state to state. The history of the first railroad to Versailles, the V. M. & L., in the fall of 1887, put an end to stage travel. However, the practice of stage coach travel was still used twice daily to connect with the L. & N. trains at Midway. Stage coaches continued to be operated between Versailles, Lexington, and Lawrenceburg, until 1889.

But Mr. Coleman's account of stage-coaches goes back to the stage line from Lexington to Midway, on August 9, 1849, when it was learned that he had commenced running his stage coach from Lexington by Winchester and Mt. Sterling to Olympia Springs. Let us go to the Midway Days, beginning April 1, 1804, Mr. Kennedy put into operation another line, between Lexington and Frankfort, via the Lexington & Frankfort road through Woodford county.

An old "stage route map" of 1850, which is reproduced in Mr. Coleman's book, seems to settle the question, in dispute at the time of Midway's centennial celebration two years ago, as to the location of "Leesburg" in Woodford county. According to the 1850 map, Leesburg was at the present Nugent (formerly Offutt) cross-roads. Quoting from Mr. Coleman's story:

"Messrs. Kennedy and Dalley rented for a term of three years the lot and dwelling of Horatio J. Offutt in Woodford county. Woodford county obliged itself to put the said dwelling house and kitchen in good repair and to erect a stable * + with stables for eight horses." This stage tavern and half-way house ** was established for the accommodation of stage travelers and was half way between Lexington and Frankfort."

Other stage taverns in Woodford county spoken of in "Stage-Coach Days" were Watkins' Tavern, Versailles; Sign of Golden Bell Tavern, Q. Roberts; Green Kinkade Tavern, A. Kinkade, Versailles (1850-59). May's Tavern, Versailles (1836). Cole's Tavern, Sublett's Inn, Shryock's Ferry (1840); and, later on, Shylock's Tavern, Versailles; the Old Tavern, Frankfort, Spike, (frame building still well preserved and occupied as a residence) in Midway. The doctor played a very important part in early stage-coach times and were the center of all diversions.

The author devotes a chapter to the "speeding" of reckless stage drivers on the roads and through the streets of towns, after competitive stage lines entered the field. This was a continual source of danger and resulted in stages being overturned and serious injury to passengers. It would seem that speeding stage drivers in their flights were a high menace to the safety of the United States post office clerks of the present time. Mr. Coleman quotes a melancholy incident from the turnpike in the Lexington cemetery, which recites that "her death was occasioned by the upsetting of the stage between Louisville and Frankfort."

It is related that Louisville-Lexington stage lines, reaching Versailles at Left Versailles Station, about 7:00 A.M., were upset and several of the passengers severely injured.

Sixty minutes, the book states, was the record time made by a stage coach for the trip between Lexington and Versailles. This run was made by "Kully Hazelwood, driving a four-horse team. Eight miles an hour was considered a very fast speed on a central Kentucky turnpike, and six miles an hour was often the average."

A list is given of names of about 20 prominent stage drivers from 1800 to 1900. Morton N. Hall, Isham Marshall, Dr. D. S. Versailles, who were drivers of Lexington-Versailles stages, and "Uncle Ben" Townsend, who drove between Versailles and Lawrenceburg, are included.

A very extensive list of references in "Stage Coach Days" shows the author's search for facts in the preparation of his book was deep, painstaking and thorough. Besides the consideration of names, he obtained personal recollections at first hand and had access to family letters, papers, Mr. Coleman was fortunate in being able to obtain from Fred. K. Irvine, of Chicago, who has since passed, valuable recollections, incident to the history of stage travel. A visit by Providence to Kentucky history has been assembled in this instructive and entertaining book. Much of the data has never before appeared in print. The book is written in a fascinating style, and the reader finds himself不知不觉地 moved as the story proceeds. Mr. Coleman lives at Lexington.
"STAGE COACH DAYS IN THE BLUEGRASS"

By J. Winston Coleman, Jr.

Probably the most interesting book ever written of the Bluegrass region's glamorous days.

—Lexington Leader

Note review on this page by Otto Roberst, Secretary of the Wilson Club of Louisville.

Price $2.50

W. K. Stewart Co.
4th Avenue, Opposite Old Postoffice

KENTUCKY. Coleman, J. Winston.
Stage Coach Days In the Bluegrass; being an account of Stage Coach Travel and Tavern Days in Lexington and Central Kentucky, 1800-1890. Illus. 12mo. cloth, pp. 389. Lexington, 1895. Lim. Ed. $2.50

SMITH BOOK COMPANY,
Cincinnati, Ohio
JUNE, 1935

"Stage-coach Days in the Bluegrass" is a distinct contribution to American history. This volume of 386 pages has just come from the Standard Press, Louisville, Ky. Priced at $2.50 and as a book bargain is stands out like a crowbar in a paper of needles. The author is J. Winston Coleman Jr. Here for the first time is a full and comprehensive account of Kentucky's arresting story. The trying conditions under which the early stage coachers operated, the prominent position of the drivers, the exciting experiences of voyagers are well set down in alluring fashion by Mr. Coleman. The struggles of opposition lines accidents peculiar to stage travel, bold highwaymen, gracious taverns and tavern life, turnpikes and toll gates—nothing that was not to the benefit or to the story well told is omitted by the competent historian of Lexington.

The romantic period of which Mr. Coleman writes with such vigor and charm lives again in this captivating narrative. It is rich with color and pageantry. To bring over the complete story the author has delved deep into the past and given fresh life to an era almost forgotten. Here and there he has uncovered for posterity a fragment of history, a gold nugget redeemed after much patient research and study. One does not read far before learning a great amount of work was required in compilation of factual documents, yellowed newspapers, old reports, reminiscences and other historical data.

Opposition Reliance Line of Stages Between Lexington and Louisville.

Leaves Lexington every morning at 4 o'clock. Arrives at Louisville same evening at 6 o'clock.

Returning,
Leaves Louisville at 4 o'clock, A. M. and Arrives at Lexington by 6 o'clock, P.M.

They have also a line of Stages running every other day from Lexington to Harrodsburg, by way of Frankfort.

Office in Lexington, at Todd's Hotel, and on the corner west of Brennan's Hotel.

M. D. West, Agent.

GRIFFIN & MACDONALD, Proprietors.

August 31, 1839, 35¢

EARLY COMPETITION.
Advertisement illustrating "Stage Coach Days in the Bluegrass," by J. Winston Coleman, Jr. (The Standard Press.)

Brilliant flashes of wit dash from its pages like sparks from a Fourth of July pin wheel. Amazing situations and circumstances of a funny nature garnet the chapters. There is a liveliness and vivacity about the thrilling story in keeping with its theme. The section on the pioneer days is the most vivid. The authors thought nothing of their 1870s travel and brought them to life. Mr. Coleman notes the improvements of early stage coach travel and also writes of the stage's part as a mail carrier. The coming of the railroad spoiled sorrow for the pioneer means of travel. The chapter treating referring to the closing days of the stage-coach evokes a breath of play.

Strike photographs embellish the text. Henry Clay's coach is pictured and the Blue Lick springs Hotel is shown in its glory. There are 20 maps and photographs, not the least interesting of which shows stage travel in the '70s.

THE SUN-Democrat.

PADOCAH, KY.
JUNE 14, 1935

Stage Coach Days In the Bluegrass, $2.50

By J. Winston Coleman, Jr. A new interesting account of early days in the Bluegrass.

THE ELKVILLE (ILL.) JOURNAL
Friday, June 14, 1935

Stage Coach Days in the Bluegrass—By J. Winston Coleman, Jr. Just off the press. It is in design the "Crutch of the ribbon" opened the door and the reader entered in, to sit enthralled while the old stage-coach culled its tales of the ancient and�� of the beginning of the days of the grama and chaise when it was the hucksters of eviration and of its hearth. The "times" stopped it at the History stop and romance skillfully blended. Price $2.50

Vivid History

By a Kentuckian

"Stage Coach Days in the Bluegrass" is the account of that era that has been most carefully prepared and better documented than ever. The story the teller is that of the Bluegrass region and of the surrounding country. Most of his incidents, however, are typical of other regions of the same period. But they have not been recorded in Bluegrass style, one of the characteristics of which is applying local color and making appropriate detours into local history when it fits the subject.

It is well known that easy writing makes hard reading and that hard writing makes easy reading. This book is easy reading. Practically all the material is drawn from sources heretofore not used; in every important incident a footnote points out its source. Many old documents are included among them; fac-similes of broadsides advertising certain stage-lin and taverns. Its twenty-five illustrations are from rare originals.

It begins when Kentucky roads were merely buffalo traces and Indian trails. In pioneer days they grew into roads for wagon trains and became turnpikes. In 1835 they became carriage and stage-road streets; some of them were turnpike roads made of rock, others were man-made. With the development of the roads grew the stage-coach lines.

Many of the coach incidents that took place along the road and in the taverns are related by Mr. Coleman. There were romances and tragedies, likewise stage robberies. Roads, of course, were always bad at certain places and plagues and many other barriers resulted. Here is one of his comments: A Lexingtonian, in a letter dated April, 1815, wrote a friend that had ridden from Frankfort to Middletown and that he did not mind walking, although he had paid his fare to ride, but he did not like to walk and asked the stage-coach out of the mudholes of which there were many. From beginning to end "Stage Coach Days in the Bluegrass" is a well-told sightlines on Kentucky and American history.
Kentucky Stages


THIS charming work is an interesting example of that very useful class of books, local histories, which so rarely get the attention they deserve. This one has an especially interesting and worthwhile theme, since it deals with the phenomena of a development common to all frontier regions.

Mr. Coleman has done a very thorough and workmanlike job in collecting the rich material for his volume and in putting it into a readable, and in his lively History-page bibliography of books consulted, of which many must have been long out of print, has been amply supplemented by study of the files of old Kentucky newspapers and court records and by interviews with persons whose memories go back to the latter part of the period of which he writes. The result is an amusing and very human chronicle, replete with anecdotes that illuminate the time. When "wagon-roads," wagons and stage-coaches began to replace the buffalo and Indian trails and pack-horses the inevitable Tories made life exciting and travel an adventure of increased hazard.

The first stages had backless cross-seats and makeshift tops, and the rate of travel was three or four miles an hour. The Tories opposed the stage lines because the coaches, they said, would make the time fly and public "effeminacy and idle" and were bad for their health and also for business, because people using them needed fewer clothes.

Later, as vehicles and roads improved, every coach had its coach dog trained to guard constantly the boot, with its load of luggage, and these animals provided exciting fights with the shepherd dogs when the coach, as frequently happened, had to "wade through" imminently droves of sheep that disputed the way. In the latter days there were frequent hold-ups of the stage-coaches. Jesse James being supposed to be chiefly responsible for them.

The book covers, picturesquely and entertainingly, not only its central theme of stage-coach travel and its development, but also such connected matters as taverns, turnpikes, experiences of travelers, mail-carrying, pioneer roads and their improvement, stage-coaches during the Civil War, the ending of the stage-coach on the railroad, stage-horses and the rivalry between opposition lines.

Dr. Clark Addresses Basic Circle

Dr. Thomas D. Clark, professor in the department of history, University of Kentucky, was the guest speaker at the November meeting of the book circle at Patterson hall Tuesday afternoon. Dr. Clark reviewed and discussed books recently published by local historians. Mrs. James W. Martin, chairman of the book circle, introduced the speaker.

Dr. Clark is not only a student of history generally, but said he is especially interested in southern records and locally alive to any opportunity to obtain any data in the many remarkable happenings of the past, locally. "Lincoln and Liquor," by William H. Townsend; "Transylvania Colony" by William S. Lester and "Stagecoach Days," by Winfield Coleman, were the three books Mr. Clark considered.

Before beginning his announcement reviews the speaker referred for a moment to "Famous Speeches of Abraham Lincoln" which was edited by Mr. Townsend and for whom were printed 35 copies which were dedicated to Miss Mary Genevieve Townsend, daughter of the editor. Dr. Clark spoke of Mr. Townsend as "a master of composition and raconteur whose stories never grow tiresome and who never tires of the telling." "Lincoln and Liquor" Mr. Clark said took the middle of the road between those contending who claimed Lincoln either a teetotler or a drinker, and was carefully prepared, interesting and convincing.

In discussing Dr. Lester's book, "Transylvania County" the reviewer gave much of the background for this much avid subject and took from the contents many examples of especial importance, pointing to many bits of information by other authors that were questionable in value and in authority.

For Mr. Coleman and his book "Stagecoach Days" the reviewer had great praise. The author is a historian of far greater merit, said the reviewer, than many historians whose speculative training and entire life had been devoted to a study of history. Mr. Coleman, who is interested in farming, and is a contractor as well as an historian and author, has a most discerning mind and judgment when investigating manuscripts or data. His book Dr. Clark said, considered stagecoaches, highways and taverns and was interesting, informing and well written.

Referring to the writing of local history as a virgin field for students of history Dr. Clark complimented the writers of the books he had discussed because they had retained from giving personalities, partial statements and inaccurate information but had, with great care and for the purpose of giving only what was correct, written excellent histories of the subjects.

At the conclusion of the program, tea was served by the committee, composed of Miss Elizabeth Mock, Mrs. E. L. Gillis, Mrs. Frank Murray, Mrs. R. E. Eddy and Mrs. F. T. McFarland.

THE ENQUIRER.

CINCINNATI,

NOVEMBER 23, 1935

THE NEW YORK TIMES

JUNE 23, 1935.
May 26, 35

My dear Mr. Coleman,—

Please let me thank you for an autographed copy of your fine book. I tender my congratulations on a workmanlike piece of craftsmanship. To my way of thinking, you have told an unadorned narrative in a charming fashion.

With very many kind wishes,

Yours truly,

[Signature]

To J.W. Coleman Jr., Eng.

Lexington.
A Magic Word

To those who live in Kentucky, the name of their state implies a land of beauty, splendor, rights, hospitable cities and towns. And these are reached by automobile, bus, railroad or airplane, gracious women, courteous gentlemen and scions of the old families. In the early days of the United States, when Kentucky was a wilderness country, the roaming free of the buffalo and the bear, and the hunting ground of savage tribes, the word had a magic lure to pioneers beyond our ken today. Meaning literally "Land of the Indians" the name Kents- teh, when spoken in the backwoods log house or in the drawing room of a Virginia gentleman as Kentucke, had the power to carry that promise and set landlord proprietor and laborer alike afloat with dreams of the beautiful land beyond the mountains.

So it is that J. Winston Coleman Jr. of Lexington, Ky., in his book, "Stage Coach Days in the Bluegrass," (Stand- ard Press, 220 South First street, Lou- isville, Ky.) has provided an interesting, informative discussion of Kentucky's early days. His book not only gives definite, detailed information regarding the establishment of stage routes, taverns, the railroad, etc., it also gives an intimate glimpse into the times about which he writes, including the hold which the magic word, Kentucke, had upon all the early settlers.

Mr. Coleman has gone to no end of research for material for his book, as the lengthy bibliography will show. The book is of inestimable historical value, but it is a day that the printed page will be a day of reckoning of the facts. He has succeeded in including the romance of the age in his sentences, so that one reads with the beauty and the pleasure without dreading the day when French heels, enjoys a pleasure trip on the first horse-drawn railroad in its six-mile trip out of Lexington, with the first stagecoach rider, his mind walking through mud to help the stage but does object to putting in the mud, and weeps with Mr. French, who declares a new coach was "a very shicklin' affair."

The forerunners of the Kentucky Highway Commission were the wild animals, the buffalo, the buck, the bear, which made beaten tracks to certain grazing grounds, licks or watering places. Being massed animals, they could make dangerous routes of ridges and hills and also the shortest line two points on solid ground. As a consequence the numerous "traces" or "roads" are the most famous being the "trace" from Maysville to Ruddell's Mills. The animals were the forerunners of the highways of the wilderness, the wild Indian tribes utilized them also. Here is the Kentucky the pioneer of the state, as Mr. Coleman adequately describes.

The pioneers also used the "traces" and many times were compelled to defend their lives against plots of the wild tribes. Many of them lost their lives. Many times they were discouraged. They sometimes worried. If they could be attacked.

Darby on page 203 of his book (quoted by Mr. Coleman) says, "If you pass through the middle part of the state you may be said to have been peopled in tears and blood, that was emphatically Kentucke."

But Kentucky savages old give way, and the "wagon-roads" were established as early as 1787. Then the new transportation need between old and new systems began. A toll was between the stage-coach and the pack horse. The wagon roads were made by logs laid across the declivities, and covered with dirt, known as "corduroy" roads. Needless to say, they shook the vehicles to pieces in most instances.

Then came the turnpikes. On May 9, 1860, John Kennedy established a 47-mile turnpike from Lexington to Winchester, KY., and the 200 miles. Then came the bond for the road and the city. Passengers debated the merits of walking or "overseas," but were obedient in "leaning to the right" or "to the left" as the stage tipped precariously.

1867 saw the Lexington-Louisville stage established. 1824 saw Lexington. Washington, D. C., linked by a stage stage. In 1858 came the Concord coach, declared the "perfect" vehicle. At least it did eliminate many of the hands and "overseas" of the era. The Concord coach Mr. Coleman describes as the "palmy days of" of the era from 1830 to 1845.

The stage was instrumental in bringing the dandies of the Ohio River cities down the Ohio River and then on to Kentucky. The stage was a profitable harvest, because the stage business was booming, but those fleeing from the disease.

In 1855, some main stage routes were in operation in Kentucky, including a twice-a-week run from the Ohio River, Newport, to Cincinnati, a distance of 56 miles. A similar route running three times a week operated between Georgetown, Lexington, and Covington, a distance of 62 miles.

Along with the palmy days of the stage, the stage coach came the days of the tavern. But bumbles of the defeat for the coach could be heard on the distant horizon. March 3, 1855, saw the richly furnished six-mile horse-drawn railroad out of Lexington. Jan. 28, 1855, saw a steam railroad begin operation between Lexington and Frankfort. Louisville & Nashville Railroad was chartered on Mar. 4, 1850, on the main line being established in October 1859, when the Cincinnati & Ohio and Southern Systems were established in 1856. The road between the stages and the railroad was very soon an end to the road. The new eventually won the day, and the stages were relegated to the work of acting as "feeders" to the railroads, connecting the state to the major carrier throughout the state.

From the establishment of the railroad to the present stage has ceased to run in Kentucky, the stage coach industry was in gradual deterioration, with the growth of the new generation of road companies, which are an integral part of the race cooker. One account tells of the stage going over the Kentucky River railroad near Danville, the bridge was completely demolished, but all passengers escaped with their lives. The driver of the stage was severely injured, a noticeable physical change, however.

A newspaper of the day says, "His (Bob White's) hair was entirely gray, though it was black when he left Cralb and

Orchard.

Mr. Coleman gives interesting glimpses of life at Blue Licks Springs Hotel which will be of interest to readers. This section of the book is a time table of the Lexington & Frank- fort and Louisville & Frankfort rail- ways, published in 11, 11, 1856, which may be called a "line chart".

We strongly recommend every Kentuckian to secure a copy of this book, both for entertaining reading and fascinating travel. The illustrations are limited, only 325 copies having been printed, so the proverbial "hot cakes" should be out.

"Stage-coach Days In The Bluegrass."

"Attractive as a pair of new slippers and as interesting as an extra-longing baseball game," writes Fred Neuman, in the Paducah Sun-Democrat, of "Stage-coach Days in the Bluegrass." By J. Winston Coleman, Jr., of Lexington, published at $2.50 by the Standard Press, Louisville. Mr. Neuman's review is sent us by Mrs. Alex Herrick, of Lexington, who is a descendant of Governor Metcalfe. Excerpts from Mr. Neuman's review follow:

Here, for the first time, is a full and comprehensive account of Kentucky's stage-coaches and taverns, which played an important part in Kentucky's arresting story. The trying conditions under which the early stage-coaches operated, the prominent position of the drivers, the exciting experiences of travelers, are all set down in alluring fashion by Mr. Coleman. The book is a splendidly printed, high-quality book, of opposite lines, a collection peculiar to stage-coach travel, bold, high-waymen, grave taverns and tavern life, turpines and tollgates—nothing that would contribute to a fascinating story well told is omitted by the competent historian of Lexington.

Check-full of anecdotes, "Stage-coach Days in the Bluegrass" offers a wealth of sidelights on the state's romantic days. Brilliant flashes of wit dash from its pages. A swing through the pages of July's Perry is often a thrilling adventure. Amazing situations and circumstances of a funny nature punctuate the chapters. There is a liveliness and vividity about the thrilling story in keeping with the theme.

The section on the pioneer roads and hazardous travel is in sharp contrast with that of today. Mr. Coleman notes the improvements of early stage-coach travel and also writes of the stage's part as a mail carrier. The coming of the railroads spelled sorrow for the pioneer means of travel. The chapter treating referring to the closing days of the stage-coach evokes a breath of pity.

Stirring photographs embellish the text. Henry Clay's coach is pictured and the Blue Licks Springs Hotel is shown in its glory. There are 20 maps and photographs, not the least interesting of which shows stage travel in the 1900's.

It is possible that some of our older citizens remember the closing days, at least, of the stage-coach era. In years past we have talked with those who, as children, rode with us to the top of the Backside Hill to gossip on the tops of the stage-coaches, the drivers galloping their 8-horse teams into Carlisle with a flourish of trumpets. Nicholas county people should find many of interest in Mr. Coleman's book. The Metcalfe home was a hospitable haven for distinguished travellers in the first half of the last century. Clay often spent the night at Forest Retreat enroute to Washington; taverns dotted the road and the Blue Licks Springs was in its glory.

The Carlisle Mercury, July 4, 1935
THE GEORGETOWN TIMES

July 18, 1935

THE TANG OF THE SOUTH

By James Tandy Ellis

SOME FIGHTS.

J. Winston Coleman, Jr., has published a very delightful book, "Stage Coach Days in the Blue Grass," a book which every lover of Kentucky history should read.

The book records the "Bear Baiting," given one mile from Paris, in about 1609. The notice stated that a 3-year-old He Bear would be turned loose with five dogs, also that the half of a He Bear would be barbecued for dinner, and made this pointed notice, "No quarrelsome person will be permitted to remain, as force and harmony will be promoted and expected!"

Alex Marland was one of the first settlers of early days. He left the river and was going to New Orleans and up the Red River.

"The Yazo River," said Alex, "is a bear that went by the name of Knecka, and with his back to the wind, he whipped every bear dog in that whole country. One day they brought down a big timber wolf, and they chased it to his hole and got him. The sight of that mighty wolf was so strong that the bettin' was heavy on all sides. They turned them in the inclosure, and the wolf made a sudden leap for the bear's throat, but that old bear got him by the great size of his paws and killed him almost before the fight started.

"About six months after that the man that owned the bear got a challenge from the headwaters of the Missouri River. He was six feet tall and had muscles like iron. He claimed he could kill any bear by giltin' him by his tongue and shettin' off his wind. It was a mighty crowd that gathered there that day, and when the bear comes out to the start, he looked almost as woolly as the bear. Him and the bear made a half dozen passes at each other, and finally the giant rushed in and tried to sit hold of the bear's tongue. Well, sir, that old bear gits hold of him, sorter grunts him up and gives him a mighty swing over the big fence. He lit all spread out and when they got to him he was takin' somethin' early and realy. I'm kinder frierd and wish you children would quit shakin' apples down from the tree on me!"

"They got him to a hospital in St. Louis, and he begin to sorten mend. A reporter from a newspaper went to see him one day, and he says to him, 'Everybody says you was goin' to kill that bear!'

"I thought so myself," said the giant, "and I would a done it, if I had a got hold of his tongue."

"Why couldn't you succeed," says the reporter, "Simpson dragged a long breed and says, 'That old bear was on to all the tricks, hod dang him, he swelled his tongue!’"

Louisville Times
Aug-26-1935

What Lexington Is Reading

FICTION

Now We Set Out—By Susan Ertz
Of Time and the River—Thomas Wolfe
Green Light—By Loyd C. Douglass
People of Glory—By Humphrey Cobb

NON-FICTION

R. E. Lee—By Douglass G. Freeman
Francis the First—By Francis Hackett
Personal History—By Vincent Sheean
Lincoln and His Wife's Home Tour—By William H. Townsend

Stage Coach Days in the Blue Grass—By J. Winston Coleman, Jr.
(Morris Book Shop)

LEXINGTON HERALD
NOV. 24, 1935

CLIPPED FROM OTHER EDITORIAL PAGES

"STAGE COACH DAYS"

Lexington Herald, May 21-1935

"Stage Coach Days in the Blue Grass" is a book of J. Winston Coleman, Jr., author and historian, that has just come off the press to enrich the library of those who love to revel in the lore of a more gracious day and to browse among the annals of a bygone age that is contemporaneous with the lives of Kentucky's great men.

Like "Masonry in the Blue Grass," Mr. Coleman's most recent book, it teems with interesting historical records from old newspapers and documents of more than a century ago and is illustrated with scenes that offer a most amazing contrast to the Blue Grass country today, but not in any way to its detriment.

Approaching his subject as a true historian, Mr. Coleman begins his presentation by describing the background of the Tickseven region of Virginia and the eager glimpsing of the country beyond the Alleghenies. He then briefly describes the explorations of the pioneers from the "West," the interruption of the westward march by the Revolutionary War, and the succeeding surge of immigration to the paradise that Boone and his fellow pioneers had discovered.

Then rapidly comes the substitution by the spread of civilization of the "wagon-roads" for the buffalo trails, of horseback travel for foot, and of the stage-coach, soon to be succeeded by the railroad, for the roundabout travel by boat. It is a transformation that could be no more pleasing and entertaining than by the use of the vehicle employed in both title and subject of the book.

One of the illustrations that should be of particular interest to Lexingtonians is that of Henry Clay's own private coach, still preserved and on exhibit in Lexington. There are illustrations of early imps, including Postellif's Inn, Lexington's historic Forest Retreat, home of Governor Thomas M'Call, on the Maysville road at the junction of the old Carlisle road. There are old colonie scenes in the Blue Grass region and facsimile reproductions of stage coach advertisements and timetables, together with a photograph of a stage coach road map of olden days.

Lexington is fortunate in having another writer following in the footsteps of those who have written on and painted the glory of the Blue Grass region for many years, who develops an almost untouched theme in the glamorous story of Kentucky's "yesterday."
STAGE-COACH DAYS IN THE BLUEGRASS is a most absorbing book, written by J. Winston Coleman, Jr., and published by The Standard Press of (220 South First St.), Louisville, Ky. It is a contribution of great historic value, for it preserves in clear, graphic style a picture of the early days of Kentucky that will enlighten and fascinate all students of history for generations to come.

For nearly three generations, stage coaches and taverns figured prominently in the lives of the people of central Kentucky, and it is of this romantic period that Mr. Coleman writes so charmingly.

The work is the first complete account of Kentucky’s stage-coaches and taverns. In its preparation the author has delved deep into their history and consulted hundreds of documents, old newspapers, reports, reminiscences and other historical data; it may be accepted, therefore, as authentic and reliable.

The reader will learn of the difficulties of stage travel, the prominent position of the drivers, travelers’ experiences, opposition lines and accidents, highwaymen, taverns and tavern life, turnpikes and toll-gates.

The value and attractiveness of the book are greatly enhanced by 25 illustrations from old prints, pictures, and original documents.

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BANK OF KENTUCKY,

Pay to the order of Mr. Lewinski

100 Dollars

Major Thomas Lewinski, a well-known (Polish emigree) of ante-bellum Lexington; asst. engineer on Henry Clay monument in Lex. Cemetery.
Stage-Coach Days in the Bluegrass

By J. Winston Coleman, Jr.

A stirring tale of an era of slow travel and fast living. It is a rich and racy word picture of men in high hats and women in hoop skirts loving and laughing along the old stage roads from one famous tavern to another.

There are exciting accounts of stage robberies, and more exciting incidents in the lives of famous nimble-fingered gamblers who played to win and shot to kill.

You will love the people you will meet in this book—and why not? They are probably your “own personal kindfolk.” Your parents talked of them; your grandparents knew them in the flesh, and your great-grandparents formed a part of the pageant which moved back and forth over the beautiful Bluegrass country which has been so aptly called “The Dimple of the Universe.”

The book is generously illustrated with reproductions of intensely interesting documents of long-gone days and scenes of present and historical interest. It is a book you will be glad to read and proud to own.

PRICE, $2.50

Published by The Standard Printing Company, Incorporated Louisville, Kentucky

BOARD OF TRADE JOURNAL
LOUISVILLE, KY., JULY, 1935


Here is a complete history of the various features of the stagecoach business in central Kentucky. Perhaps no state west of the Mountains had stagecoach activities which approached those of Kentucky. Several factors account for the growth of this mode of transportation in this region. The first important settlements in the Ohio Valley were in Kentucky, and the Kentucky highways formed a necessary link in the national highway system connecting the North and the South. Travelers going overland from New Orleans to New York more often followed the route which led up the rivers to Louisville and continued by way of the arterial highways to Cumberland, Maryland, and thence to other Eastern points. Nashville, Louisville, Lexington, Maysville and Cincinnati attracted numerous visitors during the latter part of the eighteenth and early part of the nineteenth centuries. One has only to examine the numerous published records ranging from Michaux to those of Frederick Law Olmstead to become aware of the vast number of travelers who passed back and forth through the Bluegrass Country. Few European visitors of any significance came to North America without visiting Kentucky. Also, Kentucky was a way-station for the Great Westward Expansion, and from the passage of these immigrants the stage companies secured a lively trade.

Mr. Coleman has treated the story of Bluegrass stage travel
Stage Coach Days in the Blue Grass
An account of Stage Coach Travel and Tavern Days in Kentucky, 1800-1900.
Illustrated, 286 pp., Cloth
$2.50 Postpaid
Winston Coleman
405 Dudley Road
Lexington, Kentucky

Stage coach and public taverns played a very prominent part in the lives of the people in Central Kentucky during the entire nineteenth century. Mr. Coleman writes in a most delightful and entertaining style, the story of these days in the bluegrass section of Kentucky. It is the very complete account of Kentucky stage-coaches and taverns and the author clearly shows that he has familiarized himself with the history of this part and writes as an authority. In our modern day of rapid travel it seems that the days of stage-coaches, turnpikes and toll gates are a long way off; but in reality it has only been a short time since the change took place. This is a very favorable historical book.

The Shreveport Journal
Washington, D.C.
Oct.-22-1935

Readers of good books will find "Stagecoach Days in Old Kentucky" of especial interest. The book has all the interest of a Western thriller—it is a graphic story of thrilling days in Kentucky, set down with vividness and elan. It has gained prestige right along and is patronizing with the best sellers in the Central States, the book is authored by J. Winston Coleman, jr., a well known writer of Lexington, Kentucky. The Standard Printing Co. of Louisville is sponsoring the book.

THE ELKVILLE (ILL.) JOURNAL
Friday, January 17, 1936

Stage Coach Days in the Bluegrass (Louisville, Standard Press, pp. 286, $2.50), by J. Winston Coleman, jr., is a competent study of those phases of Kentucky life in the nineteenth century illustrated by the modes of transportation. Taverns and tavern life naturally make up a substantial part of the description. One interesting story concerns the slow development of the railway, which was long in reaching the point where it threatened the stagecoach line. The strip rails on the Lexington and Frankfort Railroad had a way of curling up, which was something more than disconcerting. There are three appendices which list the taverns and inns of the region, stagecoach owners and operators, and the drivers, the last to the number of 122.

The American Historical Review, January 1936, p 430
STAGE-COACH DAYS IN THE BLUE GRASS

Winston Coleman’s New Book.

A review by John Wilson Townsend.

Praised by the New York Times and almost every newspaper in Kentucky, little remains for me in this brief review of Winston Coleman’s new book, “Stage-Coach Days in the Blue Grass,” but to add my accolade to those that have already been printed. And it is a very great pleasure for me to do this because I have long known the interesting young Lexington author whose first book, a History of Masonry in the Blue Grass, appeared in 1933, and who has now followed up that success with this second book, which, although published but a few weeks, is now well on its way to a second edition. It has sold wonderfully well for a book of Kentucky local history, and is just now getting into its best sales-ride.

“Stage Coach Days in the Blue Grass” is the first book published on that special subject, although, of course, many of the general histories of Kentucky have carried short accounts of this very fascinating phase of life in old Kentucky. Winston Coleman has collected and read all of these histories and from them, together with court records and hitherto unpublished documents of many kinds, he weaves a magnificent mantle of almost 300 pieces, or pages, which he throws across the non-gasoline Kentucky days of a century and more ago.

A famous American surgeon remarked the other day, “We will not get sane again until we run out of gasoline.” Perhaps the lack of gasoline odors in Winston Coleman’s history is its most delectable fragrance. It lifts the reader right out of his chair away from the hectic current days of storm and stress and transports him to those peaceful years that were dead and forgotten until Winston Coleman looked back and blew into them the breath of life again. I feel very sure you will be delighted with “Stage-Coach Days in the Blue Grass,” and so I say again it is a very great pleasure for me to recommend it. It is a most honest piece of work, the author being actuated or annoyed by no financial gain in its writing. It is thus a labor of love and one that is bringing fresh literary laurels to the Lexingtonian’s generous brow.

“Stage-Coach Days in the Blue Grass,” written by a son of Kentucky whose ancestors arrived in this then West Fincastle, Virginia, with the earliest pioneers, concerned with a Kentucky subject, is, of course, published by a Kentucky firm, the Standard Printing Co., Louisville. And a more attractive book from the mechanical aspects has seldom appeared from one of our home plants. With an intriguing dust wrapper and printed on good paper with blue case and many illustrations that have appeared in no other book, Winston Coleman’s “Stage-Coach Days in the Blue Grass” is well worth its price of $2.50. It may be ordered either from the author in Lexington or from the publisher.

Register of the Kentucky State Historical Society

July, 1935

THE CADIUS BOOK SHOP, INC.
"Stage-Coach Days In The Bluegrass" Is Colorful Narrative; Maysville Has Major Part In Happenings Recorded


It is an interesting and colorful narrative that Mr. Coleman, of Lexington, presents in "Stage-Coach Days in the Bluegrass." He has collected valuable material covering early Kentucky travel; the buffalo trace and pack-train stage; the opening of the first "wagon-road" from Lexington to Limestone; and the days of the stage coach, from the home-made affair of 1803 with its backless benches and makeshift top to the pretentious "elegant Concord coaches" of 1835 pronounced "the only perfect vehicle for travel" that had ever been made and opening the way for the palmy days of stage travel in Kentucky.

These were the days, Mr. Coleman writes, that saw Lexington expand by 1800 into a thriving metropolis to deserve its title of "The Athens of the West." It was a city consisting "in the main of refined and educated persons." Transylvania university attracted students from all over the South. Tobacco and whiskey assumed first rank as exports from the Bluegrass and the Kentucky light leaf rapidly drove the British plug out of the market.

Relished for the fine flavor it preserves of another era is the chapter on "Early Taverns," replete with incidents reflecting the civic importance and jobbing life of the taverns, which were sometimes called "ordinaries" or "coffee houses" and often consisted of but one or two rooms. The guests were glad to sleep together on the puncheon floor before the open fireplace, wrapped in their traveling blankets or bear skins. And when the bell rang for breakfast, "a general rush commenced and some activity as well as dexterity is essentially necessary to obtain a seat at the table."

Newspaper Read At Tavern

The only newspaper that came to the village was kept at the tavern. It was handled so often, Mr. Coleman comments, that by the time it got around it was barely legible. One tavern keeper was so fond of the newspaper paper placed over the bar in the tap room a notice: "Gentlemen learning to spell are requested to use last week's news letter."

Letters to the Editor

"STAGE-COACH DAYS" Letter to the Editor

Lexington, Ky., Sept. 7.

I have just finished reading, for the second time, J. Winston Coleman Jr.'s "Stage-Coach Days in the Bluegrass." It must have required years of patient labor to obtain the historic data therein so graphically presented. Those desiring to own a book of greater interest than any that has been written for many years, and one that will become more valuable as the years advance, should secure a copy of the First Edition at once. To the old, it will awaken long-forgotten memories; to the young, it will reveal, not only a mode of travel of which they know little, but manners and customs of previous generations, of which they know absolutely nothing.

When the railroads nixed out the stage coach in our town—that must have been in 1872 or '73, one driver whom I knew well returned to his trade of wagon maker. He was the woodworker. This man was very religious. He attended all services of the church and was an honest, upright citizen. But three times a year he would get on a most glorious spree. At last, he was brought before the board and admonished. His defense astonished the elders. Said he: "Brothers, maybe you haven't noticed that my apron always follow our quarterly meetings. I go up and take walks in the discipline. When I get a swing of Aunt Sallie Allen's woe, it arouses my appetite for a few anciets of Old Fawk's life. I am sorry to change our scheme of salvation, or let me humor my heaving sin in peace, with no hard feelings."

One of the most popular drivers, mentioned by Mr. Coleman, was Joe Mayo, who ran from Maysville to Paris. The prettiest girl in Nicholas county was Miss Fichards Man. She resided near Oakland Mills and attended school in Millersburg, coming up every Monday morning and returning home Friday afternoon. Well, the handsome young stage driver and the pretty girl became sweethearts and were married. For over fifty years they lived together, dying on Thanksgiving Avenue, in this city, not so many years ago.

One of the tavern keepers in my home town, Mr. McKim, married the sister of Mrs. James G. Blunt. Another was the father and major Hiram Bassett, one of the best known Masons of his day. For years, Hiram Bassett was secretary of the Grand Lodge of Kentucky. When he died, the grand lodge secured session in Millersburg. Masons came by special train from all over the state.

A tavern keeper, whomNobody will mention, was to have been married one Wednesday afternoon. Tuesday night his bride-elect eloped to Aberdeen, Ohio, and wedded another man. The disappointed lover closed out his business as soon as possible and went West, no one having any idea of his whereabouts. That happened before I was born. After I had grown to young manhood and was a cub reporter on the Gazette, the city editor gave an order on the leading liveryman to furnish me a horse and buggy. The negroes pointed me the very closely about where I was from, the name of my father, etc. Finally he remarked: "If you are the son of Mr. Joseph Stitt, no doubt you have heard him speak of me." I had to contest I had not. "Then," said he, "you write to your father and tell him where I am and that I would like to visit him some time."

Then I had an interview with Mr. Coleman, a unanimous vote of thanks for writing "Stage-Coach Days in the Blue Grass."

HARMON STITT

THE LEXINGTON HERALD

THURSDAY, SEPT. 12, 1935

THE DAILY INDEPENDENT

MAYSVILLE, SEPTEMBER 3, 1935
Kentucky Progress Magazine

KENTUCKY STAGES


This charming work is an interesting example of that very useful class of books, local histories, which so rarely get the attention they deserve. This one has an especially interesting and worthwhile theme, since it deals with the phenomena of a development common to all frontier regions.

Mr. Coleman has done a very thorough and workmanlike job in collecting the rich material for his volume and in putting it into graphic and interesting narrative. His five-page bibliography of books consulted, of which many must have been long out of print, has been amply supplemented by study of the files of old Kentucky newspapers and court records and by interviews with persons whose memories go back to the latter part of the period of which he writes. The result is an amusing and very human chronicle, replete with anecdotes that illuminate the time. When “wagoncoaches” were the rule and stage-coaches began to replace the buffalo and Indian trails and pack-horses the inevitable Tories made life exciting and travel an adventure of increased hazards.

The first stages had backless cross-seats and make-shift tops, and the rate of travel was three or four miles an hour. The Tories opposed the stage lines because the coaches, they said, would make the traveling public "effeminate and idle" and were bad for their health and also for business, because people using them needed fewer clothes.

Later on, as vehicles and roads improved, every coach had its coach dog trained to guard constantly the boot, with its load of luggage, and these animals provided exciting fights with the shepherd dogs when the coach, as frequently happened, had to "wade through" interminable droves of sheep that disputed the way. In the latter days there were frequent hold-ups of the stage-coaches, Jesse James being supposed to be chiefly responsible for them.

The book covers, picturesquely and entertainingly, not only its central theme of stage-coach travel and its development, but also such connected matters as taverns, turnpikes, experiences of travelers, mail-carrying, pioneer roads and their improvement, stage-coaches during the Civil War, the outset of the stage-coach by the railroad, stage horses and the rivalries between opposition lines.—The New York Times.

VOL. VI SUMMER, 1935 NO. 8

COLEMAN, J. W., JR. Stagecoach Days in the Bluegrass. Louisville, The Standard Press. 1935. 286 pp. $2.50. "The work is the first complete account of Kentucky's stagecoach and tavern days, and in its preparation Mr. Coleman has delved deep into their history and consulted a great store of documents, old newspapers, reports, reminiscences and other historical data." [History]

PEABODY JOURNAL OF EDUCATION [September]


HOBBIES January, 1936

Stage-Coach Days in The Bluegrass, by J. Winston Coleman, Jr., 286 pages, illustrated. Published by The Standard Press, Louisville, Kentucky, first edition limited to 325 copies.

No doubt the majority of our members are interested in the railroad era, yet here is a book which vividly portrays the days just preceding the coming of the railroad. For nearly three generations, stage-coaches and taverns played an important part in the development of this country. Mr. Coleman has consulted a great store of documents, newspapers and reports to present his account of the stage-coaches and taverns of Kentucky. Here the reader will find the trials and tribulations of stage-coach travel, opposition lines and accidents due to rain, taverns and tavern life, turnpikes and toll-gates are all set forth.

Chapter VII deals with the Lexington & Ohio R. R. This road, chartered one week after the Pontchartrain R. R., was the first railroad opened for service west of the Allegheny Mountains. The cars were first drawn by horses until some enterprising mechanics of Lexington constructed the first locomotive in Brunn's foundry. This locomotive made its trial run on March 2, 1833 but it never advanced beyond the experimental stage. It was not until 1835 that a locomotive was purchased in the east and regular trips were commenced.

Mr. Coleman has ably depicted the conditions which existed during this era and the book deserves a place in our library since it portrays the days before the coming of the "Iron Horse." Copies may be procured from the publisher—the price is $2.50.

THE RAILWAY AND LOCOMOTIVE HISTORICAL SOCIETY, BAKER LIBRARY, HARVARD BUSINESS SCHOOL BOSTON, MASSACHUSETTS October, 1935
STAGE-COACH DAYS
IN THE BLUEGRASS

By
J. WINSTON COLEMAN, JR.

Limited Edition
Stage-Coach Days
in
The Bluegrass

By

J. Winston Coleman, Jr.

For nearly three generations, stage-coaches and taverns figured prominently in the lives of the people of central Kentucky, and it is of this romantic period that Mr. Coleman writes in "Stage-Coach Days in the Bluegrass."

The work is the first complete account of Kentucky's stage-coaches and taverns, and in its preparation Mr. Coleman has delved deep into their history and consulted a great store of documents, old newspapers, reports, reminiscences and other historical data.

The difficulties of stage travel, the prominent position of the drivers, travelers' experiences, opposition lines and accidents, highwaymen, taverns and tavern life, turnpikes and toll-gates are among the subjects included.

The attractiveness of the book is enhanced by twenty-five illustrations from old prints, pictures, and original documents which give an added interest to this fascinating narrative.

Illustrated $2.50

The Standard Press
220 South First St. Louisville, Ky.
COMMENTS

"To my way of thinking, Mr. Coleman has told an interesting romance in a charming fashion."

—Irwin S. Cobb

"Probably the most interesting book ever written of the Bluegrass region's glamorous days."

—Lexington Leader

"Attractive as a pair of new slippers and as interesting as an extra-inning baseball game 'Stage-Coach Days in the Bluegrass' is one of the most notable contributions to Kentucky history in the last ten years."

—Penduah Sun-Democrat

"Not only has Mr. Coleman produced an interesting history of the stagecoaches and highways, but he has woven into his history a splendid description of the ante-bellum Kentucky taverns."

—The Pikesville Club History Quarterly

"'Stage-Coach Days' is the first comprehensive story of the romantic period of stagecoaches and taverns in this State, and is a valuable contribution to Kentucky history."

—The Woodford Sun, Versailles

"From beginning to end 'Stage-Coach Days' presents interesting and well-told sidelights on Kentucky and American history."

—The Courier-Journal, Louisville

"'Stage-Coach Days' is profusely illustrated with old prints, pictures and documents which gives an added interest to this fascinating narrative."

—The Harrodsburg Herald

"The contents of 'Stage-Coach Days' are just as intriguing as the unique title itself."

—The Shelby Sentinel, Shelbyville

"Mr. Coleman has done an excellent piece of work in putting in permanent form a period in our history of which the present generation has no knowledge."

—Judge Charles Kerr

Author, Kerr's History of Kentucky

Reviews
Stage-Coach Days in the Bluegrass

By J. Winston Coleman, Jr.

The glamor, romance, color, and yarns of the stage-coach and its necessary companion, the old-fashioned tavern, live again in this vivid story of other days. It is not too much to say that this volume is an interpretation of the civilization of the bluegrass country from the beginnings until the stage-coach was superseded by the "iron horse," for it is a record of the evolution of transportation and communication which carries with it the development of trails, roads, highways, the interchange of products, the inter-relationships of communities, and the growth of cultural activities. Incidentally, the appearance of class distinctions is reflected in the restricted accommodations provided for the traveling public. The most interesting phase of the story is the place of pre-eminence held by Lexington in the development of Kentucky. Even to Kentuckians it will be news to learn that this Capital of the Bluegrass continued to be the economic, commercial, social, religious and educational center of expanding Kentucky until the Eighties of the last century. Mr. Coleman has done his work well and has provided appropriate illustrative material for his excellent narrative.

Price, $2.50

(Price Prepaid)

Published by THE STANDARD PRINTING COMPANY
INCORPORATED
LOUISVILLE, KENTUCKY

Address All Communications to "SEEING LOUISVILLE,"
419 Lincoln Bank & Trust Co. Bldg.
Stage Coach Days in the Bluegrass. By J. Winston Coleman, Jr.  

To the present generation of Americans the stagecoach, the turnpike and the tollgate are almost as unknown as buffaloes and Indian massacres. Yet at one time, and a time not so long past, these three things were an essential part of everyday life, their existence so taken for granted that description seemed unnecessary and undeserved. From many out-of-the-way places, from newspaper advertisements, from court records, from travel journals, local histories and personal reminiscences, Mr. Coleman has pieced together for central Kentucky a description of the stagecoach days which the railroad and the automobile have hustled into almost complete oblivion.

Lexington was always the center of the Bluegrass stage lines, as it is today of the bus lines. Prior to the war of 1812 this pre-eminence of Lexington in the industry seems to have been due primarily to the energy of its people rather than the location of the town since the two chief lines ran from Lexington rather than to it. One of them took people to the popular health resort of Olympian Springs; the other led them to the political resort of Frankfort. Both lines were established in 1803, neither was permanent, and the palmy days of the stagecoach came with the Great Migration following the War of 1812. The immigrants came down the Ohio river bound for the Bluegrass and stagecoach lines were opened from Lexington to meet them at the river ports of Maysville, Cincinnati, and Louisville. Every little town in central Kentucky was soon connected with Lexington by stage as the region became more thickly settled, industry expanded and travel increased. This early coaching business was handicapped by rude coaches and unpaved roads, so that traveling was always uncomfortable and slow. The introduction of the Concord coach and the development of macadamized roads revolutionized the business and a period of great prosperity ensued until the coming of the railroad. With many growlings the coach retreated before the locomotive and made its last stand in the regions unachieved by the railroads.

The author devotes considerable space to the accessories of the stagecoach. The opening chapter deals (in general terms) with the development of pioneer roads from Indian traces and buffalo trails. A later chapter describes the macadamized road system, not omitting mention of the tollgates which gave the roads their distinctive name, "turnpikes." There are many descriptions of taverns and inns, a list of which is given in an appendix. The organization of the business, the competition of different lines, the consequent racing and, quite as consequent, accidents receive full treatment. One of the most interesting portions of the book is the description of the struggles for supremacy between the stagecoach and the railroad.

Thus is a little bit of forgotten life rescued from oblivion. Mr. Coleman limits himself rather narrowly in his discussion, but within those narrow limits he has done an excellent piece of work. The book is illustrated, has an appendix of statistics, and closes with an adequate index.

R. S. Cotterill

Florida State College for Women

The Journal of Southern History

November, 1935
COMMENTS

"Stage-Coach Days is a bit of forgotten life rescued from oblivion . . ."  

"... The glamor, romance, color, and yarns of the stage-coach with the old-fashioned taverns live again in this vivid story of other days."  
—Peabody Journal of Education, Nashville

"Stage-Coach Days is a valuable contribution to Americana . . ."  
—The Evening Sun, Baltimore

"Many spots familiar to Kentuckians will be further endeared by reading Stage-Coach Days."
—The Cincinnati Enquirer

"Stage-Coach Days is a contribution of great historic value, for it preserves in clear, graphic style a picture of the early days of Kentucky that will enlighten and fascinate all students of history for generations to come."
—Book Chat, Radio Station WSMK, Dayton, O.

"This book should appeal to any American having an interest in the traditions and development of our country . . ."
—The Hartford Record, Chicago

"Every lover of Kentucky history should read Stage-Coach Days . . ."
—James Tandy Ellis, in Louisville Times

"Stage-Coach Days is a very favorable historical book . . ."
—The Shreveport Journal, Shreveport, La.

"Mr. Coleman has garnered rich material from old court records, newspapers, and memoirs and presents a graphic and picturesque recital of an important phase of early Kentucky history . . ."
—The Daily Independent, Mayville


Reviews and Comments.

The Story of

KENTUCKY'S TAVERNS AND STAGE-COACHES

With Many Interesting Side-Lights
"Readers with a taste of Americana will pick out Stage-Coach Days in the Bluegrass which, in addition to the modes of travel, depicts old inns and taverns of Kentucky."

—Saturday Review of Literature

"Mr. Coleman weaves a magnificent story of the life and travel of early Kentucky . . ."

—Register, Kentucky State Historical Society

"Stage-Coach Days develops an almost untouched theme in the glamorous story of Kentucky."

—Lexington Herald

"Stage-Coach Days is a competent study of those phases of Kentucky life in the nineteenth century illustrated by the modes of transportation."

—American Historical Review

"To my way of thinking, Mr. Coleman has told an interesting romance in a charming fashion."

—Irvin S. Cobb

"Probably the most interesting book ever written of the Bluegrass region’s glorious days."

—Lexington Leader

"Attractive as a pair of new slippers and as interesting as an extra-inning baseball game Stage-Coach Days in the Bluegrass is one of the most notable contributions to Kentucky history in the last ten years."

—Paducah Sun-Democrat

"Not only has Mr. Coleman produced an interesting history of the stagecoaches and highways, but he has woven into his history a splendid description of the ante-bellum Kentucky taverns."

—The Filsom Club History Quarterly

"From beginning to end ‘Stage-Coach Days’ presents interesting and well-told side-light on Kentucky and American history."

—The Courier-Journal, Louisville

"Mr. Coleman has done an excellent piece of work in putting in permanent form a period in our history of which the present generation has no knowledge."

—Judge Charles Kerr, Author, Kerr’s History of Kentucky

Reviews and Comments

STAGE-COACH DAYS IN THE BLUEGRASS

Being an Account of Stage-coach Travel and Tavern Days in Lexington and Central Kentucky 1800–1900

By J. Winston Coleman, Jr.

Illustrated, 286 Pages

$2.50
Stage Driver Dies

Last Survivor of Early Transport Days Passes Away at Germantown

[Maysville, Ky., July 1.— Although the stage coach has been extinct for a number of years, the final spoke in its existence in this section lived long after the rumbling transport of the high ways had passed into oblivion. Thomas Tyler, 88, of Germantown, last surviving driver of stage coach days in this section, died at his home Saturday.

For years he operated the four-horse stage coaches between Maysville and Germantown and Brocksville. During his lifetime, he also was a trainer of fine horses, a tobacco buyer and served as a director of the Germantown Fair Association for 45 years.

Tyler is survived by one daughter, Mrs. Ada Mae Brown; one sister, Mrs. Mary E. Turner, of this city, and several nieces. Funeral services for him were held this afternoon, with burial following in Germantown cemetery.

BRIGHT'S INN

In J. Winstin Coleman, Jr.'s “Shipping Coach Days in the Blue Grass,” a highly interesting book recently published, appears this paragraph, which is read with interest by those Lincoln county people who have had the good fortune to read the book:

“Bright's Inn, one mile and a half from the town of Stanford, in Lincoln county, on the famous old Wilderness Road, was familiarly known as Bright's Stage Inn. This well known hostelry was built in 1816 by John Bright, son of the Revolutionary soldier, Henry Bright. The structure was of logs, and soon additional rooms were added to accommodate stage travel from Lexington to Cumberland Gap. This inn was often visited by Isaac Shelby, who lived only a few miles away, and by Henry Clay, George Rogers Clark, and many others of fame in the pioneer and ante-bellum days. Bright's reputation was known throughout the Carolinas and the Virginias; and it was here the great bulk of the stage-coach travelers stopped and refreshed themselves on their long journeys.”

The Interior Journal,
July 5, 1935

LEXINGTON HERALD
JULY 2, 1935

LEXINGTON LEADER
MAY 26, 1935

LEXINGTON, KY.

15-FOOT WHIP DISPLA YED.

The time has come in its show window a 15-foot whip used by Hon. Pete Depp when he drove the stage coach from Cave City to Mammoth Cave. The whip, sixteen feet in length, is made of buckskin and deer hide. The staff is thirty-six inches long.

Mr. Depp is last surviving driver of this line, and the whip is the one used by him on the last coach driven over this route in 1885-1886. The coach was “Old Florida,” a magnificent Concord special, and a double-decker carrying thirty-two passengers. From four to six miles were employed, and two hours were required to negotiate the ten-mile trip. The late Mr. Henry Gaither was manager of the cave at that time.

Mr. Depp says “the whip is a six-cylinder spark-plug of the eighties,” and had lots of pep. Later, he used it in the Cleveland rally here when he drove a team of six grey mules all over town to be the biggest Democrat blackout in the county ever known.” —Glasgow Times.
THE ORIGIN OF LEXINGTON'S NAME

Editor, The Herald:

"Truth can never be confirmed enough, though doubts did ever sleep."

William Shakespeare, a man of some reputation among enlightened citizens of the world, put the lines we have quoted into the mouth of Pericles, in that play "The Life of Pericles." In this instance, the point is not for any who may chance to read what is here written to offer the epigram as an apology for discussing a topic, wrought threadbare by perennial debate.

The immediate occasion for reviving the subject is found in the recent publication of some speculative missives (1) that Lexington, Ky., is not the first seat of Rockbridge county, and (2) that the news of the Battle of Lexington, in Massachusetts, which occurred on April 19, 1775, could not have reached the pioneers in central Kentucky by the first of June, 1776.

Lexington, Va., is in the county of Rockbridge, in that state, and in the county seat of Rockbridge county. The act, creating the county of Rockbridge, out of Augusta and Botetourt counties, was passed at the October, 1777 session of the Virginia assembly. (Hening's State, II, pp. 351-352, XXVIII, pp. 420-424.) This act provides that the new county of Rockbridge should begin its legal existence from the next day after it shall be established. A further provision that the first county court should be held "at the house of Samuel Wallace," and that the justices, or a majority of them, being present and a quorum, shall have power to hold court in any town or place of the county, at or as near the center as the situation and convenience thereof will admit, for the purpose of erecting the necessary public buildings at such place, and shall also appoint such places for holding courts in the meantime, until such buildings can be completed, as they shall think fit, and shall have power to adjourn themselves to such places as they shall appoint for holding courts, when such buildings shall be completed, such courts of the said county shall thereupon be held at such place.

Again, this act provided that "at the place which shall be appointed for holding courts in the said county of Rockbridge, there shall be held a town to be called Lexington.

The first town for the county of Rockbridge was held at the house of Samuel Wallace, April 7, 1778. (History of Rockbridge County, Virginia, 1856, by Oren F. Morton, page 81.) On April 15, 1778, a town was ordered to be held at the house of Samuel Wallace, and on August 5, 1778, another was ordered to be held at a courthouse to be begun in a workmanlike manner by November 1, 1778. (Ibid, page 83.) This plan was not carried out, and, on April 7, 1779, a new plan for a courthouse was ordered approved and a contract was let for its construction. (Ibid, page 83.) A week or ten days and a half later, the act was amended to provide for a courthouse "to be finished in a workmanlike manner by November 1, 1778." (Ibid, page 84.)

THE POSTLETTWAITE TALWN

Postlewaite's Tavern

The Postlewaites, oldest hospitality of continuous life in this section, has received and framed an engraving of the old Postlewaite's Tavern in Lancaster county, Penn., souvenir of the bicentennial of the creation of Lancaster county by legislative act, 1737. Presenting the engraving was presented to the local hotel by Mr. Cecil B. Taylor, of Huntington.

The significance of the engraving as a "birthday" souvenir lies in the fact that Postlewaite's Tavern was the scene of the first court sessions held in Lancaster county, July 8, 1735. The tavern is shown as a commodious two-story log structure, surrounded by green lawns, and the Postlewaites standing in the doorway greeting Justice John Wright, who presided over court, and with several of the inhabitants, including two friendly Indians, curiously looking on. The records of the opening session shows that John Taylor won a suit against Chiscom, an Indian. (Will Rogers would say, "Of course he beat the Indian.")

The John Postlewaites pictured in the engraving evidently was the grandfather of Capt. John Postlewaites of Lexington tavern fame, as the latter was in the county, Penn., and the story added another chapter to the interesting history of the Postlewaites and its present owner, Mr. A. E. Postlewaites, a son-in-law of Governor Charles Scott, Kentucky's fifth chief executive.

The Phoenix hotel, which has operated under the name of the Phoenix Hotel, was known as the Phoenix Tavern, and was kept by Capt. John Postlewaites, who came to Lexington from Connecticut in 1734. Capt. Postlewaites married a daughter of Governor Charles Scott, Kentucky's fifth chief executive. (Postlewaites served only two years in those days) and was a man of parts, of high character, and of ability.

Captain Postlewaite served in 1734 as one of the seven town trustees of Lexington, and, serving again in 1735, he was chairman of the board. During his first term, one of his fellow-trustees, Adam Shead, purchased a parcel of land from the Aquia Company and named the place Postlewaites. This was the original site of the Phoenix hotel.

The record shows:

"1734—Adam Shead purchased from the town trustees a parcel of land—a part out of lot No. 16—lying on the Boone Station road (now East Main street) beginning on the north line of said lot and binding on the said road 10 feet, running back thirteen poles to the line of the Henkle street for parallel with Mulberry street (now Locust street).

In consideration of one shilling, the said Joseph Postlewaites, together with his brother, Samuel, purchased Shead's lot and house and Postlewaites inn was established. About 1749, becoming probably from its strategic location one of the most widely traveled and frequented inns in the frontier town, Captain Postlewaites maintained his proprietorship of the inn almost continuously throughout the years until his death during the cholera plague of 1838. After his death, his son-in-law and executor, John S. Shead, sold the inn property.

THE LEXINGTON HERALD
SUNDAY, MAY 5, 1935

THE ORIGIN OF LEXINGTON'S NAME

Distinguished historian, Joseph A. Waddell, says:

"The town of Lexington (Va.) was legalized and named before it existed, or had a local habitation.

To say that, in April, 1773, in Kentucky, then actually settled, town its name from a mere paper town, not yet reduced to reality, is equally valid with the statement that Virginia was, rather than directly from the glorious birthplace of American independence in Massachusetts, is nothing less than an abridgment. By a roundabout and meaningless origin for the name of the capital of the Blue Grass illustrates how frivolously some thoughtless persons or disposed to treat well-founded facts of history.

There is this likeness, however, between the two Lexingtoms, which, when established, were both under the government and within the territorial limits of Virginia; each of these historic towns was named before it was actually settled. Lexington, in Kentucky county, was named in June, 1775; whereas Lexington, in Rockbridge county, was so named three years later, in October or November, 1778. The towns twon were actually settled at about the same time, in 1779.

There is, nevertheless, this marked difference between them in respect to actual settlement; the name of Lexington, in Kentucky, was affixed to a definite site on the Chickahominy River; the name of Lexington, for the intended county seat of Rockbridge county, was proposed for a town-site not yet selected or ascertained, and was uncertain and unknown when this proposal was made.

By the first week in June, 1775, the entire original thirteen colonies had heard of the heard of the

For example, at Hennann and at Pittsburgh, in western Pennsylvania, at the head of the Ohio river the news of the starting event was joyfully celebrated on May 10, 1775. The report of the battle of Lexington, Mass., is noted in the diary of Judge Richard Hendersen, then at Booneborough, under date of Monday, May 23, 1775, "the 10th day of the month with an account of the battle of Boston." In the diary of James Neure, then in Kentucky, in the year 1775, "June 6, under date of Friday, June 6, 1775, in those words: "Tom (Ruby) and I set off once more for Harrodsburg—very hot—but met about half way & Young Men who told us of the Boston engagement."

This is by no means all the evidence, but it is enough. And, in conclusion, let me put the matter as succinctly as possible. No town was ever named before it was settled, as is generally known by students of Kentucky history. Robert Patterson and his companions had arrived at Redwood and were busy engaged in laying the foundations of Lexington, in Kentucky. In Morton's "History of Rockbridge County, Virginia," page 147, will be found this statement:

"In the act of October, 1777, the statute made town is called Lexington. We do not know who was particularly responsible for the choice of a name, but the Lexington of Virginia, like the Lexington of Kentucky, appears to be a nameless of the village in Massachu-

same event that was the first battle of the Revolution was begun."

The tract of about 27 acres, on which the town of Lexington, Va., was laid out, belonged to the family of the Postlewaites. It was, whose house the first sessions of the county court of Rockbridge were held. (Ibid, page 147.)

In his "Annals of Augusta County, Virginia," (5th and revised edition, 1903) page 265, the
"Stage Coach Days in the Bluegrass," by J. Winston Coleman, Jr., is an excellent portrayal of the stage coaches in the nineteenth century. Mr. Coleman has collected some valuable and interesting descriptions from many sources and has taken them and written a very complete description of travel by coaches throughout the Bluegrass region. His writing is to the point, rather humorous, and the author himself, a native of Lexington, has given Kentucky the book it needed a historical and attractive sketch of early travel in Kentucky.

There are many slang expressions and nicknames discussed in the book and "Jen" is an example. The stage driver's was called "knight of the ribbons," "whisper," "knight of the reins" or "whip," but the best suited was "jehu" which is a humorous allusion to a fast driver. Jehu was an old testament character denoting fast driving and this term was given the driver. Coachman or coachmaster was a term that was both disagreeable and distasteful to the drivers and it was seldom used.

Whips, when used by drivers, were used to crack with an explosive crack, instead of being used as a weapon. The drivers believed that the horses behaved better when treated kindly rather than when treated roughly. The whip was the "driver's badge of profession" and was of great personal value. A popular game among the stage drivers was "penny on the bottle," played in the back of the Phoenix hotel, then known as Brennan's. The bottle was placed on the neck of a quart whisky bottle and the bottle set on the bare ground. The players in turn would put one foot close to the bottle, take four strides away from it, turn suddenly and take a crack at the "penny" to lift it off the bottle without upsetting it. Four or five rounds would be played before some driver overturned the bottle, and then the drinks would be on him.

Expressions used by the drivers were "off" meaning right; "near" left; off leader meaning the right-handed leader as seen from the driver's seat; and "near wheeler" meaning the left-hand animal as seen from the driver's box. These may sound queer to us, but were a familiar language to all the drivers.

General Leslie Combs, of Lexington, stated that one of the few things that Henry Clay and President Jackson ever agreed upon was the improvement of the Zanesville-Florence road. As far as the east went, the road extended to both of their homes. Jackson and Clay both had their private coaches and it is amusing that one was agreed upon only upon the subject of transportation.

The stage coaches were driven so rapidly that many accidents occurred and many cuts were brought against the companies. Not only the humble traveler was hurt but also the elect of the land. Chief Justice John Marshall, in his eightieth year, died from injuries to his spine resulting from "post-coach fall and overturning on one of his visits to Washington." Even Henry Clay himself, in whose influence more than any other man, the creation of the national road was due, was in an upset upon two occasions, but was not injured seriously either time.

The orders of the stagecoach drivers were to be obeyed without hesitation, regardless of the passengers' rank or station in life. At the time when Santa Anna was being taken, in a stage coach through central Kentucky, he stopped at Colonel Throckmorton's Inn near Milburn, to spend the night. Early in the morning, when the stage was ready to start the Mexican general had not risen. "Where's Santa Anna?" inquired the stage driver Darby. "The General is yet asleep," said one of the Mexican attendants, and he never permitted anyone to awaken him. Darby replied, "The United States mail don't wait for anybody," and with that he brushed past the attendants and kicked on the General's door until Santa Anna arose from his bed. He was then hurried into the coach without an opportunity to eat his breakfast.

"Stage Coach Days in the Bluegrass" contains many curious and unusual pictures of the early coaches, notices, and bills, which should be interesting to any Kentuckians and I hope that the book may become better known to high school students.

—EVELYN BRADLEY.
In 1829, the Lincoln family first became Kentuckians. In that year, Abraham Lincoln, grandfather of the President, left his home in Rockingham county, Virginia, and followed his father-in-law, the footsteps of his old and thrifty friend, Daniel Boone. With his wife, two daughters and three sons, Mercease, Josiah, and Thomas, he settled on Floyd's Fork, in Jefferson county, Kentucky. In 1831, either his father, or his cousin, John Hanks, at a daily wage of fifty cents and sixty dollars between them, took a boat loaded of goods and provisions down the river to New Orleans. It was on this trip that Lincoln witnessed the first time and probably the only time the horrors of the slave market. In the words of John Hanks, "Slavery ran the iron into him then and there."

In August, 1831, Lincoln returned to New Salem, Illinois, and Offsett, having become warmly attached to the young man, purchased a stock of goods for a store and placed the mill of Kilreda and Cameron, placing Lincoln in charge of the whole business. In his effective and impulsive way, Offsett was the ardent champion of the bond, friendless and penniless, calculating and boasted of Lincoln's physical prowess and intellectual attainments. He loudly asserted that " Abe knew more than any man in the United States." He would some day be President of the United States. With the vision of "he could at that present moment outrun, whip or throw down any man in Sangamon county," and he offered to back his judgment with all the money any skeptic would take.

His employer's attitude embarrassed Lincoln very much and it was not long before several envious and reckless young men, known as the "Cabal," became so remarked upon him to make good Offsett's boast. He came so near doing in such a quiet, unobtrusive but effective fashion that he at once became a favorite in that rough and ready community.

And Offsett's many enterprises soon failed and the bluff, hearty character sank out of sight to be heard from no more, it is certain that he had in his own particular way rendered invaluable assistance to Lincoln. Thus Lexington furnished to Lincoln his earliest sponsor and patron, thru whom his conception of slavery became vividly and permanently fixed and that popularity achieved which started him early on the road to fame.

Of Lincoln's first visit to Lexington, little is known except the approximate date. Joshua F. Speed was Lincoln's most intimate friend. His family lived at Frankfort, on the Battock, in 1822, which refers to "Thomas Lincoln, deceased." He is buried in an unmarked grave in one of the neglected burial places of the old military neighborhood, but the exact location is unknown.

In this Fayette county kinsman, President Lincoln seemed to take an unusual interest, mentioning him frequently in correspondence with relatives. While a member of Congress, Mr. Lincoln, in a letter dated April 2, 1848, said of this great uncle, for whom his father's name was named: "Thompson removed to Kentucky, near Lexington, where he died a good while ago."

Links in Proof as to Parentage

The records in the office of the Fayette county clerk are especially important in one respect. They are additional links in the chain of proof as to the parentage of Abraham Lincoln. The writer owns two books, one entitled "The Story of Nancy Hanks," the other "The Genesis of Lincoln," in which efforts are made to discredit his origin, denying that "Abraham" was a family name of the Lincolns andcharging he had falsely given this name to the President's ancestors. The deed records in Jefferson county show beyond dispute that his grandparents were Abraham and the records here show, not only that this was a family name, but that it was a custom of the Lincolns to hand down to their children the names of older kinmen. Thomas is named after his father, Abraham, and Abraham is the name of his youngest son for Thomas, and in that son's offspring the old pioneer's name has been made immortal.

In the spring of 1831, Abraham Lincoln met a citizen of Lexington who, as one biographer has expressed it, was "destined to exert no little influence in the shaping of Lincoln's fortunes." His name was Denton Offsett, described as "an adventurous and discursive sort of merchant with more friends in the world than he could well manage." Lincoln, having begun to shift for himself, had just finished making "three thousand dollars for Major Warries." He and his cousin, John Hanks, at a daily wage of fifty cents and sixty dollars between them, took a boat loaded of stock and provisions down the river to New Orleans. It was on this trip that Lincoln witnessed the first time and probably the only time the horrors of the slave market. In the words of John Hanks, "Slavery ran the iron into him then and there."

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The first mention of Lincoln's name in a Lexington newspaper is the following brief dispatch in the issue of the Lexington Courier for August 29, 1846, giving the return of the Congressmen from the 5th of October, 1846, as far back as 1852. Of it, he has the following to say:

"Some of his friends, Judge Davis, Mr. Herndon, Mr. Speed, or anyone else, so far as we are able to ascertain, ever heard of the visit. If it had been made at any time after 1856, it could hardly have been concealed from Mr. Speed; and we are compelled to place it along with the multitude of groundless stories which have found currency with Mr. Lincoln's biographers."

Dr. William E. Barton, author of "The Paternity of Abraham Lincoln" and "The Soul of Abraham Lin- coln," in a letter to the editor of the Lexington Liberty, April 23, 1892, says: "I think you are correct in following Lemon rather than Holland, with reference to Lincoln's visit to Henry Clay. If Lincoln had made such a visit, we should have learned of it at the time."

Mr. Jesse Weik of Greensleeve, Ind., who, with Wm. E. Herndon, Lincoln's law partner for twenty years, wrote the most intimate biography of Lincoln, is perhaps the greatest authority on that subject. A letter from Mr. Weik to the writer, dated October 12, 1881, contains the following interesting comment on the Lincoln-Holland story:

"I never heard Herndon, or anyone else who was close to Lincoln, say anything like it. Lincoln's eulogy of Clay in 1852 points the other way. I remember Herndon once told me that he heard Lincoln praise but two public men; one was Jefferson and the other Clay. In 1854, when Lincoln prepared the law book which he carried in his office, the name of Douglas (and which volume I happen to have) the first item he put in it was a paragraph—one of the most of the things Clay ever uttered—from Clay's speech in which he opposed the extension of slavery. Both Mr. Herndon and Horace White, who accompanied Mr. Lincoln during the Douglas debates, assured me that Lincoln repeatedly voiced his approval of Clay's expressions. Besides all this, an examination of Lincoln's speeches and letters prove that on every occasion when he expressed himself about Clay it was to the good."

Was Warm Admiration of Clay?

That Lincoln's admiration for Clay ever waned is certainly not supported by any statement from him. As Mr. Weik points out, Lincoln was selected by the Springfield bar to deliver the memorial address upon the death of Clay. The speech was delivered on July 10, 1858, in the State house at Springfield, and reveals in every sentence the high esteem in which the speaker held the dead statesman.

In April, 1866, Leonard W. Volk, the noted sculptor, made a life mask of Mr. Lincoln, and, in the issue of the Century Magazine for December, 1881, he relates that on one occasion Lincoln spoke most enthusiastically of his profound admiration for Henry Clay.

It would seem, therefore, that Mr. Lincoln's own expressions, both in conversation and in public address, together with the following letter, which contains as much sentiment as anything Lincoln ever wrote, would conclusively establish Holland's error:

"Executive Mansion, Washington, August 9, 1862.

"John M. Clay,
"My dear Sir:"

"The manuscript you sent with the accompanying note, was received yesterday. Thanks for this moment of your great and patriotic father. Thanks also for the assurance that in these days of despondence you remain true to his principles. In the concurrent sentiment of your venerable mother, so long the partner of his bosom and his home, and lingering now where he was born, the call to resign him where he is. I recognize his voice, speaking, as it ever spoke, for the Union, the Constitution and the freedom of mankind.

"Your obedient Servant,
"A. LINCOLN."

As a matter of fact, Mr. Clay never made any such speech in 1844. His biographers do nothing, nor do the local newspapers. He did deliver a very widely advertised speech in Lexington, November 13, 1847, at which meeting Lincoln was probably present, as he was here at the time. The subject was not Gradual Emancipation, but the Mexican War. That Mr. Lincoln was not "disappointed" in this speech is indicated by the fact that, several months thereafter, on December 22, 1847, he introduced in Congress his famous "Spot Resolutions," criticizing President Polk on the conduct of
Matter of Lincoln's Religion

Much has been written about Lincoln's religion. Some biographers have contended that he was an infidel, while others strongly denied it. Fairly fairly considered, the evidence seems conclusive that, during his early manhood in New Salem, he read Volney's "Ruins" and several works on the "Origin of the Christian Religion," which made an impression upon him never wholly eradicated. In fact, the proof is clear that about this time he wrote a pamphlet which Herndon says was a "man argument against Christianity." Dr. William P. Barton, the eminent Lincoln authority and pastor of the First Congregational Church of Oak Park, Ill., very frankly says in "The Life of Abraham Lincoln," that Lincoln "wrote some kind of essay adverse to the doctrines of Christianity as Lincoln then understood them.

As Lincoln grew older and entered politics, he rarely discussed his religious views, but it cannot well be disputed that his mind was still filled with many doubts and uncertainties in the spring of 1858, while in Lexington, he picked up a book which wrought the greatest change in his religion. On the 1st day of February, 1858, Lincoln's second son, Ed, died. Mrs. Lincoln's father had also passed away the preceding July, and, from the records in the Fayette circuit clerk's office, it is evident that the estate was being settled up, which probably accounts for Lincoln's presence here at this time.

The book which he read was entitled "The Christian's Defence," by James Smith, who had conducted the funeral of Lincoln's little boy. After reading the book, Mr. Lincoln returned to Springfield and went at once to see the author, Mr. Smith, in speaking of the book, "I found him much depressed and downcast at the death of his son and without the consolation of the Gospel." This was the beginning of a life-long friendship between the two men. And Lincoln, thereafter, was a constant attendant at Mr. Smith's church as long as he remained in Springfield.

That this, one of the most important events in Lincoln's life, occurred in Lexington, cannot well be doubted. Concerning it, Dr. Barton, on November 5, 1921, in a letter to the writer, says: "I have had a request from the Newspaper Enterprise Association, to which I contribute articles, asking me to confirm, if it is true, the story that theological views were changed by reading "The Christian's Defence," by James Smith. I have answered that it is certainly true and that, according to information which he first saw this book in the Todd home in Lexington."

Lincoln's Two Clients Here

Mr. Lincoln, although never practicing law in Kentucky, had at least two clients among the citizens of Lexington. On June 25, 1855, he prepared a deed between Nathaniel Hay and Maria L. Bullock, of Fayette county, Ky. This deed was drawn up on the ordinary printed form containing about thirty lines in Lincoln's careful, cramped handwriting, together with a receipt of three lines, signed "A. Lincoln." He probably charged his customary two dollars for writing this instrument, which sold at an autograph sale in New York in 1911 for $75.00. In 1853, Mr. Lincoln represented his father-in-law, Robert S. Todd, in a law suit with one Nathan Wright, concerning the sale of some land in Springfield. This action was evidently decided adversely to Lincoln's client, as the record shows that it was dismissed on the ground ("insufficient complaint.")

Mr. Lincoln was a party to three law suits, growing out of the settlement of the Todd estate, after the death of Robert S. Todd, in 1849. The first action was instituted on the personal estate, for $950, by his widow, the Administratrix, his widow, against "Tod's Heirs" to settle the estate and a judgment was entered on February 18, 1852, adjudging that "Lincoln and wife," buying having been advanced the sum of $476.00 during Todd's lifetime, "is therefore ordered and adjudged that Abraham Lincoln and Mary, his wife, pay to Elizabeth Edwards $560, by Riche, & Co. Administratrix, his widow, against "Tod's Heirs" to settle the estate and a judgment was entered on February 18, 1852, adjudging that "Lincoln and wife," buying having been advanced the sum of $476.00 during Todd's lifetime, "is therefore ordered and adjudged that Abraham Lincoln and Mary, his wife, pay to Elizabeth Edwards $560, by Riche, & Co. Administratrix, his widow, against "Tod's Heirs." The second action was a controversy over certain real estate in Lexington and was instituted in the Fayette circuit court by the first children of Robert S. Todd against the second children and the administratrix. Judgment was later entered for the plaintiffs, from which an appeal was taken, styled "Tod's Heirs and Administratrix, Appellants, vs. Edwards and wife, and Lincoln and wife, etc., Appellees. The Court of Appeals reversed the trial court's opinion delivered June 30, 1857, and reported in 18 B. Monroe (Ky. Reports), page 116. This suit was vigorously contested with a brilliant array of counsel, thus, A. Marshall and Madison C. Johnson representing appellants, and George Brainard, Clair and George Robertson appearing for the appellees. Mr. Kinkaid was also Lincoln's counsel in a suit filed against him by Thomas Hemingway, one of his partners in "The Spirit of the South," in which Lincoln was plaintiff, and which ended in his client's judgment in a short time dismissed it at his own cost. It appears that Lincoln had never been connected with the firm in any manner, and in the times he had acted as personal counsel for his father-in-law.

Letters to Lexingtonians

During the fifties, as Lincoln was rising to fame, he corresponded with both Judge and Mrs. Lincoln and with Judge George Robertson. In a letter to Judge Robertson, dated August 18, 1855, Lincoln closed with the following language:

"Our political problem now is,—can we as a nation continue together permanently,—for ever,—half slave and half free? The problem is too mighty for any God in his mercy superintend the solution.

"Your much obliged friend and humble servant.

"A. LINCOLN."

So far as the writer has been able to ascertain, the above is the very first communication to anyone of the thought later expressed in the famous first paragraph of Lincoln's speech before the Illinois State Convention, June 26, 1858, that nominated him for United States Senator against Douglas, in which he said:

"A house divided against itself cannot stand. I believe this government cannot endure permanently half slave and half free. I do not expect the Union to be dissolved—I do not expect the house to fall—but I do expect it will cease to be divided; and that this country will become all one thing or all else."

In the fall of 1852, Judge Robertson was in correspondence with the President, urging the enforcement of the fugitive slave law. The following is a letter which Lincoln wrote to Judge Robertson, but reconsidered and did not send:

"Executive Mansion.

"Washington, Nov. 20, 1852.

"My dear Sir:— Your dispatch of yesterday is just received. I believe you are acquainted with the American classics and probably remember a speech of Patrick Henry, in which he represented a certain character in the Revolutionary time as totally disregarding all questions of conscience and honourably bowling. Beef! Beef! Beeff!! Do you not know that I may as well surrender the contest directly as to any other, the obvious purpose of which would be to return fugitive slaves?

"Yours very truly.

"A. LINCOLN"

"Lincoln was evidently afraid that this letter would injure the feelings of his old friend, and, a few days later, wrote and mailed the letter below:"

"Executive Mansion.

"Washington, Nov. 25, 1852.

"My dear Sir:— A few days since, I had a dispatch from you which I did not know. It had to be wounded personally, I think I would not shun it. But it is life of the Nation, I now understand the truth of it all, and that he has five slaves in his camp, four of whom belong to rebels and one belonging to you. If this is true, convey yours to Colonel Sibley, so that he can make the inquiry and pay you any sum not exceeding five hundreds dollars.

"Yours, etc.

"A. LINCOLN"

"Lincoln on Houston Arrest"

The Presidential election of 1854 was fiercely contested in Lexington and, a few days thereafter, Union lawyer and citizen, later law partner of Judge James H. Mulligan, it seems that Governor Brackeley, hearing of Houston's predicament, hastily wired the President, which produced the following characteristic reply:

"Washington, D. C., Nov. 19, 1854.

"Governor Brackeley.

"Frankfort, Ky.

"Yours of yesterday received. I can scarcely believe that General John B. Houston was arrested for no other reason than opposition to my re-election, for, if that had been deemed sufficient cause of arrest, I should have heard of more than one arrest in Kentucky on election day. If, however, General Houston has
been arrested for no other cause than opposition to my election, General Burbridge will discharge him at once. I am sending him a copy of this as an order to that effect.

A. LINCOLN.

Mr. Lincoln’s sympathy for the soldiers was very deep and genuine. He visited them at every opportunity in the camps and in the hospitals. Court martial cases, involving capital offenses, were referred to him by the hundreds and he never failed to catch at every stray in the record that would justify saving the life of a condemned soldier, regardless of whether he wore the blue or the gray. He was especially adverse to inflicting the death penalty upon those charged with apparent cowardice or fleeing in the face of the enemy, many of them being nervous, wayward boys not more than seventeen years of ago. He called them his "leg cases" and said that “it would frighten the poor fellows too terribly to shoot them.” On one record he wrote the following order: “If a man had more than one life, I think a little hanging would not hurt this one, but after he is once dead we cannot bring him to life, so the boy shall be pardoned.”

Doubtless some such idea was in his mind when he sent the following telegram:

Telegram from Lincoln

Executive Mansion

Washington, D. C., Nov. 4, 1864.

“Major General Burbridge,

Lexington, Ky.

Suspend execution of all deserters ordered to be executed on Sunday at Louisville, until further orders, and send me the records in their cases. Acknowledge receipt.

A. LINCOLN.”

Executive Mansion


“Officer in Command at Lexington, Ky.,

Suspend execution of Vance Mason until further orders. Acknowledge receipt.

A. LINCOLN.”

It was a little after ten o’clock on the night of April 14, 1866, that news was flashed over the war-worn country, rejoicing at the prospects of peace, that President Lincoln had been shot at Ford’s Theatre, and, after a night of anxiety and suspense, word came that the assassin’s bullet had proved fatal. The ship, hurrying toward a dark and indefinite shore, which had appeared in his dreams just before Antietam, Murfreesboro and Gettysburg, and which he had seen again on the last night of his life, had found at last a sheltered haven.

Lexington had cast a crushing vote against him the preceding November, and then her press had been ridiculed and reviled, but now, as he lay dead yonder in the Capitol of his re-united country, she forgot it all. He was only a stricken son of the Old Commonwealth, who had never ceased to speak with the accent and pronunciation peculiar to his native state, Kentucky.

Mayor Wingate called a meeting of his Council, consisting of Messrs. Bruce, Chryval, Hayman, Johnson, Lee, Parrish, Spencer, Thompson, VanPelt, and Wolf, who passed appropriate resolutions on the death of the President. Dr. L. B. Todd was sent as the city’s representative on the Kentucky delegation that attended the funeral at Springfield on April 19th. On that day all flags in the city were at half-mast and at noon twenty-one guns were fired from Fort Clay. Services were held in all churches; business was wholly suspended and many business houses and private homes were draped in mourning.

Thus Lexington paid a last tribute to the martyred President, whose life had run so often parallel to her own. Born one hundred and thirteen years ago today, a ward of destiny, guided by the mysterious hand of fortune, he left, at an early age, the barrens of Kentucky for the wildernes of Indiana, thence to New Salem and Springfield, and, while these communities no doubt lent the larger imprints upon the character of the First American, no view of him is in any wise complete without a realization of the influence of Lexington in the life of Lincoln.

JOHN FOX, JR., NOVELIST, DIES

AFTER ILLNESS OF PNEUMONIA

Lexington Herald

JULY 9, 1919

Begun Writing Career.

About 30 years ago he attained marked distinction as a novelist. The first work giving him national recognition was "A Mountain Romance." Then other works, which upon edition were read widely by a public interested in the life of the people in Eastern Kentucky whom he described as primitives in a sense, yet of a seriousness of stock and origin not to remain undiscovered, followed.


Mr. Fox was in Lexington for a short time last December, when he visited his brother, at the latter's former home on the Mayhew road. Since then Everett Fox has moved to Lexington, where he is now making his home.

On a more extended trip to Lexington several years ago Mr. Fox was accompanied by his wife, Frizl Schaff, the light opera singer. They later were divorced.

During the visit here they stayed at the Country Club and were widely entertained. John Fox, Jr., was the son of John Fox, a prominent Kentucky school master, who taught for a number of years in Bourbon county near Paris. The family later moved to Big Stone Gap, Va., where his father died. He was buried in the cemetery at Paris about ten years ago.

John Fox, Jr., was in Lexington in 1918 for several days, spending much of his time at the University of Kentucky getting material for his book, "The Heart of the Hills." Many of its scenes were laid in Lexington and at the university.
Famous Scientist and Author
Succumbs in California.

IN 87TH YEAR

Many Notable Achievements of His Career Are Listed.

Prof. John Uri Lloyd, Cincinnati's noted scientist and author, died Thursday in Los Angeles, Cal., according to a message received by his family and at his office.

He had gone west six weeks ago to pay a visit to his daughter, Mrs. O. C. Welbourn, wife of a Los Angeles physician.

Prof. Lloyd would have been 87 years old on April 10.

He was the foremost chemist in plant research in the world, according to the best authorities.

Word of Lloyd's death was wired to his only son, John Thomas Lloyd, at the Lloyd Brothers Pharmaceutical Co., 520 West Court street. The wire, which came in at 3 p.m., stated that he died "an hour ago."

Besides his son he leaves the daughter, Mrs. Annie Lloyd Welbourn, in Los Angeles, at whose home he died, and another daughter, Mrs. Dorothy Brett, 3900 Gravendale place, wife of J. A. Brett, Jr.

The news of Lloyd's death was not unexpected by members of his family here. His son, John Thomas Lloyd, received a letter, Wednesday, from Mrs. Welbourn stating that their father was "failing fast."

Lloyd did not make his home with any of his children, but visited about among them. He continued to reside, however, at 3901 Clifton avenue, where for so many years he and his wife lived.

Keeping him company at the Clifton home was John T. House. News of the death of Lloyd was withheld from Thursday, as he is ill and under the care of a nurse. A favorable time was awaited for breaking the news to him.

Lloyd's wife died, November 27, 1932. Lloyd had many "cronies" and several of these used always to make much of his birthday. Survivors of this group include attorney Frank Shaffer and A. J. Courcy.

STORY OF LIFE

Prof. Lloyd Was Born In West Bloomfield, N. Y.

John Uri Lloyd was born in West Bloomfield, N. Y., April 10, 1849, son of Nelson Varvin and Sophia Webster Lloyd. He was educated in the private schools of Florence, Burlington and Pittsburgh, Ky. He was awarded an honorary degree of Ph.D. by the Philadelphia College of Pharmacy in 1886 and Ph.D. at Ohio University in 1897. Wilberforce University conferred upon him the degree of LL.D. In 1916 he was honored by the University of Cincinnati with the degree of D.Sc.

Professor Lloyd was a great pharmacologist and one of the world's leading authorities on the chemistry of plants. His important publications are known to scientists in his field everywhere. Yet he never lost his intense interest in human beings and their ways. No less notable than his inquiries into the mysteries of plant life were his studies of dialects, superstitions and folk-lore, especially of Kentucky, which represent valuable contributions to Americana. The scenes of his well-known novel, "Strangtown on the Pike," and of "Warwick of the Knobs" were laid in and about what is now Florence, Ky., where he spent his boyhood.

These novels combine the scientist's gift of observation with a sure grasp of character and a rare sense of atmosphere. To some of his novels, notably "Etidorpha," Lloyd brought an eerie fancy which is perhaps unique in American fiction.

While his best-known novels were brought out thirty or more years ago, Professor Lloyd continued to write and to carry on his scientific work with hardly diminished vigor well into his eighties. By virtue of his long, fruitful and many-sided career, John Uri Lloyd was a kind of landmark in Cincinnati's culture.
December 9, 1935.

Dr. J. Winston Coleman, Jr.,
405 Dudley Road,
Lexington, Ky.

My dear Dr. Coleman:

It gives me much pleasure to send you the autographed copy of the picture you desire. I am glad to say it is about the size you wish for your collection of "Kentuckians."

I have a copy of your "Stage-Coach Days in the Bluegrass," and am still reading it with delight and satisfaction. It brings to mind many incidents of by-gone days, when the "Pikes" of Kentucky were almost nation-famed. That state surely was a leader in the direction of good roads.

With my kindest regards and best wishes and hoping that you will not be disappointed in your reading of "Our Willie," I am

Sincerely yours,

[Signature]
Ingenuity Produces Picture Of St. Peter's
As Church Appeared In Its First 53 Years

Local Historian Finally
Succeeds In Obtaining
Likeness Of Original

James M. Roche, Lexington historian, last week obtained something he had been waiting for years—a picture of old St. Peter's Catholic church, on north Limestone street, as it appeared during the first 53 years it was standing.

Mr. Roche was unable to find a picture for the very good reason that none existed. The sketch above was obtained by an ingenuous combination of parts of the building showing in an old engraving giving a general view of the city of Lexington as it appeared in 1856, and a photograph of the church taken in fairly recent years.

A further aid was an architect's description of the structure, giving all dimensions of the building, including those of the steeple, which had burned down to the bell tower when it was struck by lightning May 31, 1890.

The photograph, of course, gave a perfect view of the main portion of the building and the square bell tower immediately above the roof. Mr. Roche's problem was solved when he found an old steel engraving dated 1850, showing a view of Lexington from the Transylvania College campus. There, showing plainly above the trees and the roofs of other structures, was the steeple.

He enlisted the aid of Thomas B. Dewhurst, who made a pin-and-ink drawing, neatly putting the steeple where it belonged. He also had the dimensions, which made him draw it exactly to scale. Mr. Roche has had an engraving made and prints struck for himself and some of his friends.

The old building, which was razed in 1930 after the congregation had erected the present St. Peter's church on Barr street, was on what is now a vacant lot immediately north of St. Catherine's Academy. A tablet marks the spot over which stood the altar.

The first St. Peter's Catholic church in Lexington was built in 1812 on Winchester street (now east Third street), "on the graveyard lot west of the old Episcopal graveyard. It served until a new church was completed in 1837 on Mulberry street (now Limestone) by Father Edward McMahon, then pastor.

The new brick church, which the Cincinnati Catholic Telegraph of Dec. 14, 1837, said must have cost "at the least estimate $12,000," was dedicated Dec. 3, 1837. The Kentucky Gazette, Lexington, carried a story a few days later that displayed what a present-day newsmen would consider an incredible lack of aggressiveness in getting the story. Said the Gazette: "The ceremony of dedicating the Roman Catholic church in this city was performed on Sunday last. The crowd was so great that we could not approach sufficiently near either to hear what was said or distinctly observe the ceremonies. To us, however, they appeared solemn and impressive."

D. Bradford was then editor of the Gazette and presumably was the man who didn't get there early enough to push his way in vigorously enough to get the story. However, he made up for it to some extent by describing an incident that enlightened the proceedings. "At about 11 o'clock," he said, "an alarm was created that the gallery which was crowded with persons was about falling; when a rush was made for the doors and windows. The sash broke out and many persons precipitated themselves upon the broken glass, by which they had their hands cut. "Several ladies were thrown down and slightly injured, though we believe none seriously."

"The alarm was entirely false, there being no appearance of the gallery giving away, but it has not been ascertained how it originated."

Lexington and Fayette county were divided into two parishes—St. Peter's and St. Paul's—In 1909, and Father William T. Punch was named as the first pastor of the new parish of St. Peter's, a post he held until his death. It was through Father Punch's efforts over a long period of time that the present handsome structure on Barr was erected to take the place of the old St. Peter's church, which stood on north Limestone street 53 years—53 years with a steeple and 40 years without.

—THE LEXINGTON LEADER—AUGUST 9, 1936
Court House And Car Station 40 Years Ago

Oldest Roads Were Direct

Mileage From Point To Point Was Less 100 Years Ago Than Now

Investigation of old records shows that most of the highways in Kentucky of a century and more ago, from point to point, were much shorter than those of today. This fact, developed in an age when millions of dollars are being spent annually by each state to shorten trunks, seems strange.

The mileage of the road from Lexington to Cattletsburgh (the mouth of the Big Sandy), as it was in 1865, is given in detail in Cheniers' Almanac of 1865, published in Lexington and on file in the Lexington Public Library, as follows: Lexington to Winchester, 18; Mt. Sterling, 15; Licking, 10; Lew's Mill, 12; Harris, 12; Henderson's 13; L. Sandy salt works, 16; Williams, 12; Mouth of Big Sandy, 15—total, 124 miles.

The Kentucky highway department log for the present road, U. S. No. 68, from Lexington to Cattletsburgh is 132.8, nearly 10 miles longer than the road our forefather's used.

An even greater difference is shown in the mileage of the road to Cumberland Gap, given in detail in detail in Worley's Almanac for 1822, also published in Lexington. The log is quoted in the old almanac as follows: Lexington to Dunlap's, 4; Kentucky river, 11; Richmond, 10; Big Mill, 14; Irwin's, 19; Bibbard's, 12; McKeo's, 4; Eogues, 22; Cox's, 2; Cumberland river, 15; Cumberland Gap, 16—total, 127 miles. The Kentucky highway department log for the present road, U. S. No. 25, from Lexington to Cumberland Gap is 132.6, more than 5 miles longer than the old road of a century ago.

"Modern" Electric Cars Were On Main Street

Here we see two of Lexington's "modern" electric street cars—the latest in urban transportation—traveling along Main street in the Nineties. Plenty of horse-drawn vehicles around them, but not an automobile in sight. The unpaved street was quite muddy in time of rain. This view is looking east from Broadway. Miller Brothers' clothing store occupied the three-story building on the corner at the left. Several doors beyond them was J. D. Purcell's Boot & Shoe, which occupied three buildings opposite the present J. D. Purcell department store.
Domestic Pageant In Old Kentucky: Rose Hill

Rose Hill, on N. Limestone in Lexington, embodies the dream of an emigrant Scotchman to build in the New World what he had lost in the Old.

When John Brand, at native of Dundee, Scotland, failed as a result of an embargo on Russian hemp, his friend, the celebrated surgeon Dr. Alexander Humphreys of Glasgow, Scotland, advised him to go to America and lent him the necessary funds.

After establishing a factory in Lexington and making quite a success of it (he was a pioneer in the field and turned out the first piece of hemp bagging manufactured in the United States), he returned to Scotland and invited all his former creditors to a dinner party. At the height of the feast and toasting, he requested them to look under their plates, and to their astonishment, they found the sum of his indebtedness to them. He was afterwards referred to as “Honest Johnnie, the one honest man in America.”

Happy to clear himself of his old obligations, he set sail for his adopted country to devote his life to beautifying Rose Hill for his family and aiding in the development of what he thought the most beautiful spot in the world.

Has Charm of Country.

Lexington was greatly admired by a fellow-countryman of his, John Meilsh, the historian, who wrote in a book of his travels in the United States in 1866, “I was pretty well prepared for the view of Lexington, but it did exceed my expectations... It is the most beautiful tract of land I ever saw... We went to see a hemp bagging manufactory belonging to a Mr. Brand from Dundee. Here we found a thriving establishment. In the evening we had a party at Mr. Brand’s and I was very much pleased with the attention shown me.”

In the old days Lexington was more like a large group of many country houses than a regular city, and despite the encroachment of an ever-increasing population and a changing neighborhood, Rose Hill has still all the charm of a rambling country place. The grounds are elevated above the city pavement, and the approach is through beautiful wrought iron gates along an old walk of octagonal brick, bordered by lilac bushes with interlacing branches.

The one-story white brick Georgian house, envisaged through the trees, is one of the State’s architectural gems. It was built in an age when sympathetic hand labor evolved forms eloquent of the period and of the locality, no matter how foreign had been the inspiration. The bricks were made by hand and so were the shingles on the hip roof.

Solid Cherry Columns.

Rose Hill was built about 1820. Unlike the compact squareness of New England Colonial houses, it is composed of separate units connected by corridors. This plan was admirably adaptable for slave States where servants were plentiful and living was abundant.

The perfect little portico was copied from the Temple of Minerva in the Maison Carrée at Nimes, France. The detail work is very fine—the hand-carved cornice, the slender Ionic columns, which are of solid cherry painted white, and an exquisitely framed fanlight.

An interesting comment on the lines is revealed by a lead eagle over the entrance. It proclaimed the owner to be a contributor to the volunteer fire department, entitled to first aid in case of simultaneous fires; involving a non-member’s house.

French windows in the downstairs led to a wide brick terrace on the western side of the house and a formal garden, of which the famous rose garden was once a part. Formerly the kitchen at Rose Hill was a separate building connected by a porch, possibly covered, and there were slave quarters opposite it at the northwest corner of the house. The slaves were summoned by a series of call bells mounted beneath the wood cornices of the house. The bells were toned differently, and each servant knew his ring.

Bronze and Pewter Chandeliers.

The interior of Rose Hill, with its interesting floor plan and its furnishings rich in tradition and mellowed with time, is ideal for both formal and informal living. The beautiful wood trim makes the house one of those outstanding in the State. That John Brand was a gentleman of taste and discernment is manifested by the beautiful objects he brought back to Rose Hill on his yearly stagecoach trips to the East, among them two Italian chandeliers of bronze and pewter that are suspended in the dining and drawing rooms.

The soft brilliance from the crystal chandelier illuminated a brilliant gathering here. Henry Clay and other notables of the day were close friends of John Brand and his wife, the former Elizabeth Loy. It is fitting that the old traditions of courtesy, hospitality, and beautiful and gracious living are being carried on by the present owners, the Davis Buckners, descendants of the surgeon who helped make possible the realization of a Scotchman’s dream of a Rose Hill in the New World.

Mr. G. Davis Buckner lives here.
The Kentucky Association Track, scene of horse racing for more than 100 years, at last has been erased and no more will sleek thoroughbreds pound its white and brown earthy track.

Its ancient grandstand, which had witnessed the ravages of time better than thousands of structures built many years after it first reached the end of the world, has passed into memory.

Its ramshackle barns which housed some of the Blue Grass state's most famous thoroughbreds are no more.

No longer will the pari-mutuel machines ring their clanging song; no more will the bugle sound to call hambone to the post.

The Kentucky Association Track has disappeared, leaving only fond memories of the days when sportsmen found the sport of kings within its confines.

Constructed in 1824, the Kentucky Association Track saw numerous prosperous years, but in the last decade it appeared doomed and when Central Kentucky horsemen decided to carry on the tradition of thoroughbred horsemanship at another site—Kee, the old race track passed into the hands of the United States government and the property now is being converted to a federal low-cost housing project.

The Kentucky Association Track, old as it was, was not the cradle of racing in Kentucky, however. Long before Kentuckians descended from Virginia had matched their thoroughbred animals in races laid on Main street in Lexington.

Later the scene of racing was changed to what is now Water street in Lexington and many races were staged there for the entertainment of the sports-loving early Kentuckians.

In 1877, Lexington obtained its first race track, an oval built in Lee's woods, now a portion of the Lexington cemetery and the remainder occupied by a suburb now known as Forest Hill. This first Lexington race track was known as Williams' track. C. Banks was secretary of that organization, known as the Lexington Jockey Club. This club numbered among its members Henry Clay, the Great Commoner, who owned the stallion Imp, Yorkshire, and a number of important mares. Occasional races were staged at the Clay estate, "Ashland," in those days.

Among other members of the Lexington Jockey Club were: Dr. Elijah Warfield, breeder of the celebrated racehorse and sire, Lexington; W. B. Cook, breeder and owner of Cob's Whirl; R. W. Lewis, Thomas Lewis, Samuel Lewis, Lynn West, William West, William Marshall, Thomas Kennedy, Robert Houston, Dr. Joseph Roswell, J. Pitts, William Twigg, Thomas Stevenson, E. Richardson, H. Taylor, Col. A. Burford, Capt. John Fowler, Thomas J. Garrett, and Jack Juddit.

The Kentucky Association was organized on July 20, 1826 and soon afterward the Kentucky Association Track was built. From that day it played an important part in the history of racing, bowing to last to its present-day successor, Keene-Field, and leaving that organization the task of continuing the colorful history of racing in Central Kentucky.

Pictured above is the Lexington Athletic Club football team, a very successful aggregation in the Gay Nineties. The Lexington Athletic Club started out as a social organization but soon organized a football team and for several years was known as one of the best teams in the state. Boys in their teens composed the team but they played college teams as often as they met out- class more of their own age, size, and weight and it was not unknown in those days for the L. A. C. young- sters to conquer St. Louis (University of Kentucky), University of Kentucky, Transylvania College, Centre and Central University of Richmond.

Reading from left to right in the above picture:

Top row—Wallace Blevins, Junior\nWigginton, Tom Atkins, Henry\nBennett, Manager Bradley Lumbert\nBennett, Manager Hardin Lumbert\nJoe Edmond, Milward Edmond, and Dave Davis.

First row—George Whetser, Robert Nelson, Charles Woolsey, Henry Milward, Robert Coleman and Henry Speck.
A sympathetic, mellow quality not to be found in other more sober Shaker settlements pervades Pleasant Hill in Kentucky. High above the pinnacles of the Kentucky River, not far from Harrodsburg, the beautiful plateau unrolls before one's eyes, a picture of pastoral charm and sentiment.

The village itself, now known as Shakertown, is spread out on either side of a country road and consists of dignified architectural survivals of a religious order unique in history. The stately, well-proportioned solid brick dwellings, about which old trees have clustered, the stone walls of buildings rich with moss and shadow, the solitary paths con- necting one house to another, all combine to challenge the imagination. What manner of people were the Shakers and whence did they come?

They belonged to an order which originated in Manchester, England, about the middle of the Eighteenth Century when some members of the Quakers formed a society of their own. How did they gain so many converts? Wherein lay their appeal?

Christ, the great protagonist of truth, has ever stimulated fervent religious convictions with or without the sanction of the orthodox church. The Shakers strove to follow Christ's life of celibacy and self-denial of the flesh. The prophetic and ecstatic trend of their religion, manifested in physical reactions of the members during their meetings, gave them the name, at first, of Shaking Quakers.

The inspirational head of the sect was Mother Anne Lee, a simple Englishwoman of no education, but with great emotional capacity, and the qualities of a leader. In 1774 she came to America with some of her followers to escape religious persecution in England. After enduring many hardships, she managed to establish a center at Watervliet near Albany, N.Y. Other settlements were made before and after her death, and at the height of the Shaker prosperity the order numbered some 6,000 or more followers.

At the beginning of the Nineteenth Century the pioneer settlements in Kentucky were locked by revivals, and it is not strange that the small band of Shaker missionaries succeeded in winning many converts. Every opportunity was afforded to carry out the Shaker belief in the principle of communistic living. The land had to be cleared and shelter provided for the little band. The members worked "all for each and each for all."

The first houses to be erected in 1809 were the small stone ones like the one shown in the accompanying sketch. It is free from the hard, metallic look of the machine; on its homely face it bears the loving mark of the architect familiar with the stonemason's craft. The texture of its walls, tamped and sculptured by time, is as fine as any old stone-work in America.

The larger brick and stone buildings are interesting examples of architectural conditioning. The Shakers united in families because they acknowledged family life to be the most satisfactory method of organization. Each house was to shelter a family of some 75 to 100 members of both sexes. "The brothers and sisters in the Lord" were pledged to a life of celibacy; hence the men must live on one side of the house, the women on the other. There must be separate entrances and separate stairways.

The architect inserted two parallel doors in the front wall, reached by a single flight of steps bordered by wrought iron handrails. The doors, however, led into one wide, spacious hall, from which ascended a stairway to either side to the upper hall. There was only one refectory, so that the difficulty was solved by placing the men and women separately at two long tables, where the meal was conducted in solemn silence.

Equally unique was the church service. The walls of the buildings were white and the framework, including the benches, was either indigo blue or a brick red. The doors were worn smooth by the ecstatic dancing of the devotees. The women in their gowns of neutral tone, cool grays predominating, with white kerchiefs and white bonnet caps under blue or pink-lined straw bonnets, filed in by one door and seated themselves on long benches on one side of the church. Through the adjoining door came the men and sat down facing the women, after hanging their wide-brimmed hats on a row of wooden pegs around the walls. The Shaker men were clean-shaven and wore their hair long to their shoulders. Their full, baggy trousers of blue or gray jeans with a flap in front were half-hidden by long-tailed frock coats.

After the congregation had been swayed by those who felt moved by the spirit to rise and speak, the benches were pushed back against the walls. The men and boys in one group, the women and girls in another, they advanced, retreated, and gesticulated with uplifted palms. Moving their hands in unison, they slowly increased the tempo of the dance, excelling in the prophecy of the second coming of Christ.

Gradually the sect died out as converts became fewer and the older members passed away. From their records we learn of the trials and expense of the "Winter Shakers," those that came with the frost and departed with the first warm breath of summer.

Most of the buildings stand deserted now. One of the small stone houses has been converted into an inn where the passing tourist may find lodging and refreshment. Nearby are famous High Bridge, Dix River Dam, Herrington Lake, a fisherman's paradise, and historic Harrodsburg.
MAIN STREET LOOKING WEST NEAR THE INTERSECTION OF TIMBER
Charter Membership Roll
Of Legion Man O'War Post

The charter membership roll of the Man O'War post of the American Legion follows:


DOMESTIC PAGEANT IN OLD KENTUCKY:

HOPEMONT, IN LEXINGTON

By WILHELMINE FRANKE.

Hopemont, on the northwest corner of Mill and 26th, in Lexington, is a privately owned memorial to John Hunt Morgan, distinguished as the greatest partisan ranger of all American wars, with the possible exception of Marion of revolutionary days. Bold, daring General Morgan was one of the great cavalry leaders of the War Between the States.

It is the fashion for modern biographers, reactionaries from the previous school of false idealism, to decry the greatness of our famous men. The rancor of old song of the deeds of their heroes, of their greatness and their weakness in fact and legend, and what emerged from the picture were men of real flesh and blood, yet glorified and worshiped by the magic of their personality.

Such a man was John Hunt Morgan. He was a born leader, the oldest of six boys who blindly followed his brother into any escapade. Did not his Old Nurse from New Orleans, Betzi, the beloved Aunt Betty of


had come to Kentucky in 1784. Mr. Hunt had prospered in his merchandising business and had built his beautiful Georgian home in 1811. Hopemont is one of the four houses in Kentucky accredited to Latrobe. The deep cornice of the roof has been extended across the gable ends for decorative purposes, giving the effect of a pediment to the facade. The forecourt on Georgian houses was not considered solely from a utilitarian standpoint, but was arranged with nice consideration for the exterior appearance. At Hopemont it is the harmonious spacing of the columns which gives the house such distinction. The double doors with their intricate patterned fans and side lights were beautifully planned and executed. There is a charming pedimented doorway abutting the street that gives access to a walled courtyard on the south side. It is said General Morgan rode his Black Bear through this door to bid farewell to his mother before going off to war.

Latrobe’s architectural marvels in stairways, graceful, swirling, self-supporting, are well exemplified by the one at Hopemont. The house with its twelve high-ceilinged rooms and four wide halls was simply large enough to accommodate the family of the Calvin Morgans, and the boys must have had a hilarious time in the huge attic which extended the length and breadth of the house. It is now dedicated to the memory of Aunt Betty and the childhood of the boys.

Of all the mourners at the untimely death at 47 of Brig. Gen. John Hunt Morgan, surprised and surrounded by Federal troops in 1864, perhaps there was no one more heartbroken than his old Negro auntie who lies buried beside her boys in the family graveyard at Lexington.

General Morgan lost his first wife, Rebecca Gratz Bruce, at the beginning of the war. He remarried shortly before his death, and his widow, Martha Ready Morgan, from Tennessee, gave birth to a posthumous daughter, named Johnnie, after her father.

When Hopemont was held by the Morgan heirs it became the property of a cousin, Mrs. John Reid. After her death it was sold to Mrs. John Johnston, who effected the restoration of Hopemont by tearing down the front verandas, a post-war addition. The Venetian blinds were brought out of the stable attic and replaced at the windows. With paint and papering the restoration was then complete. Many relics of Morgan are to be found in this house, now thrown open to the public and dedicated to his memory, a portrait of the General presented by a group of his men, his sword, embroidered saddle blanket, and a flag that the young women of Woodford County gave to the Kentucky Rifles when they so gaily rode off to war with their beloved Captain Morgan.
FRANKFORT, Ky., May 18 (AP) - Gen. Joseph Desha defended the governor from criticism. Gen. Desha, who served as governor from 1839 to 1844, was elected governor of Kentucky in 1824 over Christopher Trench. He was the eighth individual to occupy the governor's chair.

Claiming a relation to the Huguenots of France, who died in America in the 17th century, to escape persecution. Desha was born Dec. 5, 1793, in the state of New York. In 1804, he came to Kentucky with his father, and in the following year moved to Tennessee. In 1820, young Desha married, and two years later established his home in Mason county, Ky.

At the age of 15 years, Desha engaged in warfare against the Indians, seeing two of his brothers shot down at his side during one conflict. In 1794 he served as a voluneteer under Gen. Wayne. He was a major general in the War of 1812 and headed a division of soldiers.

Prior to 1860, Desha represented Madison County in the state legislature for several years. In 1816 he was elected to congress and served until 1831.

One of the most tragic incidents of Desha's administration related to historians was the embarrassment and sorrow caused him when one of his sons was convicted of murder. After the day prior to that set for the trial of the defendant, the governor pardoned him, an act which drew upon him much censure.

It is said that Desha's administration that the old and new court controversy was at its climax. The control of the court was questioned by the legislature of 1826 and the old court was reestablished and the acts of the new court nullified.

Gov. Desha retired from public life at the expiration of his term in 1828. He died in Georgetown, Scott county, on Feb. 11, 1842, at the age of 74 years.

Judge Kinkhead Recalls Troubles Of 'Old Boss'

Judge George B. Kinkhead, reminiscing on the antics of "Old Boss," the famous race horse, that he lived on the triangular park at the junction of South Limestone and Upper streets, before she removed her "home good will" to the end of West Short street.

One day a claimant to the property visited her and told her she would "have to get off of there." So "Old Boss" moved out.

Thereafter, Judge Kinkhead says, the race horseNegroes lost no opportunity to "tell the world" about the "unhooman" treatment she had received at the hands of the property owner.

"Deed of man be virgated me" she would shout. That was about as near to what she evidently was trying to say "migrated me" as any of the words in the wide, original vocabulary "Old Boss" used

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Although It Had Only Two Restaurants
And No Laundries, Lexington Appeared
To Be Prosperous Community in 1859

By LINDSEY G. HALE

There probably are few cities in Kentucky that the
reader will recall the thriving little town of Lexington as it appeared 77 years ago. Yet printed records give just as
evidence that the city was both attractive and prosperous and up to date in every respect.

A city directory compiled and published for the city by Williams lists approximately 100 industries and professions in the city with more than 80 businesses established in the downtown area. The directory, now in the possession of the late W. A. Baker, Lexington, is an excellent source of information. It lists not only the business and professional men in the city, but also city and county officials, such as schools, churches, buildings and halls, benevolent insti-
tutions, churches, post offices throughout the nation, as well as approximately 2,000 names of the residents of the city of Lexington, which then boasted a population of about 9,000.

Very few of the business establishments which comprised the city three-fourths of a century ago may be found in the Lexington of today, though names of some families who owned or managed the businesses of the present day were listed in the 75-year-old book.

Lively Stables Plentyful

Many of the now out of date types of business establishments are recalled by the city directory. Very conspicuous by their absence are automobile dealers and garages, though their predecessors, the fancy carriage manu-
facturers and blacksmiths, were plentiful. Lively stables, the forerunners of the present-day automobile park-
ages, also were plentiful, the city boasting 11 in 1859.

The directory, having been published before the date of the War Between the States, also lists the names of the establishment owners by the city directory. With no regular biblio-
the red books, only two restaurants and no laun-
dries were listed in the directory.

Always a strong supporter of local and state education, the city directory includes a high school and school of medicine at Transylvania Uni-

versity and seven other private schools, including Fayette High School, Judge's daughter's school, Mrs. Mary E. Eichard's school, St. Cath-
olly's Female Academy, St. John's Male Academy and the Transylvania Institute. The public school system included: Morton school, at the southeast corner of Short andWall streets, with William S. Ba-

Jenkins, keeper of the potter's field. Councilmen were John B. Payne, Sr., George W. Yarnell and George W. Yarnell.

niled as principal; Newcomer school, at the northeast corner of High and Main streets, with William Cruthfield as principal; and Miss C. M. Milton, Miss E. F. Gill and Miss E. Kiesel as assistants. The Keel, William M. Pratts and John H. Morgan, county clerk, were listed as the leaders of their respective fields.

The city's military unit was composed of the Lexington Rifle Company with headquarters near the armory on the third floor of the Higgins block at the northeast corner of Main and Short streets. John H. Morgan was in charge, with Richard Cox as second lieutenant and William M. McCracken as third lieutenant.

Two Newspapers Here

The Lexington Observer and Reporter, edited by D. C. Wickliffe, and the Kentucky Standard were published in Lexington by Thomas H. Monroe, furnished the community with news three times a week of the happenings of the city.

Mail facilities in the city included arrival of trains from all directions twice daily, except on Sundays. The first train of the day was the Agricultural Deposit Bank, on the east side of Upper between Main and Short streets, with James E. Lawrence as president; John and A. G. Grinstead as cashier; Branch Bank of Kentucky, on the north side of Short between Main and Market streets, capitalized at $50,000, with Henry Bell as president and Horace H. Bell as cashier; and Northern Bank of Kentucky, on the northwest corner of Market and Short streets, capitalized at $25,000, with M. C. Johnson as president and J. B. Hawkins as cashier.

City officials of 1859 were listed as follows: Thomas B. Monroe, mayor; Robert J. S. Rushing, attorney; M. C. Foshell, assessor; A. J. Robertson, judge; Richard E. Parker, clerk of civil court; Dr. William L. Lacy, master of the county; James H. Elmas, deputy marshal; James H. Searles, treasurer; David S. Worsam, keeper of the hospital and workhouse; Elijah W. W. Williams, master of the county; John W. Hines, television inspector of weights and measures, and Lewis B. Young, police officer.

Death Claims
Dr. Kinnaid Retired Lexington Physician, 84, Dies After Long Illness

Dr. Thomas Hayes Kinnaid, 84, retired Lexington physician, died at 5:30 o'clock yesterday morning at St. Joseph's hospital after a six-

month illness. He was admitted to the hospital Feb. 19.

A native of Fayette county, Dr. Kinnaid was a son of the late Dr. Joseph and Mary Hayes Kinnaid. He received his early education in schools of the county and graduated from Kentucky University, now Transylvania College, receiving an A.B. degree in 1871. Dr. Kinnaid received his medical degree from the University of New York City. After graduation, he was an intern at the Bellevue hospital in New York City. From 1883 to 1880 he served as physician for the Silver King Mining Company, Silver King, Arizona.

Dr. Kinnaid returned to Lexington in 1880 and practiced medicine here until he retired nine years ago. He was widely known throughout Central Kentucky. After his retirement he frequently was called upon by other physicians and surgeons for consultations in cases.

The veteran physician never married. He resided at the Lafayette hotel here. An active sportsman and enthusiastic fisherman and hunter, he visited fishing and hunting places throughout this country and in Canada.

Dr. Kinnaid was one of four physicians, all over 80, present at a luncheon given last Dec. 27 by Dr. Frank H. Clarke at his home at 202 Market street, in celebration of Dr. Clarke's 85th birthday anniversary. Others present were Dr. W. D. McCiure, 81, and J. W. Prior, 82.

Dr. Kinnaid was a member of the American Medical Association, the Kentucky Medical Association, and the Fayette County Medical Association.

He is survived by two great nephews, James S. Sturgeon, director of student publications and the Student Union building at the University of Kentucky, and Lawrence A. Sturgeon, sports editor of The Lexington Leader, and a number of cousins.

The body was removed to the W. W. Milward mortuary.
Isaac Shelby’s Own Account Of Historic Battle Of Kings Mountain, 155 Years Ago, Retold

Kentucky’s First Governor Proposed Expedition Against British Redcoats

BY WILLIE IRVINE SHELBY

One hundred fifty-five years ago—Oct. 7, 1780—a grim line of gaunt figures—"backwoodsmen"—were now designated—armed with heavy, straight-shooting rifles and with the courage of determined men, surrounded a mountain down in York county, South Carolina, swarming with fully equipped British "redcoats" under Ferguson and, after hours of terrific fighting, won the contest. The renowned Kentucky Mountain, the acknowledged turning-point engagement of the American Revolution.

Kentucky was destined to recall with pride that battle. It was her first governor, Isaac Shelby, who proposed the expedition against the Redcoats. His suggestion that an army of volunteers be raised on both sides of the mountains in sufficient numbers to cope with the redoubtable Ferguson and his Tory militia. That the attack was planned and came off as skillfully as the successes of the occasion could not be its success, as the result, and at the hands of the enemy. In this success, the pulses and attacks, and in giving the enemy his first defeat in this revolution. In this success, the pulses and attacks, and in giving the enemy his first defeat in this revolution. In this success, the pulses and attacks, and in giving the enemy his first defeat in this revolution. In this success, the pulses and attacks, and in giving the enemy his first defeat in this revolution.

"Our plan was to surround the mountain and attack the enemy on all sides. In our view of this attack we marched immediately to the assault. The attack was commenced by the men of the mountain, and the enemy was driven out of the mountain. In this success, the pulses and attacks, and in giving the enemy his first defeat in this revolution. In this success, the pulses and attacks, and in giving the enemy his first defeat in this revolution. In this success, the pulses and attacks, and in giving the enemy his first defeat in this revolution.

"Almighty God, we came today to remember a patch of earth on this mountain top, glorified a hundred and fifty years ago by the valor of the men who fought there. From the mountains and men from the plains, sworn to each other in a tie of love and friendship, we won the day that helped to win the war for independence and representative government. Let this line of soldiers be our grand review. Here let us worthy and loyal sons of men, who have been to the enemy, the rugged might of the courage that pioneered the frontier, the valiant spirit of the heroism that is not ashamed to pray, the matchless dignity of a simple life, and the unconquerable quality of common men.

Early Architects

In his memoirs, Robert Lee, author of a number of works on Lexington and central-Kentucky history, is working now on a story about the early architects of Lexington. In a period about 1787-1800, he was telling me the other day, the principal "house-joiners" here were Andrew Kennedy and Gideon Shyrock (who designed Morrison College). A little later on, there were Cincinnati Shyrock (brother of Gideon), John Claggett, Magin Thomas, and a man named Lemuel. Still later on were W. W. Alden, James Scott, Herman Row and P. L. Linkin. If you know who designed your old house, or have any information about these or other early architects, you ought to let him know.

Latrobe Houses

I have always been suspicious about there being so many Latrobe houses around here, and asked Win- external what he had learned about them. He wasn’t able to confirm a good many claims that this or that house was designed by Latrobe, as fondly asserted by the owner. Latrobe himself wrote in his memoirs that he designed a house for H. Clay, so that seems to be all right. I know of at least four other houses in Lexington that have been attributed to Latrobe; one would like for somebody to prove it.

The noted Kennedy home and "Uncle Tom's Cabin" cabin as they once looked.
Silver Mine Reported Discovered in
Menifee County First Was Worked by
Spaniards, Later by Capt. John Swift

[Special to The Herald]

MT. STEERLING, Ky., July 4—When Capt. John Swift was imprisoned in England during the Revolutionary War for supporting the cause of the Colonies, little did he realize that as a result the silver mines, which he had worked in partnership with Christopher Mundy, would be lost to the world for more than 150 years.

The Swift silver mines have recently been rediscovered in southern Menifee county, Kentucky, a few miles south of Frenchburg. R. M. Freeland is engineer in charge of operations at the mine.

Years ago Swift wrote in his journal that he and Mundy mined over $275,000 worth of silver in eight years, from 1761 to 1769. On his deathbed John Swift said: "Boys, never stop searching for that mine. It is the richest mine I ever saw. It will make Kentucky rich."

First Worked by Spaniards

The mines were first worked by Spaniards about 1760, the year Charlestown, Ky., was founded. A few years later Marquette and Joliet explored some of the surrounding country and in 1679 La Salle claimed the country for the French crown. Later the mines were worked by Frenchmen, in connection with friendly Indians. Christopher Mundy, captured by Indians about 30 years of age, was forced to work at the mines while a prisoner. Later he was with the French and Indians when they defeated Braddock at Port Duquesne. In 1755 Mundy was traded to George Washington for a French prisoner-of-war and later went to Alexandria, Va., where he met Capt. John Swift, a mariner.

Swift befriended Mundy and as a result Mundy told Swift of the rich silver mines "out west" in Kentucky. Swift found several Spanish miners in Havana who were willing to help work the mine for a share. From 1761 to 1799 Swift and Mundy worked the mines and are reported to have smelted out around $275,000 worth of ore, a portion of which they hid in the mountains.

Swift saw that the mine was rich in silver and went to England to help form a company to develop the mines to the fullest extent.

While Swift was in England the Colonies revolted and, as Swift supposed the cause of the Colonies, he was imprisoned. Later he was forced to sail in a British man-o'-war. As a result of his long imprisonment and long servitude under the British he was partially blinded.

Returned to U. S.

After returning to the United States he was charged with having been killed in the interim and could not locate the Spanish miners who had worked with him years before. Although he organized a company of men to search for the mine it was never found.

When Swift was dying he said: "The hardships and the working of the mines—the long imprisonment and the Revolutionary War have left their marks upon me. My near

frame is broken, my eyesight is clearly before me but I can not find the place and the markings that I described to my party can not be found. I led this party from Alexandria seeing as only the blind can see and we reached the river but, alas, I could not give to other eyes what was stamped behind my own." As Swift was a sailor he took the location of the mine by the sun. He said the location of the mine was 37 degrees and 55 minutes North latitude.

Counterfeeters worked a mine near the old Swift mine about 20 years ago, but later were caught and imprisoned.

Hidden Treasure Not Found

The silver bullion that Swift is believed to have hidden in the mountains has never been found.

A search is being carried on at present to find the mine. An old stone house in which Swift and his partners lived is located near the mine and is to be blown up in the hope that Swift hid his silver there.

During the past few years numerous Indians have come from the West to hunt for the bullion. Some of these Indians claim that the legend has been handed down to them and they know where to look for the treasure but it has never been found.

The country in which the mines are located is rugged and covered with mountain laurel. Cliffs surround the present workings. The silver strike is located four miles off Kentucky state highway No. 49 westward from Denniston, between Frenchburg and West Liberty.

LEXINGTON HERALD

JULY 3, 1956

SALE BILL OF 1849
OFFERED SORGHUM, SLAVES AND BRANDY

Following is a sale bill of a Kentucky Forty-Niner, recently brought to light by the research department of the Oregon Trail Memorial Association:

Having sold my farm and I am leaving for Oregon Territory by ox team, will offer on March 1, 1849 all of my personal property to-wit:

All ox teams except two teams, Buck and Tom and Jerry; 2 milk cows, 1 gray mare and colt; 1 pair of oxen and yoke; 1 baby yoke; 2 ox carts; 1 iron foot of poplar weather boards; plow with wood mole boards, 899 to 1000 three-foot planks, 1500 10-foot planks; 19 large pig fat, 50 gallon stop kettel, 35 sugar trowels, made of white ash timber, 10 gallons of maple syrup, 2 spinning wheels, 20 pounds of mutton fat, 1 large loom made by John Wilson, 30 poles, 100 spil hoops, 100 empty barrels, 1 35 gallon barrel made by Johnson Miller who was 7 years old; 30 gallons of apple brandy, 10 40-gallon copper still of oak tamed, 150重磅 hog, 18 handle hooks, 12 6 inch old wooden pitchforks, 3 one-half interest in yard, 1 32 calibre rifle, bullet mold and powder horn made by Ben Miller, 50 gallons of soft soap, bacon and lard, 40 gallons of wheat, 25 bushels of corn, 1 2 24 inch guns, 1 head of fox hounds, all soft-mouthed except one.

At some time I will sell my six Negro slaves, 2 men, 65 and 50 years old, 2 boys, 12 and 17 years old; 2 iron wench, 19 and 30 years old, will sell all together to some party, will not separate.

Terms of sale, cash in hand, or to sell four per cent interest with Bob McConnell as security.

My home is two miles south of Versailles, Ky., on the McCurns ferry pike. Sale to begin on the first s. m. Plenty to eat and drink.

(signed) J. L. MOSS.
Old Houses Expected To Interest Visitors
At Washington’s Sesquicentennial June 5

ABOVE is the Capt. Thomas Marshall house, one of the most interesting houses at Washington. At the right is the Marshall Key home where Harriet Beecher Stowe was a guest and where, it is believed, she obtained the inspiration for her book, “Uncle Tom’s Cabin.”

WASHINGTON, Ky., May 23.—Historic houses as well as sesquicentennial exercises are expected to interest visitors who will gather here June 5 when Washington celebrates the 150th anniversary of its establishment as a town. Once one of the most important towns in the “west,” Washington is little more than a village now, but a number of its historic buildings still stand.

The home built by Capt. Thomas Marshall is the only home in Mason county whose picture and specifications are in the nation’s archives at Washington, D.C., for preservation. The pictures and specifications were made by relief workers as part of a project to preserve the appearance of important homes so that they might be reproduced in the event of damage or loss by fire or other agents.

Built in 1800 by the brother of John Marshall, the first chief justice of the United States supreme court, the residence is now owned and occupied by Miss Louis Marshall, great-great-granddaughter of the builder.

MARKET TO BE UNVEILED

The John Marshall chapter of D.A.R. in Washington, D.C., has donated a marker for the grave of Col. Thomas Marshall, father of the builder, a Revolutionary war officer, whose body is interred near the residence. The marker will be unveiled during the ceremonies accompanying the sesquicentennial celebration here June 5.

The home is located on a knoll overlooking the town in about the center of the village on the east side of the Maysville-Lexington road.

Marshall Key Home

The Marshall Key home in Washington is where Harriet Beecher Stowe was visiting when she got at least some of the inspiration for her book “Uncle Tom’s Cabin.” Mrs. Stowe, a faculty member of a Cincinnati school attended by the daughters of Marshall Key, attended a slave auction at the historic courthouse about a block distant from the home and the sight of an aged Negro and a young Negro girl at the auction were said to have inspired the characters of Uncle Tom and Topsy.

Two houses north of the Presbyterian church on the east side of the Maysville-Lexington highway, the home has a marker placed by the Washington Study Club in 1934. The inscription on the marker reads: “Harriet Beecher Stowe was a guest in this home in 1853.”

“Do You Remember When—”

George H. Kincaid’s grocery was at the northwest corner of Short and Market streets.

The county jail was at the northwest corner of Short and Limestone streets.

The Masonic Temple was on the site of the Central Christian church.

Two locomotives had a head-on collision at the fair grounds with Jim Crowe and John Kolly, G. and C. Railroad engineers, starting the locomotives.

John C. O’Rear had an auction house on the site of the First National Bank and Trust Company.

Dennis Mulligan had a grocery at Vine and Limestone streets.

Soldiers were encamped during the Spanish-American war at Camp Hamilton, Camp Bradley, Woodland Park and on the Old Frankfort pike.

Waxey’s band was the popular dance band.

Timothy Anglin had an ice station opposite the old Ashland hotel, now the Drake hotel, selling pure lake ice only.

T. J. Darby had a book store next door.

The Lexington Library was in the building now occupied by the X.W. Grimes.

The last show in the old opera house the night before it burned, at Main and Broadway, was “Skipped by the Light of the Moon.”

John H. Wits had a store on Main street opposite the courthouse, where you could buy anything that you could not get elsewhere.
**Examination.**

The Examination of the Students of Clay Seminary, will commence on the 23rd of June next, and continue three days. The evening entertainments will consist of composition, reading, and music. The friends of education, and the public generally, are invited to attend.

J. T. Patterson, principal.

North Middletown, May 30th 1859.

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**HISTORIC BUILDINGS AT WASHINGTON**

At top is the original postoffice at Washington—the first one established in the state; below, the old Washington bank, first in northern Kentucky. At left, road map showing route from Lexington to Washington.

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**Bank note 1843**