Thomas Parvin, Kentucky's Trained Printer, Lost Two Children in Indian Attack

The first professionally trained printer to set type in Kentucky—500 miles from the nearest newspaper or print shop—was Thomas Parvin, who had worked in the Philadelphia shop of William Bradford.

Parvin is said to have come to Kentucky in the fall of 1774, settling at Crow’s Station, near Danville. He wintered there and in the spring bought a farm on Dick’s river, a few miles out of Danville. Because of danger of Indian depredations, he moved to Constant’s Station in Clark county.

In 1787, John Bradford had decided to launch a paper, which was great need to inform and unite the scattered residents of this district of Virginia, who were seeking formation of a new state. Fielding Bradford, younger brother of John Bradford, had spent three months in Pittsburgh studying printers buying type for the Kentucky venture.

Meanwhile Parvin, who had done no printing for 20 years, had started teaching at Strode’s Station. John Bradford heard that Parvin had been a printer and sent for him. The date that Parvin joined the Gazette staff is a matter of some controversy. John Bradford wrote that his partner—Fielding Bradford—had been ill for a fortnight before the first Gazette was issued, and that he—John—had had to put the first issue out single-handed.

Thomas Parvin’s son, Henry, in an interview with the Rev. John D. Shane (Wilson’s “First Printing in Kentucky,” page 13) claimed that his father was called in by the Bradfords before the first Gazette was published, that he found the forms made up wrong, remade them, and actually struck the first sheet, or proof, from the small Washington hand press.

The weight of much of the evidence, however, indicates that Parvin joined the Gazette after the first issue was printed, and this view is held by Judge Samuel M. Wilson, president of the local Bradford club, and others.

Thomas Parvin did move to Lexington and worked with the Bradfords several months then, in the spring, for only one day each week—Saturday, since Parvin had begun to teach again.

Shane’s interview with Fielding Bradford credited Parvin with being “the first printer who worked in the office that had served a regular apprenticeship to the business.” Fielding had studied the three months in Pittsburgh, but John was entirely self-taught, or taught by Parvin and his own type-setting.

Wife of First Kentucky Editor

Eliza James Bradford

Little is known of Mrs. John Bradford, wife of Kentucky’s first printer and publisher, who joined her husband six years after he came to the Territory and with him settled at Cane Run but moved to Lexington in 1757, the year that the “Kentucky Gazette” was founded here.

John Bradford in 1761 married Eliza James, a daughter of Captain Benjamin James of Fauquier County, Virginia. Her portrait, shown above, was given to the John Bradford Society of Lexington about 1890 by Miss Inah Cabell of Henderson, a great-great-granddaughter. It and a portrait of John Bradford are now at the home of Dr. and Mrs. W. O. Bullock, 200 Market street. Mrs. Bullock, the former Minnie Pettit, is Fielding Bradford’s great-great-granddaughter. The portraits were painted by a nephew of John Bradford.

A reorganization of the John Bradford Historical Society was held on the 6th at Morrison Chapel, Transylvania University, Lexington, and the following officers were elected: President, J. Tinston Coleman, Jr.; Vice-President, Mrs. Samuel Wilson; Recording Secretary, Miss Rencol Henry; Corresponding Secretary, Conley Eubanks; Treasurer, Mrs. Leon Buckley; Curator, Mrs. Walter O. Bullock. Four meetings are planned for each year—two in the winter, one in the spring and one in the fall. Membership dues are $2.00 per year, and all those interested in Central Kentucky are urged to join. One of the first projects will be the erection of a stone at the unmarked grave of James Lane Allen in the Lexington Cemetery.

Ky. Historical Society Communique, MAR-1950
GRADUATES

GIRLS

Armstrong, Margaret.
Bannister, Elmer Lucile.
Christian, Katherine Broaddus
Dagley, Iva.
Daugherty, Mabel.
Downing, Mary Dewees.
Dwyer, Carrie Louise.
Hanson, Mildred Sager.
McClure, Margaret Elizabeth.
Masner, Lilian Cromwell.
Meler, Carla Wilhelmina.
Middelton, Dorothy.
Moore, Henrietta.
Parker, Edna Blanche.
Paritz, Rebekah.
Parrish, Anna Laura.
Pelley, Louisa.
Riley, Mary Gray.
Scott, Sarah Hazel.
Scott, Mary Campbell.
Settle, Nancy Elliott.
Slade, Virginia Isabelle.
Stevenson, Louis Singer.
Thompson, Russell.
Van Meter, Mary Scott.
Weber, Julia Elma.
Wheeler, Hattie Eliz.
Wilson, Nce.

BOYS

Adams, Leslie Willis.
Ashbury, Charles Augustus.
Boone, Henry Parks.
Bricken, Joseph Alexander.
Campbell, William Reynolds.
Carman, Herman.
Coleman, John Winston.
Congleton, Porter Lee.
Cramer, Clark Johnston.
Davis, John Henry.
Drummy, John Ready.
Elsey, Edward Everett.
Fleshback, Frederick Hamilton.
Gay, Augustus Benjamin.
Hagan, James Andrew.
Haley, Lane Willis.
Mathews, George Frederick.
Nash, Buford.
Piper, Lewis Allie.
Ransdell, Aza Brown.
Rhoads, George William.
Scrivener, Edward Irvine.
Simpson, Frank Weddall.
Stokes, James Wilson.
Sutton, Ernest Ellis.
Thomas, Charles Allen.
Thompson, Rhodes.
Tuttle, Frank Waldo.
Walker, William Green.
Wallace, William Mason.
Wilson, Hume.
Woods, Elmer Scott.

MY CLASS of 1916
Thousands Studied Under Its Shelter

After 20 years of service as a public school, Morton Junior high school has closed its doors to students. William Morton Junior high school, a new structure on the Tates Creek pike, replaces old Morton Junior high school in Lexington's public school system.

Photo by Stuart M. Lynn

Built 1909-10; Razed ca. 1940

CLASS DAY EXERCISES

Wednesday, June 7, 1916

MORTON HIGH SCHOOL AUDITORIUM

March Class 1916
President's Remarks Edward Everett Elsey
Monologue, In School Days Battle Hill Wheeler
Les Vors Du Matin Margaret Armstrong
Prophecy
De Copah Moon Mary Van Meter
Mary Dowling
Daviea Diddoof
Gummber
Santa Lucia, Italian
Chorus from Class
Guitarian
Farewell Class 1916
By E. N. Anderson

USHERS

Fred Houston Shaw
Charles Mason
Leonard Shoemaker
Jack Dean
Clay Downing
Ben Herr

CLASS OF 1916
PROGRAMME

Music ........................................ High School Orchestra

Invocation ................................ Rev. E. T. Edmonds

Music ........................................ High School Orchestra

Address ...................................... Mr. J. R. Bush

Presentation of Diplomas .............. Supt. M. A. Cassidy

Presentation of Yale Cup ............... Mr. M. S. Walton

Benediction ................................. Rev. E. T. Edmonds

Music ........................................ High School Orchestra

USHERS.
Fred Houston-Shaw.  Charles Mahoney.
Jack Bean.  Leonard Shouse.

Woodland Park Auditorium, Lexington, E. High St.

Morton High School Commencement.

at Woodland Park Auditorium, Lexington, Ky.
Thurs., June 8, 1916 - 8 o'clock p.m.
More Good Horses Have Been Sold at This Barn Than Any Other Barn in the World

The Nation's Oldest and Most Famous Horse Mart

Just west of Coach House Restaurant.

General George Trotter, Jr., who is buried in the "Indian Mound" or old Trotter burial ground, described on the following page. Gen. Trotter was the father of Geo. James Trotter who killed Charlie Wickliffe in a duel in Fayette County (near Donerail) on October 9th, 1829.


See p. 62

The Courier-Journal, Jan 1-1942
Heap Of Earth In City
Was Explored By Kids
In Search Of Relics;
Find Coffins Instead

OWNER WAS HERO
IN MANY BATTLES

Magazine Article Told
History Of Graveyard
On Lafayette Avenue

There is a mound on Lafayette avenue that has excited the curiosity of the youngsters of that vicinity for many years. When that section out East was being developed, a large mound, known as the Chautauqua sub-division, the lot containing the mound was reserved while houses sprang up on every other lot on Lafayette and the surrounding streets. Boys in recent years, knowing nothing about the history of the mound, have spent fruitless hours digging there for "arrow-heads and Indian bones.

The explanation of the mound has come, we will, except a quip, from Charles R. Staples. It contains the tomb of George R. Trotter and his wife, also a centenarian, and was owned 229 acres in that section—listed in the 1838 directory as on the "Tate's Creek road, one mile.

Staples, when a boy, together with a group of curious lads "excavated" the mound, looking for "Indian relics." They dug down to some bricks, removed the bricks and discovered they were looking into a tomb containing four coffins. The mound was quickly re-buried and the back of it shoveled back over.

Possibly in the next hundred years someone erected a marker on the mound and thus ended the search for treasure and Indian artifacts.

The following about "General Trotter's Tomb" was published in "Kentucky History and Genealogy" Magazine in May, 1898: "How soon are we forgotten after we are read," is an old adage which was forcibly verified by an occurrence that took place on the Alford farm, near Lexington. This farm is a part of an old survey of 1,000 acres granted to John Maxwell, one of Lexington's distinguished founders in 1779. In course of time a portion of the tract, lying along the Tate's Creek road, passed into the ownership of General George Trotter Jr., who immigrated from the north of England to Lexington at an early day. Another part of the survey comprises the site of the College and experimental grounds.

"On a beautiful knoll, a short distance from the Tate's Creek road, Captain Trotter built a fine two-story brick mansion. A wide veranda encircled the front and ends of the building. Back to the rear of the mansion were the Negro quarters, where the slaves sang, danced, and picked the banjo after their tasks of the day were over. Over on the Versailles road was built a large mill, known as that of "Trotter's Powder Mill." Here was made a large part of the powder used by the inhabitants of the Western country, and also by the troops of Harrison in the Northwest and of Jackson at New Orleans.

"Trotter's powder was burned at Tippecanoe, at New Orleans, and at the Thames, the cannon-balls being manufactured for Jackson at Old Slate Furnace in Eastern Kentucky, and carried down the Kentucky and Mississipi by flatboats. Captain Trotter's residence was the abode of a generous hospitality. Governor Isaac Shelby, the hero of King's Mountain, and other noted men of the early part of the century, who visited Lexington, were often guests beneath its roof. Cheever and Harrison, when they came to Kentucky to secure volunteers for the Northwestern Campaign, called at the "Trotter's Place," as it was called, and there banqueted the men of the Western states had shown a lamentable lack of patriotism and resistance to British invasion, and were entertained there.

"At the invitation of Governor Shelby, Captain Trotter raised a company of troopers General Henry Clay's Regiment, and participated in the campaign against the Mississinaswa, a head of the Walhambas, and in the battle of Dec. 18, 1812, he was wounded. Two of his company, beside himself, were also wounded, and two killed. On its return to Lexington, the company was received with immense enthusiasm.

"Trotter, who was six feet two, and in large proportion, rode proudly at the head of his gallant host, and was the hero of the hour. The next year (1813), occurred the massacre of the Raisin, where patriots and c Pensioners were slaughtered on all sides by the British army. "Trotter and a number of the gallant sons of Kentucky who composed the Lexington company, many of whose descendants are here present.

"This mournful affair sent a thrill of horror throughout Kentucky, and like the bloody massacre of Blue Licks, thirty years before, it stirred the people to vengeance. Grand old Shake, vacancy, who was the first executive chair and stirred anew with patriotic ardor, issued his call for troops. Three brigades responded, and at the head of these marched to Detroit.

"Perry's great victory on Lake Erie, where the British fleet of Quebec, took place on September 10, after Shelby's army had reached the Sandusky, and the sound of the cannonading in that vicinity was an inspiration to accelerate the approach of the Kentuckians.

"General Trotter's army, composed of British troops and its allies under Tecumseh, retreated across Detroit river and marched up the Thames River with his vessels, carrying the Kentucky army across to Canada. Of this gallant host was the Kentucky, from Lexington and Fayette county, commanded by Colonel George Trotter, a brigadier-general. Pursued Proctor with great ardor, overtaking and defeating him on the field of Chateaugay.

"In this engagement, fought wholly and gloriously by Kentucky troops on the American side, with the exception of a little over 100 regulars, Colonel Trotter's regiment greatly distinguished itself, for which General Harrison presented it with a captured drum of the Forty-first British regiment.

"This drum was inscribed with the following: "Presented by General Harrison and Governor Shelby to Colonel George Trotter, for the Forty-first Regiment, Kentucky militia, as a testimony of his patriotism and good conduct, and for having furnished more volunteers than any other regiment.""

"In his official report, describing the disposition of his troops for battle, General Harrison says: 'General Trotter's brigade of 500 men was stationed on the road and the left upon the road and the left upon the front of Trotter's and Chiles' brigades, as a corps of reserve in the rear of it. There three brigades formed the command of Major General Henry Clay, whose position was to the left of General Desha's division, consisting of two brigades; were between them and the front line, between them and the left of the front line of the Fourth Regiment.'

"It will thus be seen that General Trotter's troops were assigned to the post of honor, and in the short, sharp and decisive conflict which followed, they proved themselves entitled to that distinction.

"The victory of Perry and Shelby won the day. In the Northwest and the gallant Kentuckians returned to their homes, where they were received with distinguished expressions of joy and admiration. One of the heroes of this occasion was the brave, stalwart Trotter, who had again proven his title to the admiration of his countrymen by his valor. He rested for a time, while events were slowly drifting to the freezing stroke of Jackson at New Orleans."

"On October 13, 1815, General Trotter died, aged 37 years. His funeral was an imposing one, and largely attended. The remains of the battle-scared veteran, who had been ordered to the trumpet's call on the field of Mars, were reverently to the old family burying-ground. There they were tenderly laid to rest, to await the trumpet's call of the great Archangel. At one time a large brick vault, 20 by 20 feet, was built. In this were placed the remains of his son, the State's widow, his father and mother, and other near relatives. A great mound of earth was heaped over the vault, except at the entrance, where the tombstone plant, the tombstones being broken up and built into the foundation of a factory."

LEX. LEADER,
JUNE 30, 1938
OLD LEXINGTON STEAMER FIRE ENGINE AND FIREMEN—Here is Lexington's first fire "steamer"—a Sibsy suction piston and cylinder steam engine, the last word in fire-fighting apparatus 75 years ago. This picture was taken in front of the Union Company fire station at 128 West Short street—near Limeslone—on the site of the old Central fire station. (The pictured building was later destroyed by fire.) This steam engine, when purchased at a cost of $8,000, was guaranteed "to throw a one-inch stream of water 225 to 230 feet horizontally." In the picture, seated at the extreme left, is George Searcy, who served as fire chief from 1868 to 1871. Chief when the picture was made was Paul Conlon, fire horn in hand, seen fourth from the right. The engineer (or driver) was William Metcalfe; the fireman, standing on the rear of the apparatus, was James Gilroy. Others, identified by old residents of Lexington, include Rayburn Baker, Albert J. Tweedy, Sam Mars, Henry Metcalfe and Stephen G. Sharp. Mr. Sharp, seated in chair at extreme right, served as fire chief from 1872 to 1873. A portion of the fire house, which replaced the burned structure may be seen at left. The station moved to East Third street near Walnut in 1939.
Fire Destroys Historic Peyton Log House

Fire believed to have been started by careless intruders Sunday night destroyed the 183-year-old pioneer log dwelling, known as the Peyton place, near U. S. Lock No. 9 at Valley View on the Kentucky River in Jessamine county.

The owners, Mr. and Mrs. Hugh Reynolds, operators of the Hillside Riding Academy, at The Pines, U. S. Highway No. 27 about three miles south of Nicholasville, today estimated their loss at more than $10,000. Some insurance was carried. Nothing was saved from the historic structure, one of the oldest houses in Central Kentucky, a two-story log. Lost were rare antiques and early pioneer equipment, once owned by Mrs. Reynolds' family. She is the daughter of Mrs. Katherine B. Hessel, one-time secretary to the Lexington city manager, now residing at The Pines.

River folk near by said trespassers picnicked on the grounds Sunday and they were thought to have entered the house and built a fire in one of the large stone fireplaces. Two stone chimneys and the foundation were all that was left standing. The house was used by the Reynolds as a summer home and river camp. It previously was owned by Hope Wiedemann, Lexington.

Curtis G. Lloyd, brother of the late Dr. John Uri Lloyd, Cincinnati scientist and author, spent his declining years on his estate near the village of Crittenden, Ky., in Grant County. Somewhat reclusive by nature, still he endeared himself to the countryside by his unpretentious philanthropy.

Before his death in 1926, he dedicated a plot on his estate as a perpetual picnic ground for public use, and planted it profusely with flowers. He supervised the erection of his own granite monument in the park-like area... bearing on one side the inscription:

Curtis G. Lloyd
Monument erected in 1922 by himself, for himself, during his life, to gratify his own vanity.
What fools these mortals be.

On the other side is this inscription:
Curtis G. Lloyd
Born in 1859—died 60 or more years afterwards.
The exact number of years, months and days that he lived
Nobody knows and nobody cares.

The public meets its first passenger train—Harlan, Ky., July 17, 1911.
MARKING the site of Fort Nelson at Seventh and Main is a stone marker, bearing plaques, two of which are shown. First settling on Corn Island, now under water, Clark's men later set up house in Louisville.

After his quiet passing on February 13, 1818, he received a military funeral and was buried at Locust Grove, a ceremony attended by leading Louisville citizens and friends. About 50 years later, his family removed the body to a simply-marked lot in Cave Hill Cemetery, Louisville. The inscription reads:

Gen. George Rogers Clark
Born
O.S. Nov. 9, 1752
Died
Feb. 13, 1818

(The "O.S." stands for Old Style, or the Julian calendar, which was changed to the New Style, or Gregorian calendar, in 1752. Clark was born on November 9, Old Style.)

While Constantine S. Rafinesque, the eccentric botanist and scientist, was at his heyday as professor at Transylvania University, he proposed to edit and publish "a literary and learned journal"—a quarterly magazine to be styled the Western Minerva. This worthy project never progressed beyond the preparation of the first issue, dated Lexington, January, 1820. The noted scientist said that it "was condemned before its appearance by a new kind of Western Literary Inquisition and Censorship, and forbidden to be published, to which we have been compelled to assent for peace sake." This suppression was, no doubt, attributed to certain strictures which Rafinesque had printed against his fellow-townsmen.

The Philadelphia Academy of Natural Sciences owns the only extant copy of the page proofs of the Western Minerva, with Rafinesque's corrections in ink, and these were loaned to Mr. Peter Smith, of New York City, who "published" them in book form. This lithoprint reproduction of the Western Minerva is, in effect, the first actual printing of the work and makes its contents available to those interested in Rafinesque's writings and the early materials on the history and natural sciences of the Western Country.

There are sections of the book devoted to metaphysics, astronomy, meteorology, physics, medicine, mathematics, and chemistry, while a goodly portion of the work treats of Rafinesque's "new discoveries" on natural sciences, fishes, and botany. His treatise on agriculture in Kentucky in 1820, with accounts and statistics on wheat, hemp and tobacco, is indeed interesting and valuable.

To this reviewer the most interesting part of the book is a "Statistical View of the Town of Lexington, Kentucky, in December, 1820," wherein the author sets out the number of buildings, population, professions and trades, the periodical works and literary journals in the "Athens of the West." Also, of much interest are Rafinesque's reports on the "Antiquities of Fayette County, Ky.," which contain some of his explorations and discoveries, with particular mention of a number of mounds on North Elkhorn Creek in Fayette County.

To keep his readers posted on the best books of his day, Rafinesque in his Western Minerva devoted a section to "Western Literature," or works published in the western states in 1820. In this list appears Dr. H. McMurtrie's Sketches of Louisville, and his own work on fishes: Ichthyology of the River Ohio. The remainder of the book is devoted to correspondence by various persons in Kentucky on matters of general interest and natural sciences, poetry, and Transylvania University. This unique work, bound in gray cloth and attractively gotten up, should appeal to all lovers of Kentucky history.

J. WINSTON COLEMAN, JR.

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FOUR BITS

BY JAY JAY

The Big Fire Of 1879

"Fire! Fire! What a magic influence has this word when painted along the street breathed in excited tones! How it startles the people, and brings all eyes into play to discover the black smoke or burning flame!" Thus began a story in a Lexington newspaper of May 15, 1879. Eventually it got around to telling about a $200,000 fire which the night before had destroyed the Phoenix hotel and all other buildings on the south side of Main street from Limekiln to what is now the west property line of the Union Station. But first the reporter had to get out of her system four fat paragraphs of an essay on how exciting a big fire is, all in the flamboyant style of the opening sentences quoted above.

Deep Headline

The 1879 fire story was found in a scrapbook owned by John W. Lancaster Jr., described in this column Sunday. In those days, headlines were held to a single column, even for a story that big, but this one made up in depth what it lacked in width, extending down the column a little more than 10 inches, in 12 decks.

LITID FLAMES ... Lighting Up the Heavens With the Phoenix Hotel ... Melting Away in a Few Hours Two Hundred Thousand Dollars of Wealth ... Spreading Terror and Alarm Over the Whole Population! Those were the first four of the 12 decks of headlines, and below them began the preliminary essay on the excitement of a fire.

What Burned

On the present site of the Union Station was the Main Street Christian church, which was not damaged. Other buildings in the block, all destroyed, were: Gen. Leslie Combs' residence; next to the church; across an alley, Sally Wofford's stable, where the fire started; then Horsemens' Headquarters, a stable owned by Tracy and Wilson; and west of that the Phoenix, consisting of an east wing, parlors and offices, and behind them an L running back to the railroad, and a west wing running back from Main along Lime-stone street.

Cisterns Pumped Dry

At first, one of the two fire engines pumped from a cistern at Limestone and Vine, "one of the largest in the city," and the other from a cistern at Main and Lime. Both were exhausted, and the engines were moved to other cisterns. The mayor telegraphed Frankfort for assistance. An engine and its horses and crew arrived on a special train in 30 minutes, in time to be of considerable assistance in keeping the flames from jumping Limestone into the next block. Of even more help was rain which began falling, "thanks to a protecting Providence," and soon had roofs wet all over town.

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Lex reader

Apr.-10-1950

Filson Club History Quarterly
Louisville: July, 1949, Vol. 23
The Cairo correspondent of the New York Tribune, referring to Forrest's occupation of Kentucky, says:

Besides replenishing wherever they choose, and gathering all the serviceable mules and horses, as well as the goods in the stores of the towns, they are having a maraud of balls and trollops in settlements, villages and towns. A gay set of dashing fellows are these Confederate raiders; they have a plenty of presents to make to their slaves and sweethearts, and they feel no necessity for fancy rolls and their long journeys. All the Union men have left and crowded into Columbus and Cairo, reporting that the whole country is filled with rebels and that they talk as if they meant to stay.

To show how disorderly this part of Kentucky is, I state that the rebel wounded left at Paducah, being in one of our hospitals, received daily as many as 200 visits from the people of Paducah. C. T. Giles, agent of the Sanitary Commission, who went up with stores for the wounded, hearing this, ordered that they be guarded for by their rebel friends.

On Saturday, dining in the battle, a grand dinner was prepared for the rebel officers at the number of thirty, in the Central House, and they were enjoying a fine time; but Captain Smith, at the Point, fired a shell through the dining room, which put an end to the dinner.

These things are going on within distances of from ten to thirty miles of Cairo, and no fear is there they become. Several have crossed the river in skiffs, and have been in town attending the theatre, and taking a general survey of the place.

Forrest has ordered 15 men to behave as well as possible, and in particular not to find upon river steamers. This is supposed to be for the purpose of finding our military, but they may retain possession of Western Kentucky. It is a very desirable place for them to remain, particularly in absence of trade restrictions. He has permitted the country to be laid with all manner of supplies.

If I understand matters rightly, Government has not been idle, and large bodies of troops are moving from two points for the purpose not only of clearing the country, but of capturing the whole force of the rebels. The intention is to do up the business with Forrest, and his sympathizers this time, so that it will not have to be done again.

More than this, a large force, not less than 10,000 men will be required to keep both Morgan and other leaders who are getting ready to move through Kentucky, and, if opportunity offers, to cross into Illinois. Cairo will be in base of defense.

At last we have an order suppressing the landing of any kind of stores or supplies on the western shores of the Ohio and Mississippi, between

Wolf Pen Mill, near Harrods Creek—Jefferson County.

The Courier-Journal, MAR-5-1860.

Winston and Burnettia celebrated their 50th wedding anniversary on the evening of October 15, 1980, with a fine dinner by candle light at the Merrick Inn on the Tates Creek Pike, opposite the Lansdowne Shopping Center. Theirs has been an ideal married life and they have spent many happy years together. The Colemans were married in the pastor's study in the Pentworth Methodist Episcopal Church, at 32 Grant Circle, in Washington, D.C.

A Supplement to

The Squire's Memoirs

from an unidentified South Carolina paper.

MAR-5?-1864.
By NORMA W. PACE

If James Lane Allen could walk into Scarlet Gate today, he would find nothing there that belonged to him except a chair. But he probably would feel that he had returned home for Christmas after only a few years away.

Although the house in which the well-known Kentucky writer lived from early childhood until he was 22 has not been kept exactly as it was when young "Laney" was there, the spirit of the home that he knew has been preserved.

And today, the 100th anniversary of the author's birth, the Virginia-style brick house has been decorated for the Christmas season with chestnuts and mistletoe cut on the farm and with a large spruce tree, much as it might have been arranged when he was there.

**Associated With Christmas**

James Lane Allen and the Yuletide season frequently are associated because he wrote two volumes of a proposed Christmas trilogy, "The Bride of the Mistletoe" and "The Doctor's Christmas Eve," and because in all his autobiographical writing he commented on the holly, the snow-covered cedars and the mistletoe that made his Kentucky home a world of wonder for a sensitive boy.

The present owner and occupant of Scarlet Gate has emphasized Mr. Allen's feeling for Christmas by covering the mantel in the old Allen parlor with great bunches of red-berried holly and centering the decoration with an excerpt from "The Bride of the Mistletoe."

He also has placed over the front entrance a large bunch of mistletoe, still clinging to the host limb and still clustered with wax berries.

At the foot of the steps which led to "Laney's" bedroom, he has decorated the Christmas tree, keeping the ornaments scattered so that the natural beauty of the tree is not obscured.

Finally, he has covered a giant spruce on the front lawn with colored lights to provide nighttime decorations.

But the Christmas arrangements would not be the only things about Scarlet Gate that James Lane Allen would appreciate if he could return to his home today.

**One Old Friend**

He would enjoy the bright red gate, the rock wall and the natural-wood fence which surrounds the spacious yard. He would like the winding rock drive up to the house and would glory in the small groves of trees, especially the spruce and the holly. And he surely would recognize one old friend, a gnarled cedar which he often mentioned in descriptions of the view from the family sitting room.

As he entered the front hall, he probably would stop to admire a hooked rug which reproduces one of the drawings of John James Audubon, who was mentioned frequently in "A Kentucky Cardinal."

He'd find the old family parlor and dining room little changed; the furniture is not the same but the rooms have the same atmosphere, according to descriptions of the Allen house.

**Collection Of Books**

The Allen sitting room, which also was the bedroom for "Laney's" father and mother, has been converted into a study or library, where the present owner keeps his collection of books by and about the famous writer.

Because Mr. Allen's childhood memories centered around that room, the owner has placed over the fireplace there a brass hood on which is engraved a sentence from the introduction to the 1900 edition of "A Kentucky Cardinal and Aftermath." The introduction tells how "Laney" stood at the front window of the room and watched winter scenes in the yard. The sentence inscribed over the fireplace says:

"My earliest recollections of daylight are now condensed into one surviving impression: that of hearing all round my father's house, beating close to the walls and surging faintly and more faintly away in every direction, such a sea of song as I think can no longer visit human ears."

**Chair Returned To House**

Upstairs, Mr. Allen would find the rooms that served as the children's bedrooms almost as he left them, with their low ceilings and doors, and there he would discover his chair which was returned to Scarlet Gate about eight years ago. It is a desk chair of simple but pleasing design.

The Allen kitchen and pantry, once behind the sitting room, have been replaced by a modern kitchen; a northern wing has been added to the house and the southern wing has been extended since Mr. Allen set out to become a teacher and writer.

But in back are the old servants' quarters, a nice brick building to which a wooden wing has been added, and a grape arbor much like the one cultivated by the Allens.

**James Lane Allen Stayed Away**

James Lane Allen, who stayed away from Lexington for 27 years before his death in 1925 partly because he thought he was not appreciated here, would be gratified to find that the old servant room, now a game room, is hung with the original drawings for some of his books.

**Other Associations**

Of course, Scarlet Gate, located on the Lane Allen road, is not the only place in Fayette county as-
River Boats Drew Travel

Residents Of Kentucky River Area Went To Town On The Steamer

River steamers still draw business as well as pleasure travelers in Kentucky in the Nineties. Popular on the Kentucky river was the steamer Falls City which plied between Camp Nelson and Louisville. Although the railroads had cut into the river business, residents of the county adjacent to the river still found the boat a convenient mode of travel in the Nineties. To go to the nearest town to catch a train frequently meant a ride over a poor highway and always included payment of toll.

There were spacious staterooms on the boat, good food and usually a good time.

The Falls City left Louisville for Frankfort every Tuesday at 4 o'clock in the afternoon and for Camp Nelson at 4 o'clock every Friday afternoon.

Louisville Southern Drew Local Travelers

The Louisville Southern railway is a name practically unknown to Lexington travelers of today, but this route handled much of the travel between Lexington and Louisville in the Nineties. The railway still operates, but today it is primarily a freight road between Lexington and Lawrenceburg.

In the "Gay Nineties," the Louisville Southern trains ran from this city to Louisville in two hours and forty minutes—good running time for those days. There were three passenger trains daily in each division.

Not only was the line important in Lexington-Louisville travel, but when residents of Lawrenceburg, Tyrone, Versailles, Pogue and other points came to Lexington they rode the Louisville Southern.

Merrick Lodge Built
A New Home In 1893

The Merrick lodge building, at Limestone and Short streets, scene of one of the largest fires in the history of Lexington, was built in the "Gay Nineties."

This five-story structure of brick and stone, located at the northeast corner of the two streets, was completed in 1893. It burned in 1917 when a fire, starting in a livery stable at Church and Limestone, swept away most of the block.

Sgt. Willie Sandlin, Ace Kentucky Hero Of World War I, Died In '49

Settled in World War I to receive the Congressional Medal of Honor, in Louisville last May 29, his obituary, in the Saturday morning to newspapers, in the Saturday afternoon to the Blue Grass Fair, the Saturday evening to his home in Woodford County, where he raised the son of a Confederate general.

The Blue Grass Fair Association, in recognition of his work, invited Willie to be a field marshal in the fair, and he accepted.

But while it was the goods, his classmates, the Blue Grass Fair Association and his fellow soldiers, were the nobles.

This is what he did: He was a big man and the son of a Confederate general.

All the commissioned officers of the Blue Grass Fair Association had been invited to present him with a field marshal's sword and the title of field marshal.

And Willie accepted the honor, but he was not too happy about it.

He was a big man and the son of a Confederate general.

He was a big man and the son of a Confederate general.
The 700-room Four Seasons hotel required five carloads of nails, had a two-weeks gala opening.

THE brief, gaudy, ill-fated golden age of Middlesboro, Ky., a boom town that mushroomed at the Cumberland Gap 60 years ago, reached a climax on April 12, 1892, in the opening of the 700-room, $1,000,000 Four Seasons hotel at nearby Harrogate, Tenn.

Although Middlesboro itself was already in a weakened financial condition, its fiscal debility brought on by the sudden, numbing failure of the Baring Brothers bank in London and the consequent impoverishment of Middlesboro’s British backers, the sick city sat up long enough to take note of the costly spectacle across the Gap.

There, on a rolling, spring-studded tract, the Cumberland Gap Park company’s expensive playground for the rich was finally complete after a year of intensive work. One hundred carloads of doors, frames and flooring, five carloads of nails went into the buildings. The hotel alone had 1700 windows and 1200 doors and most of its 700 rooms had fireplaces.

If he had not been sunk in gloom at his oasis from the president’s and general manager’s chairs of the major companies guiding Middlesboro’s by now dubious destiny, Alexander Alan Arthur might have thrilled to see the completion of this last and most spectacular of all his promotion schemes for the Gap domain. He carved out of a backwoods in five short years.

The worried citizens of Middlesboro no longer had the kind of easy money—$20,000,000 at a conservative estimate—that Arthur’s backers poured into their community between 1886 and 1891, but they were inclined to take off their hats to those who still had it to spend.

They read with interest—and not a few nostalgic sighs—newspaper reports of the fine Axminster and Brussels carpets on the floors of the Four Seasons; of lace curtains and fine linens, sterling silverware for the dining rooms that cost $35,000, and of the pools and Turkish baths in the 200-room sanatorium adjoining the hotel.

Special trains chuffed into Middlesboro with scores of elegantly clad visitors aboard. A long string of Pullmans arrived with many of New York’s “Four Hundred,” come to celebrate with the backers of the Four Seasons who were wealthy, well-connected New Yorkers. Reginald De Koven, whose operetta, “Robin Hood,” was then a success on two continents, was among the guests and so was Lady Pauincefote, wife of the British ambassador.

The British and United States flags fluttered over the long front piazza. The rolling, carefully tended grounds blazed with colored lights. When the last of the invited guests had driven up to the turreted, Bavarian-style building, the Cincinnati Grand orchestra struck up the “Four Seasons March,” composed for the occasion and the glittering crowd went into the main dining room for a 10-course dinner. A ball for the throng followed at midnight.

The party lasted two weeks. The visitors rode horseback, played polo and lawn tennis, held balls in the Cumberland Gap cave, picnicked in the lovely April weather, and depleted the hotel’s wine cellars. Fresh oysters and ocean fish arrived every morning on the train from Norfolk, Va., and curious visitors from nearby towns discovered that a ham sandwich at the Four Seasons, even if one cautiously ventured only as far as the cafe terrace instead of the pillared main dining room, cost the unheard of sum—for 1892 and the Tennessee mountains—of 25 cents.

When the gala fortnight was over the cream of London, New York, Chicago, Louisville and Southern society packed its bags and left. The lavish Four Seasons languished, with never more than 50 of its 700 rooms filled the rest of the summer and 150 servants eating their heads off downstairs.

The great hotel closed its doors, reopened them briefly for another disappointing season in 1894 and then was shuttered forever.

In 1895 a speculator from New York bid in the rich man’s playground—hotel, sanatorium and lands that represented an investment of nearly $2,000,000—for $25,000. Thirty carloads of furniture were sold at auction in Louisville. The empty building brought $8,000—as salvage. A wrecking crew arrived in the summer of 1895 and tore down the towers and sent the ornate chimneys crashing to the landscaped lawns.
Transylvania University Owes Much to John Bradford, Chairman of Its Board During Many of Crucial Earlier Years

By L. A. BROWN

The name of Bradford was one of great prominence in Lexington during the closing years of the eighteenth century and the early years of the next. Certainly the best known member of this family was John Bradford, who with his younger brother Fielding, issued the first number of the Kentucky Gazette 106 years ago today.

While the position of this pioneer paper was an event of far reaching significance and qualifies him to be placed among the town’s immortals, it was by no means the only service to this city during its young and bustling years as a frontier village. Hardly any enterprise of merit lacks his name. He was one of the founders of the Lexington Library; he helped organize the Episcopal Society during the closing years of the rectorship of the Rev. James Moore; he was a member of the group that met to found the Fayette hospital, Transylvania University owes an especial debt of gratitude to him. Even a hasty scanning of the records in the library at Transylvania shows that Bradford had a vital part in directing the growth of this institution to its position of influence in the South.

Helped School Four Decades

It is well known that John Bradford moved his family here from Virginia in 1786, and that he began the publication of the first newspaper west of Pittsburgh two years later. It is not so well remembered that in 1788 Transylvania Seminary moved to Lexington and that within a year John Bradford became identified with this young school. He began a period of service to this institution of learning that was to last until his death forty years later. Beginning as clerk of the board of trustees in 1789, Bradford was made a member of the board two years later, and but one brief year after that he had become so thoroughly interested in the seminary that he was elected chairman of the board. It was during this, his first year as chairman, that Transylvania located in the plot of ground that is now Gratz park.

Worked for Merger

Transylvania as a university dates from 1783 when the seminary and Kentucky Academy, another young institution, joined forces. John Bradford had an active part in bringing about this merger, as the minutes of the board clearly show. He served also as chairman of the special committee which guided the charter of the new university through the state legislature.

At each critical period in the early years of the university, Bradford seems to have been connected with its fortunes and concerned with its progress. He was chairman of the board during the years of prosperity under the pres-

Henry Clay’s Coach To Be Brought Here

Henry Clay’s private coach will be restored and put on display in the carriage house at his home, Ashland, it was announced yesterday by director of the Henry Clay Memorial Foundation.

The coach was given to Clay in 1835 or 1836 by citizens of Newark, N. J., and cost $3,000. It has been in two fires and the upholstery and paint are scorched and will have to be replaced.

A silver presentation plate has been removed from the carriage and is in the Speed museum in Louisville. A reproduction of the plate will be made for the coach.

Given to the foundation by the Eden family of Louisville, the coach arrived here in December and is in storage. Restoration is expected to be completed this summer.

Mrs. Lorraine Sey, executive secretary, reported that attendance at Ashland has dropped during the winter months but that attendance last December was better than the same period last year.

President Joseph C. Graves presided.

Lexington Herald, Aug. 11-1937.

Lex. Herald
JAN-24-1932

Over Kentucky River

Southern Railway’s High Bridge Under Construction

Danville Advocate Messenger,
July 10, 1940.

Built by Baltimore Bridge Co.

Cost $450,000.
Many Difficulties Met In Building Southern R. R.

Million Dollar Subscription Was Called For In 1880 And Ohio Legislature Authorized Cincinnati To “Build And Operate A Railroad”

By Charles R. Staples

The Cincinnati Southern Railroad was built and put in service after more than a decade of stress and struggle. Many times it looked as if the project would fail because of the obstacles placed in the paths of the promoters. It was a revolutionary venture and in all, the history of American municipal affairs, there is to be found no similar instance in which public spirited citizens forced civic activity to come to the rescue of the commerce of their community. For a city to build a railroad 335 miles outside its corporate limits, across two States, was unheard of, and would have failed but for the devotion of Mr. E. A. Ferguson, and Mr. Miles Greenwood of Cincinnati and Major Wm. A. Gunn of Lexington, all of whom spent the best part of their lives to building this railroad.

These gentlemen knew it was a practical matter of business because it would preserve the continued growth and prosperity of one of America's largest cities, develop all of the towns and villages through which the tracks were laid, by providing a quick and easy method of transportation to their closest market, and for all the products of their communities.

After the pioneer period of Kentucky had passed away, many of the towns developed manufacturing plants of considerable capacity by the use of slave labor. Rope, tobacco, flour, meal, whisky, blankets, tenting, bagging, hats, boots, harness, saddles, and ash flooring were produced and sold at a considerable advantage to the producers as they could sell for less than the cost of packhorse transportation over the Mountains. When the steamboat was developed so it would navigate against the current of the Mississippi and Ohio Rivers, the exodus of the manufacturers began, and soon Central Kentucky had lost both inhabitants and business. Louisville welcomed many of our industrial efforts by giving them free land, but the principal attraction was the cheap and easy transportation of the steamboat. Cincinnati also received its share of our industries and in addition many from the Tidewater cities of the East. The Merchants from the cities and the small towns in the South welcomed the success of the steamboat making the “up-the-river-trip” and promptly began making his purchases at the River Towns. Louisville was the recipient of much of this trade and soon their merchants and manufacturers began a period of extensive prosperity. The Merchants of Cincinnati made every endeavor to overcome this condition, but no one could expect a buyer to ride all the way to Louisville and then a 190 miles further to do his buying, when there was ample markets at Louisville. This handicap the merchants of Cincinnati could not overcome by prices or extensive credits—the only thing to do was to develop some other form of transportation that would take the buyers to Cincinnati without their having to go through Louisville, and also—to transport their freight quickly and cheaply back to their home towns.

The scars of the Civil War began to be covered up, having healed over. The ex-slave began to handle his own money and to know the joy of getting rid of it. The local trade of the South changed as little stores started up at every cross road, and where a village had owned one, it now boasted two or three. Mines were opened, furnaces began to blaze, factories were opened employing all the surplus labor of the community. This ready money further increased the demand for merchandise which could be produced in Cincinnati as cheaply as any other town, yet they were shut off from the desirable markets of the South by failure to have a cheap and easy transportation.

Lexington had regretted the loss of its manufacturing interests and in 1835 began the operation of a railroad to Frankfort, with the intention of a connection with a line which was to be built from Louisville to the Capitol. The Lexington railroad was a success and from this endeavor the Cincinnati “fathers” in 1837 began agitating the question of a railroad from the Queen City to the Southeast. There were speeches, parades and conferences of the capitalists but no railroad resulted.

$100,000 Subscription

There were occasional bursts of enthusiasm up to 1880, when a million dollar subscription was called for and the Ohio Legislature finally passed a bill authorizing the City of Cincinnati “to build and operate a railroad.” This railroad was to be known as the Cincinnati, Lexington and Charleston Railroad.

In 1839 a railroad had been built from Cincinnati to Lexington called the Kentucky Central R. R. and another line called the Cincinnati, Lexington and East Tennessee was built from Lexington to Nicholasville. This last named company proposed to extend its line to Knoxville, Tenn. If the City of Cincinnati would raise one million dollars as a bonus, one half of this amount had been raised but the threatening rumors of War withdrew public attention altogether and nothing was done. The Lexington-Nicholasville Line struggled along until finally absorbed by the Cincinnati Southern. It had a period of considerable prosperity during the Civil War hauling troops and government supplies, being then known as the Lexington & Danville R. R.

An attempt was made during the Civil War to extend the Lexington and Danville Railroad to east Tennessee. General Burnside
was encamped at the junction of the South Fork and Main Cumberland River, called Point Burnside, to which point steamboats brought Federal troops and watercraft supplies, where all were loaded in wagons and hauled overland to Knoxville and points east in Tennessee then occupied by the forces of Generals Grant and Sherman. General Burnside asked authority from President Lincoln for the construction of the Lebanon & Danville road to Knoxville and the President sent such recommendation to Congress but no action was taken. Mr. Lincoln wrote General Burnside that Congress would take no action and called his attention to the fact that a general in the field commanding a department had all the powers sufficient for him to prosecute successfully his part in the war. General Burnside took the hint and detailed Major Wm. A. Gunn, Chief Engineer, to make a survey for a railroad. The latter had worked as engineer for the Lexington and Danville railroad and at once organized a detail for purposes of making a necessary survey. After a trifling amount of survey work had been done, Major Gunn was directed to abandon the project as the war would be over before the railroad could be completed. However, he retained all his field notes, plans, and survey copies and when he was discharged from the Army he began to interest Cincinnati banking interests in the idea of building a railroad across the Cumberland Mountains, and then to the Cincinnati Manufacturing interests a new and growing market in the South and one that had been closed to the Cincinnati merchants. Major Gunn's first success was in arousing the interest of Mr. E. A. Ferguson. The latter was the Cincinnati member of the Ohio Legislature and he promptly introduced a bill granting permission to the City of Cincinnati to issue bonds in payment of the construction of the railroad. The act has been pronounced as "among the most original and ingenious pieces of American Legislation." Within a week after its passage delegations began to pour into Cincinnati in behalf of Knoxville, Nashville and Chattanooga as the Southern terminus. The special committee of the City Council finally voted in favor of Chattanooga as the southern end of the line in a resolution calling for an election to be held on June 26th, 1889. The day was made a holiday, fire engine houses ringing at six in the morning at noon and again at three o'clock before the polls closed. When the votes was counted it was found that 15,626 votes had been cast for the "piece of railroad" to 1,500 against it. On June 30, 1889 the Superior Court of Cincinnati appointed five trustees to look after the affairs of the railroad, naming Phillip Heidelberg, Milet Greenwood, E. A. Ferguson, R. M. Bishop and William Hooper. These appointments met with popular approval as the members were all well known for their integrity, energy and capability for business. On July 6, 1889 the Board organized by electing Milet Greenwood President and H. H. Tatem secretary. Major Gunn was promptly employed as Chief Engineer and given the responsibility of locating the grades of the railway. He put two surveying corps in the field at once and at the same time the board began efforts to obtain charters from the Legislatures of Tennessee and Kentucky. The first named State was given a favorable bill in January 1870 but the struggle to secure favorable action in Kentucky lasted through several terms of that Legislature. General Basil W. Duke, a brilliant Confederate officer and popular attorney of Louisville, represented the interest of that community. His control kept down any consideration until Mr. Ferguson employed General John C. Breckinridge of Kentucky to represent the interests of the City of Cincinnati. Gen. Breckinridge had been Vice President of the United States, Major General in the Confederate Army, the last Secretary of War for the Confederacy and accompanied Jefferson Davis in his attempt to escape from the United States.

General Breckinridge reached Cuba by means of a small sail boat and then proceeded to England and later Canada where he was joined by his wife and several of his children. He was a very hearty man, erect and of imposing appearance. His popularity assured the passage of a favorable bill in February 1872, and it was promptly signed by Governor Leslie.

Opposition Strong

The opposition against the building of the Cincinnati Southern Railway was very determined and made a strong fight before the Legislature of Kentucky. This was quieted down with the election of Governor Lesile. However, it promptly renewed the fight before the Ohio Assembly when the bill authorizing the sale of bonds was presented. Every document device was used to plac "hedgehogs" in the building and operation of the railway. They succeeded in getting the Kentucky Legislature to include in the act a provision that "there should be paid to the Treasury of the State of Kentucky, fifteen cents for each passenger, twenty-five cents for every passenger traveling over the road in a coach, ten cents per hundred rounds for all through freight passing through the State." This provision was, however, repealed before actual operation of trains began.

In the fall of 1872 the Trustees offered for sale the first of the bonds authorized by the Ohio Legislature and Mr. Hooper was sent abroad to endeavor to negotiate for the purchase of the issue. He was not successful and shortly after his return the famous panic of 1873 set in which has become history. The failure of the house of Jay Cook & Company caused with it a large number of railroad capitalists and practically made it impossible to sell anything in the way of bonds. In December 1873 four of the Trustees, upon their personal credit, raised $35,000 and on the 12th of the same month awarded the first contract for excavation. The money was used to purchase ground covering the entrances to King's Mountain tunnel, where the first shovel of dirt was put aside. Notwithstanding the severity of the depression of 1873 and the long period before any sign of recovery could be noticed, the trustees were able to dispose of bonds at intervals and the work of grading for the roadbed continued. Mr. Thomas D. Lovett was given charge of the construction but resigned December 6, 1876 and was succeeded by Mr. G. B. Boussecq who promptly reorganized the forces in charge and divided the road into divisions of forty miles each in control of a "division engineer" while these divisions were subdivided into smaller units of about ten miles each. In all about a hundred and forty contracts were given out for grading and masonry to prepare the roadbed for the tracks. The contracts included the construction of twentyseven tunnels aggregating five miles in length. Four of the principal bridge firms in America were awarded the contracts for construction of one hundred five bridges and viaducts.

Major Gunn and his surveying parties completed their surveys promptly but the finances of the trustees caused many changes and re-location of the line upon which the tracks were to be laid. An example of this was the refusal of the town of Florence to permit the track to be laid near their village, resulting in relocation of the present lines. At Sloan's Valley, the tracks were located three times, before the present grade finally being fixed upon. Even after the road had been completed and was in operation, a new line was surveyed around Tunnel No. 27, near Harrods because of the frequent delays in trains due to the timber lining of that tunnel catching fire.

Rode "Solomon"

Major Gunn was ably assisted by Mr. R. M. Bishop of the Board of Trustees, who took personal charge of the construction of the King's Mountain Tunnel, and also assisted in the grading of Lexington Yard. Major Gunn used a large grey mule in getting over various portions of the grading and much enjoyed the jokes about his mount. The mule was called "Solomon," by the laborers, because of his refusal to enter water excepting at shallow fords, nor would he cross new fills until he was satisfied they were solid enough to hold his weight. He positively refused to walk through any tunnel.

With the sales of additional bonds, the efforts of the staff were directed to completion of the line between Somerset and Ludlow. High Bridge was completed early in 1877 and then trains began to be operated from Somerset to Corinth, and in a few months into Ludlow. Here passengers, mail, baggage and express were carried down steps to the landing and there placed on ferry boat to be carried to the southern end of Cincinnati Yard. Late in this same year the Ohio River Bridge was completed and the trains then entered the City and used a depot on West Sixth Street, until the completion of Grand Central Depot in July 1883.

The track was laid with iron rails weighing 60 pounds per yard and some steel rail of 53 pounds, then considered heavy rail and of no doubt sufficient for the weight of engines and cars at that time.

The road was five feet in order to correspond with the Standard of the railroads south of the Ohio River. In July 1885
Sunday, May 30, 1888 was agreed upon as the date for the change and mileage to the total of 11,500 for southern railroads was changed on that date. The writer, as a small boy witnessed the changes made at Lexington and wondered then why they did not leave well enough alone. He has since wondered just how much that change has cost the American Shippers.

No trains were run on the date of change. Weeks before the section forces had driven a spike to each tie three and one-half inches inside the west rail. On the morning of the change the track gangs pulled the inside spike of the west rail and then slid it against the line of spikes already driven in the tie with the head left one inch off the rail. When rail was in place the inside spikes were driven "home" and then the outside spikes. The cost of changing the gage on 338 miles of track, together with the casing tracks, a total of 411 miles, amounted to a total of $33,390. The cost of changing the engines and cars amounted to $31,007.

Then the line was completed to Ludlow passenger train service was inaugurated with one train each was each day except Sundays. Train No. 1 left Ludlow at 5 P. M., each day and arrived at Somerset at 10 P. M. and 10 A. M. Train No. 2, departed from Somerset at 10 P. M. and arrived at Ludlow at 1 A. M. Time table No. 1 shows that Edward P. Wilson was Superintendent of Transportation, while J. T. Redmon was Master of trains. No other operating offices were shown.

This was the entire operation of the railroad until construction of tracks permitted additional mileage to be made by trains. Early in 1889 the entire line was completed and ready for service. The first freight train departed from Cincinnati for a trip through to Chatanooga on February 21st, 1889 and as the traffic solicitors had been very active, so much freight was offered that it was necessary to run two trains, and then a considerable amount of package freight was left behind. The first through passenger train departed from Cincinnati on March 8, 1889 in charge of Conductor Frank Foster and Engineer Ed Birge. This train consumed 13½ hours making the run.

The first ticket was sold to S. B. Evans of 152 West Fourth St., Cincinnati for $25.65 reading to Vicksburg, Miss.

The inauguration of this train was made the occasion of an extensive celebration. A large parade was held escorted by two companies of City police preceded by a forty strong fire plug band and amidst the shouting of a large crowd, the train departed, accompanied by the sounds of a one hundred gun salute fired by the Fifth Ohio (Militia) Battery. Yes, the railroad Claim Agent had to settle for many broken windows.

Huge Banquet

On March 17, 1880 the Cincinnati Chamber of Commerce gave a dinner party to the shippers and their customers from the South. Buyers from firms located throughout the South were invited to Cincinnati for the dinner. There was spent in visiting the various manufacturing firms, gardens, etc., etc. After the activities of the day, all met at the Music Hall and exactly 1776 persons sat at the tables. Forty tables were used and attended by 250 waiters. These handled out 120 gallons of green turtle soup, 1,000 pounds of sirloin steaks, 500 mallard ducks, two wagon loads of potatoes, 2,500 pounds of bread, and 100 gallons of ice cream. There were five different kinds of wines passed out, besides unknown quantities of beer and stronger liquors. In fact the brewers and distillers were each in the amount of products they could give away and they were closely followed by the cigar and chewing tobacco manufacturers. Samples of the commodities produced in Cincinnati plants were presented to the guests who must have been heavily laden with presents to take back home.

Four large hotels advertised dances for the benefit of these guests to be held after the dinner party was over, and with music furnished by famous orchestras, but the record is strangely silent regarding the number who were "able" to attend and participate in the festivities. The record is also silent as to the number who returned home on the special train run for their benefit the next morning. In fact, tradition has it that some of them wired for their families and became a part of the Queen City business activities.

Notwithstanding this "boost" the receipts of the railroad were not sufficient and steps were taken to improve this condition. On October 8, 1881, a lease was awarded the Cincinnati, New Orleans & Texas Pacific Railway Company and this organization took charge on the 11th of same month. Forty-nine percent of the stock of this company was held by local stockholders and fifty percent by London, England Company known as the Baron Erlanger System. The corporate title of this company was the Alabama, New Orleans, Texas and Pacific Junction Railroad Company, and had control of the C. N. O. & T. P. Ry., the Alabama, Great Southern, the Orleans and North Eastern Railway, the Vicksburg and Meridian (Now the Alabama & Vicksburg) Shrevesport and Pacific Railroad Company, making a total of 1,185 miles. Baron Erlanger sent to this Country Mr. John Scott to operate this property, who brought with him a sufficient force to fill every position on official and even clerical staffs. Only trainmen, shopmen and trackmen were retained. The descendants of some of these "importations" are still with us.

Returns Are Low

The operation of the railroad had not been a striking success before Mr. Scott's arrival, and while he was able to show some improvement, the returns still were below the ideas of the stockholders. The constant expenses for ties, rail, ballast, and equipment, and the large expenditures for terminal facilities at Cincinnati and Chatanooga prevented any dividends for many years. During these years, the property was maintained in good physical condition but the financial condition grew worse. In 1883, an unfavorable decision by the Ohio Supreme Court regarding an "over" issue of stock, caused the officers of the railroad to take the best way out of the difficulty. S. M. Felton was appointed Receiver by the United States District Judge Williams A. Taft, afterwards President of the United States. The receivership lasted until October 1892, when Mr. Felton was discharged from his heavy responsibilities and the railroad returned to the hands of the owners. The hailing of troops and supplies during the Spanish-American War had much to do with the improved financial condition of the railroad.

The physical condition of the railroad at the close of the receivership was superb and it was business was on the up grade the Company began to enjoy a period of prosperity. Mr. W. J. Murphy was promoted from Superintendent to General Manager, as Mr. Felton had resigned to become associated with the Chicago & Alton Railroad.

During the summer of 1894 the Louisville Southern Railroad, which had been built from Louisville to Lexington, by Colonel James B. Bemmel H. Y. Stimbly went into receivership and was sold. The Southern Railway purchased same and turned it over to Mr. Murphy for management along with the C. N. O. & T. P. Ry. In a few months the Southern Railway in Kentucky was organized and took this burden from him.

The General Managers for the Cincinnati Southern Southern Railroad and the C. N. O. & T. P. Ry. have been John Scott, John C. Gaunt, Richard Carroll, S. M. Felton, W. J. Murphy, W. A. Garrett, Horace Baker, J. H. Stanfield, R. E. Simpson, L. F. DeRamus and Clark Hungerford. With a sureness of touch and readiness of a policy not easily turned aside they have brought their official family to their sides with instant cooperation which has resulted in placing the Cincinnati Southern upon a high plane of efficiency and service to the traveling public and the citizens of the communities served by it. It is regretted that space will not permit the inclusion of the gentlemen who have been Superintendent. Usually, they have inspired every employee and supervisory official to do his best and give his supreme loyalty to him. There has been no easy task, as they had to "keep the wheels turning.

One interruption to traffic was caused by derailment on Aug 7, 1899 of two tanks of Nitrate in Tunnel No. 4, just north of Buronside. They became ignited by some means and for three days traffic was at a standstill. The fire was finally extinguished by the use of the Fire Engine pumper in Lexington Fire department which was lowered to the bed of Fishing creek and water then pumped by two hose lines into the north end of the tunnel. When the contents of the tanks had been flushed into the Cumberland River, it was necessary to spray the walls of the tunnel several hours before it was cool enough to permit the track forces to enter the tunnel and restore the ties and rails.

The bridge over the Tennessee,
River was taken out of service on August 23, 1919 and a new bridge constructed which was opened for service January 20, 1920. During this period trains were detoured over the Knoxville Division.

New High Bridge was open for service in 1911 and during its construction traffic was but little delayed. The erection of the new bridge over the Ohio River which was completed in 1922 and with no interruptions.

The Lexington Passenger depot and Superintendent's office was destroyed by fire on the night of February 7, 1926 during a spell of sub zero weather. All the divisional records were destroyed to the inconvenience of the staff. A similar event occurred when the Somerset Passenger depot was burned some months later. Sometime after this event, the Superintendent's office was removed to Danville where it remained until October 1, 1920, when it was returned to Somerset.

Another interruption to traffic occurred at 2 P. M. March 23, 1929. After a severe and unusual rainfall the Emery River rose out of its banks at Oakdale and flooded the entire yard. Long stretches of tracks were washed out and as a result over one million dollars damage was done to the property of this company. One main track was opened in five days, but three weeks intensive labor was necessary before the other main track was restored to use. During a portion of this period the railroad company was under the necessity of feeding a large number of the inhabitants of Oakdale until train service could be restored and food supplies imported by the stores.

70,000 Cars Per Month

The first tracks laid through Danville consisted of only one main track and one passing track. A small spur track led off the latter to a flour mill and for many years, this composed the entire layout in the Boyle County Capital. Now there are many tracks over which switch engines operate 24 hours per day in order to handle the more than 70,000 freight cars passing through this yard each month. The water bill paid the City of Danville each month for the engines using this terminal amounts to more than $550 each month. The pay car used to visit Danville each month and distribute something less than $1,000 per month, but today Agent C. R. Tipton distri-

butes each month checks to the amount of $75,000. Taxes have been increased from $1,250 yearly to $17,492.39.

The building of the Cincinnati Southern Railway opened up an undeveloped area. Millions of acres untouched by the plow; Timber, the like of which was not known elsewhere in the world; building stone, clays, oil, coal, and iron ore, etc. No wonder that the railroad speaks proudly of the territory through which it operates, but no where along the entire railroad is there a better and more fertile spot than in Boyle County. Here our employees have good homes, splendid schools and good churches. Here in Danville, they can enjoy their days in a manner denied the railroad man in the beginning. Danville may need the railroad, but then, the railroad needs Danville.

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'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 Hacket store, which occupied three buildings opposite the present J. D. Purcell department store.
When The ‘Flyer’ Halted At Limestone And Water Streets

This is the scene that greeted visitors from the east as they arrived in Lexington in the Nineties. The locomotive was that of the C. & O. flyer which had just pulled into the station, the two-story building on the other side of the engine. The three-story building was the Phoenix hotel and opening onto the station platform was the Phoenix hotel restaurant. This part of the hotel building now is occupied by stores which face Limestone street. The restaurant was very popular with travelers and traveling meant going on the train in those days. Although it was a “flyer” in those days, the C. & O. train took 20 hours to run from Washington to Lexington. Now the time is 13½ hours.
Harrodsburg, Oldest Kentucky Town, to Celebrate 149th Anniversary Saturday

Day's Program Will Include Discussion of Plans for Greater Commemoration in 1924

ALLEN UNABLE TO ATTEND

[SPECIAL TO THE HERALD]
HARRODSBURG, Ky., June 9.—

Fifty thousand people from throughout Kentucky are expected to be guests at the Harrodsburg Historical Society luncheon here on June 16, that will commemorate the one hundred and forty-ninth anniversary of the founding of Harrodsburg, the oldest town in Kentucky. This luncheon is a preliminary to the celebration of the 150th birthday of Kentucky on June 16, 1924, when it is expected to erect a monument to the first settlers on Old Fort Harrod Hill.

The program for Saturday is as follows:

At Pioneer cemetery on Old Fort Hill, a noon prayer, the Rev. L. E. Sellers, of the Harrodsburg Christian church. Address, "Tribute to Kentucky's Pioneers," Judge Samuel M. Wilson, of Lexington. Song, "America," by the audience.

Pioneer Luncheon at Graham Springs Hotel—"When the Corg Pones Hot," Prof. M. A. Cassidy, superintendent of Lexington public schools.

Opera House at 3 o'clock, meeting presided over by Dr. C. B. VanArsdale, president of the Harrodsburg Historical Society. Invocation by the Rev. J. D. Redd, of the Harrodsburg Methodist church; address of welcome, Judge C. A. Harding; "Kentucky's Colonial Town," Edmund P. Trabue, of Louisville, governor of the Society of Colonial Wars of Kentucky. Music, directed by Prof. Carl Lampert, of the University of Kentucky; Miss Mary Campbell Scott, of Lexington, soloist. "Honoring Kentucky Pioneers," Mrs. James H. Spilman, of Harrodsburg. "Last We Forget," Miss Mary Campbell Scott.

General discussion of plans for the 189th celebration of the birth of Kentucky at Harrodsburg, and the memorial to be erected on Old Fort Hill, Benediction by the Rev., S. S. Daugherty, of the Harrodsburg Presbyterian church.

Harrod Was Founder

In May, 1774, James Harrod, who had been with a surveying party through this section of what was then Kentucky county of Virginia in the year before he returned from the Monongahala valley, in Virginia, with a small party of men by stream along the Ohio to the mouth of Kentucky river, thence up that stream to a point that is now Oregon, in the lower part of the present Mercer county, about ten miles from Harrodsburg. They pushed through the dense undergrowth to Big Spring, now on the eastern outskirts of Harrodsburg.

Here they encamped and fortified themselves against the Indians, and about three weeks later were joined by Isaac Hite and his company of adventurers. On June 16, 1774, all the men united to lay off a town and each man was assigned a half acre "inlot" and a ten acre "outlot." That is one within the limits of the town on which to erect a cabin, and one beyond to clear up for cultivation.

While the settlers were at work, Daniel Boone, who was then at Booneboro Fort, arrived and helped to survey the town and was given the customary inlot and outlot. This lot adjacent to one given to Evan (or John) Hinton and a double log house was built on it and it was known so long as it existed as Boone's cabin.

When winter approached the settlers went back to Virginia for their families and returned to their cabins in the spring, and erected the permanent fort on a high hill overlooking the settlement near a spring. The place was first called Oldtown, then Harrod's Town and later Harrodsburg, the name it bears today. From this little beginning grew the great state of Kentucky.


Allen Cannot Attend

Lexington people will be interested in the following letter from James Lane Allen in reply to the invitation sent him to attend the Pioneer luncheon. The letter was sent to H. C. Wood, member of the Harrodsburg Historical Society, appointed on the invitation committee. The letter follows:

New York City, June 3, 1923.

My Dear Mr. Wood:

I desire to express to you, and through you, to the members of the Harrodsburg Historical Society, my high appreciation of their request for my presence at a Pioneer luncheon on the one hundred and forty-ninth anniversary of the founding of Kentucky's pioneer town.

I deeply regret that I am unable to be present; to witness the assemblage of these citizens of Mercer county who are to take part in the celebration; to hear the tributes to the heroic men and women who won the land; to see gathering evidences of how, as their forms and their deeds stand further away from each new generation, the memory of them draws nearer to us, their virtues follow us, their glory covers us, and the spots and the shrines where they perished give us life.

Believe me a charmed listener to the words and the songs with which the day will be ushered in and ushered out—hours of faith in our forefathers.

I am sincerely yours,

JAMES LANE ALLEN.

To Henry Cleveland Wood.
Bardstown, Ky

Home of John Fitch, Built in 1797

Shops of the L & N at 10th and Kentucky, Louisville, 1870.
Above: The opening of the Pewee Valley, Ky., station in 1867 and the arrival of the first train was a gala occasion for all.

4-4-0, American type passenger engine built by Moore and Richardson for L. & N. in 1858.

The "James Guthrie."

Streamlined steam engines made their bow on L. & N. in December, 1940.
John Winston Coleman, Jr., is a Kentucky native, born, reared and educated in Lexington. He received his B.S. degree in Mechanical Engineering in 1920 from the University of Kentucky and attained his M.E. in 1923. In 1943 he received an honorary degree of Doctor of Literature from the Lincoln Memorial University of Harrogate, Tenn., and last year the honorary degree of Doctor of Literature was conferred on him by the University of Kentucky.

Winston became a Kiwanian in 1947 and is chairman of the program committee for July and August. He is classified as a farmer and is the owner and operator of Winburn Farm on the Russell Cave Pike, specializing in White Burley tobacco and livestock.

During World War I he served with the ROTC at the University of Kentucky. From 1920-1923 he was engaged in engineering work in New York, Kentucky and other states and was organizer and president of Coleman & Davis, general contractors, engineers and builders in Lexington from 1924-1930. He is an officer in the First Presbyterian church; past president of the Kentucky Society, Sons of the Revolution; member of the Mississippi Valley Historical Association; a Mason; Shriner; a member of the Elks Club of Louisville and the Bibliographical Society of America.

Kiwanian Coleman is the author of a number of books on Kentucky history, the best known are "Stagecoach Days in the Bluegrass," "Lexington During the Civil War," and "Slavery Times in Kentucky." Others include "Masonry in the Bluegrass," "The Court-Houses of Lexington," and he has just completed "A Bibliography of Kentucky History" which is to be published at an early date by the University of Kentucky Press. His hobby is collecting books and pamphlets on Kentucky history or the lives of Kentuckians and he has the largest private library of its kind in existence. On October 30, 1930 he married Miss Burnetta Z. Mullen of Harrison county and they reside at Winburn Farm on the Russell Cave road.

This view of Main street, reproduced from a photograph made in the early 1890's, shows the changes that have been made on Main street since that time. The electric poles and wires have been removed, the old building has been replaced by the present structure, the street cars are no longer in use and many of the buildings have been changed.

*Lexington Leader, June 30, 1938*

**PRODUCER OF MARIHUANA**

**YOUR REGISTRY NUMBER IS 6286 CLASS 2**

**UPON CHANGE OF OWNERSHIP, CONTROL OR ADDRESS, NOTIFY COLLECTOR IMMEDIATELY**

**Issued by the Collector for the District of KENTUCKY**

J. WINSTON COLEMAN, JR.
RUSSELL CAVE PIKE
LEXINGTON, KENTUCKY

**KEEP THIS STAMP POSTED**

World War II license to grow hemp [1942] on Winburn Farm, as a war measure.
Disastrous Sleet Storm Broke Trees In ’90

Lexington was hit by a damaging sleet storm Dec. 3, 1890. The picture above, taken at the corner of Broadway and Second, shows the trees weighted down and broken by the ice. The building at the left was the Broadway Christian church, which had been erected in 1837 as a Presbyterian church and sold to the Disciples of Christ about 1871. It occupied the site of the present Broadway Christian church.

Gas Company Is Old Firm

Artificial Product Was Used In City Before War Between States

Long before the War Between the States, Lexington had one of the first artificial gas plants west of the Allegheny mountains. It was operated by the Lexington Gas Company, and fuel for heat and light was manufactured from coal and later from oil and steam. The company was acquired in 1906 by the Central Kentucky Natural Gas Company, which had been formed by a group from Oil City, Pa.

This group brought the first natural gas supply to Lexington. It was from a field in Menifee county which is still in use, although it is now augmented by gas fields in West Virginia and other Eastern Kentucky counties.

Those who started the company were the late Joseph Sepp, the first president of the company; E. Strong, Robert S. Hampton and Captain John Tonkin, an uncle of T. J. Tonkin Jr. Local interests were represented by John R. Allen and Judge James H. Hazelrigg, of Frankfort.

The original company, started in the early 1850’s, served Lexington only, and at the time it was taken over by the new company, had about 1,400 customers.

The company now retails natural gas in Lexington, Winchester, Mt. Sterling, Georgetown, Cynthiana, Irvine and Ravenna, and the wholesale outlets are Paris, North Middletown, Richmond, Frankfort, Versailles and Midway.

Locations of the offices of the company since organization of the present company have been, in succession, National Bank building, the old First National Bank building on Short street, 140 West Short street, and now the building at 336 West Main street.

MILL WAS LANDMARK

MIDWAY, Ky., June 30—Weisenberger’s old mill, torn away in 1913 just prior to the building of the present mill on Elk horn creek, was a landmark near Midway for years.

The old mill was operated from 1870 to 1902 by Augustus Weisenberger Sr. His son, Philip Weisenberger, then took charge and continued to operate the old and later the new plant, until his death in April of 1924. Augustus Weisenberger, son of Philip, became associated with the mill in 1891 and took over complete control after his father’s death.

The stone buhr system of milling was employed at the plant until 1867, when the roller process was adopted. Old millstones that had been used prior to the inauguration of the roller process were used to build a combination rock and millstone fence around the Weisenberger homestead, located just across the road from the mill.

LEX. LEADER,
June 30, 1938

Razed 1964. View about 1884 a "'

"Ingelside", near Lexington, Ky. built 1852, by Henry Boone
Shaker Sect In Mercer County
Became Extinct 15 Years Ago

Colony In State Of New York Also Is Nearing End; Only Few Members Of Group Living

KENTUCKY VILLAGE STARTED IN 1806
Believers Bought Large Acreage And Erected Brick And Rock Homes

HARRISBURG, Ky., June 30—The Colony settlement of Shakers near Albany, N. Y., last of a self-sustaining community, was liquidated in 1914, adhering to the faith of the mother, Ann Lee, who, they believed, represented Christ's return in a new guise as a sister to all mankind. The Shaker colony at Harrodsburg, situated on the Lexington road several miles from Harrodsburg, was the last of the colonies in Kentucky to become extinct. The last three Shakers there passed into the "realm of angels and immortal spirits" on March 28, 1933, and are buried in the community cemetery. The Shaker community in Harrodsburg was founded in 1806.

As was inevitable, the Shakers dwindled as the world progressed. The colony at Shaker Village in Mercer County was an example of the decline experienced by all the other colonies. The initial establishment of the Shaker faith in Mercer County was about 1806, Blisha Thomas, now 85, and having lived in the community all her life, said today that the last of the Shakers who were there were born in 1923.

The Shakers were dubbed "Shakers" by outsiders because of their peculiar physical movements in the "Shaking," during religious services.

The Shakers banned marriage as a part of their religious beliefs, which was in direct contrast to the civil institution, that had no part in the high spiritual plane on which they, as a community, looked toward for their lives. They did not condemn marriage in others, but a man and woman entering the faith together lived apart and became as brother and sister. All property was held in common. The Believers were divided into "family" groups, each family having its separate building; but the brothers and sisters entered by separate doors, all remaining in separate sections of the building.

The colony was the last of its kind in Kentucky and the last to be liquidated. The Shakers were known as one of the most successful experiments in communal living.

LEON LEADER
June 30, 1938

Readers and Elders raved about the spiritual life of the colony. Elders and Deaconesses practiced the ideal of equality, and the spiritual life of the colony was characterized by a high level of devotion and a strong sense of community. The colony was located in Lexington, Kentucky, and was founded in 1806 by Blisha Thomas, who had lived in the community all her life.

LEXINGTON, KY.
June 30, 1938.

The colony was the last of its kind in Kentucky and the last to be liquidated. The Shakers were known as one of the most successful experiments in communal living.

Founded By Daniel Dansbury

Dansbury was founded by Walter Dansbury, who was the last to be exiled from the colony in 1826. He had lived in the colony for 30 years and was a major figure in its history. Dansbury had a vision of a new society based on mutual cooperation and equality, and he worked tirelessly to see it come to fruition.

The colony was located in the Lexington area and was founded in 1806. It was one of the last of the Shaker colonies to be liquidated, and it was the subject of much controversy during its time.

Dansbury was a major figure in the history of the colony, and his vision of a new society based on mutual cooperation and equality had a lasting impact on the community. His legacy lives on in the many buildings and structures that still stand today as reminders of his work and the ideals he fought for.
Self-Supporting Stairway Was Designed By Shryock

Although the names and works of several noted architects have been associated with the history of Lexington, none of them had the prominence then or now of that of the youthful Gideon Shryock, who as his first work and one of his masterpieces designed Morrison College on Transylvania campus.

Shryock, who upon becoming of age had been apprenticed to the well-known architects of the period and who was practicing architecture in the states of Kentucky and Tennessee, then decided to study under Strickland, hardly had returned to Lexington when it was announced that his house was to be one of a group of buildings being prepared to carry out the instructions of Col. James Morrison, who had left a legacy of $40,000 with which to build a college on Transylvania to bear his name.

Many older and experienced architects submitted designs, but that of the young Shryock was accepted and the work began in 1831. During construction he lived in the house at the southwest corner of Mack and Mechanic streets, and built the addition to be seen on Mechanic street to house his assistants.

The design was delayed by the 1833 cholera plague, but it finally was finished and dedicated on Nov. 4, 1836, with several days' exercises participated in by notables including the governor and all state officials.

During the planning of the project Mr. Shryock's father, Capt. Mathias Shryock, was stricken and died and Gideon, with the help of a friend, Nicholas Heddington, had to make a coffin, dig a grave and conduct the burial. A handsome Greek temple" evidently the young architect's work, may be seen today on the grave of his father in the old Episcopal cemetery on East Third street. His mother also is buried there.

Among Shryock's other famous works are the little old capitol at Frankfort, the courthouse building and the 100-year-old state capitol at Little Rock, Ark. An outstanding example of his work is to be seen in the self-supporting stone stairway in the Old Capitol at Frankfort, which has at times been attributed to Shryock is authenticated as Shryock's work.

Convict Version False

Someone, in the dim past, started a story about the French convict who built the self-supporting stairway and as a reward for his skill was released from prison and freed." The truth, however, establishes that Shryock, the architect, designed the entire building and supervised its building and exhibited a genius that deserves immortalization. The "French convict" myth was dispelled by Mayor Charles G. Shryock, before his death in the following statement:

"About 40 years ago I visited the state capitol with my father, in whose office I was a student. In conversation with him at the time regarding the stairway, he said he had worked out all the lines for the templates of each stone step when he made the model of the building. He called my attention to the third, or fourth step on the right hand flight of the outer string. He said it was cracked by an accident before the false work was removed.

"The lines used in working out this stairway are the same as those in the vomitoir for an arch in a circular wall, the top joint at the angle of abutment and riser, running below to the proper center; 10 straight steps run to a platform on the rear wall of a circular rotunda, forming the springer of the arch; the circular steps run to the right and left around the wall of the rotunda to a landing on the front of rotunda on second floor, forming the key-stone. A straight development of one flight would give one-half side of an elliptical arch. Lines, soffit and eaves are graceful, and by all experts in stairs who have seen them are pronounced perfect.

"He had working for him on the building as stonemasons David Gidove, John Holburn, Joseph Smith and others who have been successful as expert stonemasons. John Card was the framper of carpentry. A convict, an expert blacksmith, did the iron forging, the most important of which was the iron band to hold the spirals, the key-stone of the arch of the dome. Other convicts worked on the building, mostly at some ordinary mechanical work.

"In a long, close association with my father I have never heard him speak of a French convict. The temple, said to be in the recent notices of this stairway.

"It is said that if the keystones should move one-sixteenth of an inch, the entire structure would fall.

Scene, New Orleans: Time, 1854-5; Louisiana vs. Lexington.

After the victory of Lecomte, the whole of the American turf was electrified by the extreme of the Lecomte's owner. Mr. Ten Broeck offered to run Lecomte over this same course of racing before another horse to be brought to Lexington and wagered $20,000.

The challenge was accepted by controversy. Accrimonious articles and letters to the newspapers fanned the discussion to a fury. Mr. Ten Broeck was taken in by Calvin Green and Capt. John Belcher, of Virginia, who published their terms June 17, 1854.

In the interval between the acceptance and the actual running of the race, Lecomte displayed his skill at breaking America, then horse-minded, looked forward with impatience to the contest for the following year on April 2.

The day came.

The New Orleans Picayune describes the "amusing rush of cars, buggies, wagons, saddle horses, and foot races," as a "brilliant scene." "representing every state in the Union," assembled to see the lowering of the world's record if that might be.

And when the race was over, the applause was for Lexington. He had won for his owner, a woman, Fashion had beaten his father, Boston. Lexington's owner's hat had been knocked about $10,000 on that, and also $2,500, which said that Lexington was a better horse than Fashion, and the women of Kentucky that they had been beaten.

Tip, Bet on Lexington!

Now that detail had to be attended to. It was arranged that the starting post July 13.

Again the Metairie course teemed with the elegance of the day. The course was crowded with sportsmen, 'practised parties of bon vivants, displaying a world of elegance or intellect, in packing champagne baskets with layers of ham, chicken, brandy, beer, Boker's billings, and regale themselves during the dry stages of the afternoon. All the roads leading to the track streamed with pedestrians and vehicles. Even the trees within eyeshot of the course drooped heavily, under the weight of human fruit.

"Important gentry, boasting membership badges or purchased 10 dollar accommodations, strutted around the homestretch, while the judges' stand was filled with notabilities. The Picayune sports writer recounts the fun when the bugle sounded. Even the gamblers in the stands understood the public stands, undoubled their legs from beneath their faro tables, and up their double card boxes, stopped the snap of their roulettes, and slipped the little ivory ball in their vest pockets to run upstairs and become innocent lookers-on.

Heres the Odds:

Odds: On Lexington $100 to $80; freely taken by the gentlemen from the back of Lecomte's owner; Lecomte and all his people.

Their start now stood equal between them— a race apace—and when Lecomte beat Fashion he had trailed her around the course—and then turned up and passed ahead.

Indeed there was much talk, though no bet recorded, that the time might descend to 1:16—or even 1:15.7.

They're Off!!!

Another bugle. Gil Patrick mounted Lexington, General Wells Negro boy bestrides Lecomte. The drum laboured on, the crowd weighed down by its first mile by three-quarters of a length.

Time, 1:14 1/4. "One hundred to seventy-five on Lexington!!!! Lecomte comes up.

"One hundred even on Lecomte."

Gil Patrick boomed the reil—and generally, steadily, Lexington pulled ahead a clear length. Then General Wells boy used the steel spurs on the flanks of Lecomte, for Lexington had a clear three lengths lead.

The three lengths gradually lengthen into four. A roar heralds the third mile. Time, 1:31.1. "One hundred fifty on Lexington."

And now— "One hundred to 10 on Lexington."

Or any odds—but no takers.

Though Lecomte rallied desperately, waving himself a few yards within the distance pole, Lexington triumphed handsomely. Gil Patrick, dashed past the judges stand. The last mile was run in 1:18.

The whole race established the match record of 2:32.9.

Kentucky Wins!!

Thus the purse and laurels were awarded to the "Hunger of Kentucky" for General Wells withdrew Lecomte from further contest. It was the end of Lexington's career on the turf.

Lexington was world famous. Though he had run but seven races, he had won every one of them and had established the two records for speed. But at Woodburn greater triumphs awaited him. He sired no fewer than 238 winners of the turf, with aggregate winnings of $1,165,000 in the time when purses were low. Lexington himself had only $35,000 to show for his few races, but his descendants included such outstanding horses as Norfolk, Asteroid and Kentucky, which established his position as one of the breeders of blood stock.

Lexington in turn gave Kentucky its most cherished farmland, the breeding place of the thoroughbred.

Lex. Leader.

June 30, 1938.

Lexington herald.

July 4, 1934.
LEX. HERALD, OCT. 16, 1948. (Sat.)

MAN O' WAR STANDS IN BRONZE AT FARAWAY FARM—This is the bronze statue of the late Man o' War which will be unveiled without formal ceremony at 10:30 a.m. today at Samuel D. Riddle's Faraway Farm. The memorial, made by Sculptor Herbert Haseltine, is one-fifth larger than life-size. Haseltine, who arrived from France yesterday, will inspect the statue prior to the unveiling.

Lexington, July 26th, 1860

Received of Blackwell Murphy one thousand dollars in full for a Negro man by the name of William Blackwell aged about twenty years which Negro I was not found in mind and body a slave for life tills good and free from all other claims what ever this day and date above written.

Signed—W.R. Whitehead

Original slave bill of sale, Lexington, 1860. Blackwell & Murphy were well known slave dealers of Lexington and Central Kentucky.
MONUMENT HONORED BARRY—Major William T. Barry, one of Lexington's most prominent citizens of a century ago, and the monument erected to his memory on the courthouse lawn are shown in the two top pictures. After the courthouse (pictured here in ruins) burned in 1887, the cenotaph disappeared. The memorial, situated near the corner of Main and Upper streets, can be seen in the extreme lower right corner of the bottom picture.
Mist Of Time Has Fogged Brilliance Of Lexington's Soldier Statesman

By Winston Coleman

Many persons are familiar with the fame and achievements of Henry Clay, yet there are few Lexingtonians today who know anything about William Taylor Barry, lawyer, statesman and statesman and one of the greatest citizens Kentucky ever produced. Probably no other Kentuckian has ever filled as many or more public offices, or held varied and responsible character in a life span of but 81 years.

He was the son of John and Susannah Barry, and was born in Lunenburg county, Virginia, on Feb. 9, 1844. At the early age of 12, young Barry migrated with his parents to Kentucky, where his father, a Revolutionary soldier, took up land claims in Jessamine county.

Anxious to give his son the best education of the times, he sent him to Kentucky Academy, in Woodford county, and then to Pennsylvania University. In 1865, Barry was graduated from William and Mary College, and from the age of 21, established himself in Lexington as a member of the local bar.

Barry was a success from the very first, his love of the profession becoming a passion, and soon brought him into public notice. In a short while he was appointed commissary of the Kentucky and Union army. In 1867 he represented Fayette county in the state legislature.

Three years later, in 1870, he was in Congress as a representative from the Ashland district.

During the War of 1812, young Barry laid aside his legal career and took the field as secretary and aide-de-camp to the venerable Gov. Isaac Shelby, then in command of 4,000 volunteers raised in defense of the state.

Barry rapidly rose to the rank of major and served with distinction throughout the war. He was honorably mentioned by General Harrison for his conspicuous part in the Battle of the Thames.

Returning to Lexington after the war to resume his law practice, Barry was soon again in politics. In 1814, he was elected to the Kentucky House of Representatives and was chosen speaker. The following year, 1815, he was elected United States senator from Kentucky but resigned his circuit judgeship, after two terms to accept the comparatively humble position of circuit judge of Kentucky county. His office was a gift without end of that country would restore his health.

He was stricken and died while on route to his new post, on Aug. 30, 1835, at Liverpool, England, where he was buried.

Barry's remains, after reposing nearly 19 years in a foreign land, were brought back to Kentucky after passage of an act of the legislature, and reinterred in the state cemetery at Frankfort.

Body Brought Home

Barry's death, which as one paper stated, was supposed to be from consumption, occurred on Oct. 31, the Masonic lodges of the city and "other citizens of Lexington conceived the idea of erecting a monument in memory of the late Hon. William T. Barry, deceased, on a public square in the city of Lexington. Accordingly, the site was chosen, money was raised by public subscription and a plain and unpretentious granite monument, enclosed by an iron fence, was erected in the southeast corner of the courthouse yard, near the intersection of Main and Upper streets.

Permission was secured from the Fayette county court, at its November, 1840, session, for Barry to erect a monument in memory of the late Hon. William T. Barry, deceased, on a public square in the city of Lexington. Accordingly, the site was chosen, money was raised by public subscription and a plain and unpretentious granite monument, enclosed by an iron fence, was erected in the southeast corner of the courthouse yard, near the intersection of Main and Upper streets.

This monument, approximately eight feet in height, was inscribed on each of its four sides. Facing Main street, it read:

"To the memory of William Taylor Barry, this monument is erected by and on behalf of the citizens of Fayette county as a testimonial of their esteem and affection for his virtues and talents."

On the Upper street side, it read:

"He was born 5th February, 1784 in Lunenburg, Cty., Va., came to Kentucky in 1814, and was a member of the first legislature of Kentucky and this gave him no love for Henry Clay, so that in 1835, the forty-eighth year of his ministry, he was returned to the second house of the state legislature. The legislature of Kentucky, Clay led the opposition and succeeded in defeating Barry's efforts, however, and was not to be defeated. In May, 1839, he was tendered and accepted a position of power in the general council, a regular cabinet position, on equal terms with the secretaries. After serving several years, Barry, being in failing health, resigned his cabinet position on May 1, 1835, and moved to Spain. It was the news that the nation's envoy extraordinary and minister plenipotentiary to Spain, in 1835, was a white man of another country that would restore his health. He was stricken and died while on route to his new post, on Aug. 30, 1835, at Liverpool, England, where he was buried.

Monument Planned

News traveled rather slowly in those days and it was not until October that the citizens of Lexington were informed of Major Barry's death, which as one paper stated, was supposed to be from consumption.

On Oct. 31, the Masonic lodges of the city and "other citizens of Lexington conceived the idea of erecting a monument in memory of the late Hon. William T. Barry, deceased, on a public square in the city of Lexington. Accordingly, the site was chosen, money was raised by public subscription and a plain and unpretentious granite monument, enclosed by an iron fence, was erected in the southeast corner of the courthouse yard, near the intersection of Main and Upper streets."

Barry's remains, after reposing nearly 19 years in a foreign land, were brought back to Kentucky after passage of an act of the legislature, and reinterred in the state cemetery at Frankfort. "With many honours and great respect" the body was lowered into the grave on this occasion also were reinterred the ashes of ex-governor Charles Scott and ex-governor James Monroe. Among the speakers of the day were Governor Powell and Col. Fowler and the latter delivered a eulogy with much eloquence the military and public life of Major Barry. "The ceremonies at Frankfort," concluded a contemporary account, "were in the highest degree imposing."

The Barry monument in Lexington remained a familiar and cherished landmark for many years, until after the Fayette county courthouse burned, May 14, 1857, it mysteriously disappeared. After the fire, a large plank fence was erected around the public square and remained in place during the tearing away of the debris and the construction of the new courthouse. It was during this period that the Barry monument was taken down, as was stated in the papers, to make way for a new sidewalk. When letters of protest appeared in the Courier, it was then reported that the cenotaph would be erected in the northeast corner of the park, now, as Dr. Lyman Beecher Todd reported, he had seen the stones and parts of it lying about. When the fire was hosed, it was reported that the Barry monument was missing. Some of the Fayette county officials, and one in particular, not being very history-minded and caring less for the fame of Major Barry, ordered this historic monument broken up and hauled away. The base of the monument was used in filling in some of the excavation of the present courthouse and other parts of it, including the lettered slabs of the sides, were hauled to an old fortage lot on Bruce street and there used in the foundation of the Bruce Street school, or were cracked and put in the sidewalk or driveway.

Married Miss Overton

Mr. Barry, shortly after he set up business in Lexington, married Miss Susan Overton, daughter of Waller Overton, of Fayette county. There were two children. John W. Barry, who married a Miss Martha Hutchinson, of Washington, D. C., and Susan, who married the Rev. James Taylor, of Newport, Ky. His first wife died in 1849, and in 1852 married Miss Catherine Mason, of Virginia, a daughter of Gen. S. T. Mason. From this union there were two children, but one lived to manhood—Andrew Jackson Barry, who was appointed as postmaster in Frankfort. Andrew Jackson Barry's body lies on Albion street, his famous life in the history of his country, and is as immortal as America's liberty and glory.

Mist Of Time Has Fogged Brilliance Of Lexington's Soldier Statesman

"He was born 5th February, 1784 in Lunenburg, Cty., Va., came to Kentucky in 1814, and was a member of the first legislature of Kentucky and this gave him no love for Henry Clay, so that in 1835, the forty-eighth year of his ministry, he was returned to the second house of the state legislature. The legislature of Kentucky, Clay led the opposition and succeeded in defeating Barry's efforts, however, and was not to be defeated. In May, 1839, he was tendered and accepted a position of power in the general council, a regular cabinet position, on equal terms with the secretaries. After serving several years, Barry, being in failing health, resigned his cabinet position on May 1, 1835, and moved to Spain. It was the news that the nation's envoy extraordinary and minister plenipotentiary to Spain, in 1835, was a white man of another country that would restore his health. He was stricken and died while on route to his new post, on Aug. 30, 1835, at Liverpool, England, where he was buried."
The Story of the Amazing Dr. Sutton Finally

An energetic Kentucky physician of a century ago was responsible for the first vital-statistics law

By PAUL HUGHES, Courier-Journal Staff Writer

When the Kentucky State Medical Association opened its 1848 session Tuesday in Cincinnati, the shade of a distinguished, alert, kindly and personalable doctor will be seated in the front row.

The good doctor's clothes will be rumpled and a little out of fashion, his hair a bit longer than it is today. Because he carried a walking stick, he was identified as a man of action, and his hat was always within reach. The man called Dr. Sutton was often seen in the streets of Cincinnati, and he was frequently seen in the offices of the newspapers, where he was known as a man of great influence.

Dr. Sutton was a man of many talents, and he was known for his kindness and his ability to help others. He was a man of great generosity, and he was always willing to help those in need.

Dr. Sutton's contributions to the field of medicine were significant, and he is remembered as one of the greatest physicians of his time. He was a man of great dedication, and he worked tirelessly to improve the health of the people of Kentucky.

Office Near Home

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Dr. W. L. Sutton

An 1832 portrait by S. T. Bacroft

Dr. Sutton carefully wrote down his schedule of charges:

- For visiting: $1.00
- Mileage: $0.25 per mile
- For more than 10 mi.: $0.50
- Emetics: $0.25 to $0.50
- Blister to encaul and write: $0.25
- Do. chest: $0.25
- Bleeding: $0.50
- Extracting teeth: $1.00
- For curing gonorrhea: $0.10
- For operations: $0.50
- Difficulty in the night: $2.00

Dr. Sutton remained in Morganfield for many years, leaving behind a legacy of service and dedication.

Struck Boldly

A good many letters were written, accordingly, and eventuated in a successful meeting of interested physicians in the Senate chamber at the old Capitol at Frankfort on October 1851. Dr. Sutton presided, appointing Drs. E. H. Watson and J. M. Mills of Frankfort, as secretaries, and Drs. W. H. Sleeper, Lexus Evans, J. Dudley, Nicholasville, and William C. Sneed, Frankfort, as the finance committee.

Dr. W. L. Sutton

An 1832 portrait by S. T. Barcroft

Later, when the time came to sign the charter of the State Medical Association (which was then called the American Medical Association), the name of Dr. Sutton was on the list of subscribers, and his name was always in the front row. Dr. Sutton was a man of great influence, and his name was always on the list of subscribers, and his name was always in the front row.

Dr. Sutton's contributions to the field of medicine were significant, and he is remembered as one of the greatest physicians of his time. He was a man of great dedication, and he worked tirelessly to improve the health of the people of Kentucky.
Has Been Told

Physicians attending voted on each officer separately. Before the end of the day, Dr. Sutton appointed 10 permanent committees, until 1839, when he retired on another. In 1848, he had a brick building erected next to his residence, in the yard was a deep well, which supplied cool water for the family, and farther back were the black slave quarters. Below was a terraced garden which reached down the sloping hill. Bordering the yard and the first terrace of the garden were peonies, 'flags' tiger lilies and cinnamon pinks. In the background were lilacs, snowballs, and wax plant—a shrub bearing beautiful white wax-like berries. Some steps led to the lower terrace, where vegetables were grown. Across the back of the garden was a seven-foot stone wall. At the southwest corner was a stable where the doctor's horse was kept, and his buggy too, at least, as there was a buggy to be had. For Doctor Sutton bought one of the first buggies that was sold in his section of Kentucky.

Society Formed

Progress was indeed Dr. Sutton's watchword—he bought everything that came on the market, and would give comfort and intellectual advancement to his family—extension dining-room tables, kerosene lamps, new books, many magazines, to cite a few.

Dr. Sutton's first wife died about three years after their move to Georgetown and, after a brief period, he married Nancy Cooper, with whom he had sons. She lived only five years after their marriage and in 1843, a little more than a year after Nancy's death, the doctor married a third time, to a widow who had moved there a few years before.

Dr. Sutton's health was not so good as he took office. His stirring first words was a challenge to the doctors and to the public at the time; he spoke of the physician's professional duty to the community, of ethics of fees, of the importance of doctors to the health of the population. He discussed medical college curricula and the training and encouragement of young doctors. He advocated a program for a State vital-statistics program.

Made Reports

Under Sutton leadership the new society and local group at Georgetown began a campaign for legislative action. A proposed law was put on the agenda by the legislators in 1850, but, fortunately, Dr. Sutton circulated the petition asking each doctor to use his influence with local members of the Assembly. He personally lobbied at Frankfort, buttonholing as many legislators as he could reach. In 1852, the bill was passed, and Dr. Sutton was appointed the first registrar. Kentucky thus became the first "Western" State to have a vital-statistics law. Dr. Sutton made seven reports.

Dr. Sutton's grave stone in Georgetown Cemetery is in between the graves of his first and his third wives.

Ian number of widows and orphans are left destitute, and must be supported and cared for at the expense of the public.

Registration was finally abandoned, however, in 1862, during the war, and the urgent need for use of funds for other purposes. Dr. Sutton himself was spared the disappointment of actual repeal of the vital-statistics law, although he may have sensed the trend. Tired and worried over the war, he died a month before the measure was junked.

Died Before Repeal

Pursuant to attempting to obtain more public health support, Dr. Sutton used his tables to bolster his argument, saying that preventable illness was costing the State approximately $3,000,000 annually, and adding that "these estimates look simply to dollars and cents, without taking into consideration the amount of distress and suffering endured by the sick, or the anguish of the relatives of the dead. It must be remembered, too, that a certain number of widows and orphans are left destitute, and must be supported and cared for at the expense of the public."

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60 Years Later

Within six years, the Kentucky State Medical Society made an attempt to have the Sutton Law re-enacted. Although the speaker for the measure in 1868 reminded the legislators how effective and instructive the reports had been while the law was in effect, no action was taken. In 1873, Dr. Lewis A. Rogers, in his presidential address before the Kentucky State Medical Society at Paducah, said in regard to the first registration law:

"The war of 1861 put an end to this as to all other civil pursuits and since its close the law has not been revived. It is a reproach to the intelligence of the
Kentucky Once African Colony

By Betty Felt

In 1848 a world traveler might have visited Kentucky. But instead of viewing fields of blue grass, clover and cultivated tobacco, he might have seen hoxbox trees, giant vines and wild vegetation. This was “Kentucky Liberia.”

In 1848.

That Kentucky should have been transplanted in Liberia at that date was not an accidental occurrence. The Shelby papers among the Samuel M. Wilson collection in the Margaret I. King Library, University of Kentucky, contain letters written by freed slaves to their former masters. The freedmen had been sent to the African colony in vain attempts to find an acceptable solution to the approaching struggle over slavery.

A letter written from “Kentucky Liberia, West Africa,” March 22, 1848, gives the following description of the transplanted Kentucky: “We are settled about 15 miles from Sea Shore on the north bank of the St. Fali rock in a perfect wilderness, living in bammie houses. Tell Uncle pleasant that we have snakes here from 10 to 20 feet and can swallow a man deer or hog with ease. Deer are as common as hogs or sheep in pasture in Kentucky and there are good many leopards also and monkey without number.” The new Kentucky was a far cry from the old.

Larger Plan Followed

The Kentucky Colonization Society which arranged the emigration was formed following the pattern taken by the American Colonization Society which was championed by Henry Clay. Its purpose was the emancipation and rehabilitation of the American Negro in Africa. Among the papers in the Wilson Library on this subject is a membership certificate in the American Society issued to Isaac P. Shelby, son of the first governor of Kentucky, and signed by Henry Clay.

The letters sent by the freed slaves to their former masters picturequely depict the trials encountered by their colonization attempt. Primitive tools slowed their progress, disease reduced their numbers. Many were overcome by the strange new life they faced and for which they were unprepared. Others were satisfied with the personal dignity and independence that accompanied their new existence.

‘My Own Country’

Anticipating the voyage, Robert Johnson wrote from Cincinnati to Thomas Delan, Lexington, Aug. 20, 1846. “...I have been laboring to get money to pay my family’s way back to where I shall set sail for my own country that country where I am known as a man and the only country in which the colored man can enjoy undisturbed liberty. I would therefore have you inform my former employer that I am a Colonnial man from the crown of my head to the seal of my feet...”

That the colonial life fell short of expectations is suggested by Moses Jackson to Eliza West, “Smallville,” Ky., March 22, 1846. “The present State of affairs here is not very flattering. The people here from all that I have seen and heard take but little interest in the improvement of the country and neglect almost entirely the cultivation of the ground. The generality of the farms do not exceed 5 acres in size and the largest that I have seen is about 14 acres. The people are very poor and use little or no attention to their straw. They use neither horses nor mules nor oxen and they say that these animals cannot stand it (to) perform labor in this Climate...”

Now Sir you can judge how a man feels who has been raised to use these animals in cultivating the land...”

“Wouldn’t Recommend It”

Reflecting misgivings concerning the situation, the former slave adds, “I am not entirely out of heart but I feel doubtful whether we shall be able to do much good here or not...”

6 of those who came with us are so much discouraged that they are going to return on the same vessel...”

A letter written from “Kentucky Liberia, West Africa,” Jan. 20, 1848, to Mrs. Sarah Fishback, Lexington, “...Liberia is unquestionably the happiest territory for the black man that could be selected on the globe, we enjoy liberty here...”

The letters give an insight into the shortcomings of the plan that hoped to stave off a bitter conflict. Despite the hope registered in the letters and the optimism of the Kentucky Society, Kentucky in Africa failed to survive.

Rough Roads

The stage roads of Kentucky were quite bad in 1875. It was related in the Stanford Interior Journal of February 5 that year, “Larkin Edge says a man can’t drive a stage from this place to Somerset and be a Christian. The mud is so deep and the roads are so long that a Christian man would lose all patience with himself, his horse and his coach before he got to Waynesburg. After he reached that point, Job himself would get out of heart before he reached his destination.”

445 COLEMAN J. WINSTON

Pioneer Salt Wells

Boiling Brine and Distributing the Product Was Big Business Near Louisville in 1794

By James Speed

When the pioneers came over the Wilderness Road from Virginia to settle in the beautiful Bluegrass region of Kentucky, their hearts were gladdened by the sight of many elk and buffalo. Here was big game which meant much meat with a single shot from their long, true rifles. Such huge animals also furnished food which could be cured during the winter months—provided a supply of salt was obtainable nearby, instead of being brought over the trail from Virginia.

Later, while following buffalo trails, the early settlers discovered the salt licks which the animals frequented. Sunshine had evaporated the moisture, leaving a film of salt on the surface of the ground. At such points the men dug shallow wells and pumped the saline water into great kettles for boiling over open fires.

It is difficult for the housekeeper of today to realize what a godsend crude salt meant to these people who had lately come into the unbroken wilderness of the then wild and woolly West. Salt was needed on the table. It was indispensable in the winter when hogs were slaughtered and the meat was salted down for a year's supply of hams, shoulders, bacon and jowls. It was of use for the preservation of surplus cabbage in barrels as kraut, and also for the brine in which cucumbers could be pickled. With salt from local licks and sugar from the hard maples each spring, this section of the country was indeed blessed.

In Bullitt County a beautiful winding stream was christened Salt River because of many licks near by. Salt was carried on the backs of horses and mules to points as distant as Lexington, over rough trails through the woods. It also was brought to Louisville to be transported by water. Then Jefferson County began to develop her salt wells. This manufacture became quite a business in Jefferson County, where there was an abundance of timber for fuel beneath the kettles.

On Third Street Road

In 1794 John Speed of Jefferson County and his brother, Thomas Speed, of Nelson County, leased a tract seven miles from Louisville, known as Mann's Lick, to develop a salt works. This property was owned by their father, James Speed, who at the close of the Revolutionary War had come out over Cumberland Gap with his family and settled between Danville and Harrodsburg. The original articles of partnership, which are now the possession of Miss Mary W. Speed, Puritan Apartments, are reproduced upon this page.

No other letters or records exist concerning this business venture. Hence I made a visit to Caperton Ranch and the farm immediately across the Third St. Rd. to locate, if possible, the wells of 140 years ago.

Lon Stinson, the manager of Caperton Ranch for sixteen years, has lived in the neighborhood most of his life. He married the daughter of Sam Younger, who had been in this section of Jefferson all of his life; so it happened that Mr. Stinson knew about the salt wells. He has located seven of the square wells on this one farm, and knows of three on the farm across the road, now owned by Callie and Nellie Reynolds. One of the wells upon the Reynolds property still shows the cribbing of logs at the surface of the ground. The farmer estimated the depth of these wells as about fifty feet; but, as they had filled up gradually, his estimate was largely guesswork. All of the wells on the Caperton property have now been filled, as they were a menace to livestock.

Before taking charge of the Caperton Ranch Mr. Stinson had lived on an adjoining farm, owned at that time by Andrew Hoertz. On that farm he had unearthed, near the garden, a trench which was brick-lined and covered to accommodate a number of large kettles. Some of the kettles were near by, most of them in bad shape.

As there were no salt wells on this piece of property, he was at a loss to explain why the furnace had been built in this particular location. However, a claw appeared when he changed to state that a wooden tank had been placed on scaffolding near what is now South Park, on the Louisville & Nashville Railroad. His father-in-law had told him that the brine from the wells was pumped into this storage tank, but for what purpose he did not know. It is probable that the supply of timber about the wells had become exhausted, and so it was cheaper to pump water into the tank and then take it through wooden pipes to this furnace than to haul the fuel.

$20,000 for Fourth Interest

That this supposition might be verified in some manner, Charles Hoertz, of 916 Audubon Pkwy, was called upon. It seems that Mr. Hoertz spent much time on the farm when he was a small boy. His father had purchased the tract for the standing timber on it rather than for the filling of the soil. At that time he was taking the timber as cordwood, for burning brick for buildings in the city. Charles Hoertz knew nothing of the brick furnace mentioned by Mr. Stinson; but he recalled quite vividly an open track among the trees in which there had accumulated so much wood ashes that nothing would grow.

Fortunately, among the papers of John Speed there were a number of letters addressed to David L. Ward of Jefferson County and written at the Little Sandy Salt Works. At what point on this stream, which enters the Ohio at Greenup, the works and wells were located the letters give no clue. As they will afford the reader an idea as to the operation of the wells and their cash value, a few quotations are given below. In January, 1815, Francis H. Gaines, the superintendent, wrote:

"Moses Kibble has been at me several times to name to you his wish to purchase one-fourth of the licks, viz one-half of your interest. He says you have often wanted him to do it. He is willing to give you $2,000 in five yearly installments. He has concluded that a purchase on these terms will be better than renting. I think so for him—too."

236 Forty-Gallon Kettles

A letter written February 18 explains a pressing need for a number of additional kettles to allow maximum production:

"Kilgore has advised me with promises to be up here before this; but he has not come. There is no person here authorized to hire the Negroes. When Mr. Prince left us there were 236 forty-gallon kettles, eight of which were damaged and one or two have been broke since. For four good furnaces there should be 240 kettles and it will be advisable to have 10 or 15 surplus ones."

During the middle of the ensuing July, Gaines writes to Mr. Ward:

"Still still continues good. They say they make 300 to 400 bushels per week. But I think this account of it is somewhat approximate. Scott is doing pretty well as he came near 280 last week. He has employed a Mr. Blankenship, who is an excellent kettleman, and who will continue as long as he shall be wanted. Scott gives him eight dollars a week which is higher than usual. But since he has been with him upwards of 40 bushels per week has been made more it is worth the extra wages."
booser, two cars of lumber and a car of shelled corn of the other freight Casey was due.

Several years later, Charley Antwerp, a Negro engine wiper at Canton, began stringing about "the rounder" who "won his fame" on "a six-eight-wheeler." The song became popular back in horse and buggy days, plugged by a vaudeville team that sang it on a New York stage.

Many versions of the song have been circulated, but Mrs. John Lurber Jones, Casey's widow who still lives at Jackson, maintains that practically all of them are inaccurate. They place Casey on a trip to "Frisco" and say he was "eight hours late with that Western mail." Mrs. Jones objects most, however, to versions that say she comforted her children by saying, "Go to bed, children, and hush your cryin'." Cause you got another papa on the Salt Lake Line." She points out that the Salt Lake does not run anywhere near Jackson and that she has not remarried in the 50 years since her husband was killed.

Casey's old fireman and the engineer's grandson, C. B. Jones Jr., who works in the I. C. roundhouse at Fulton, are expected to participate with Mrs. Jones in ceremonies today and Sunday at Jackson and Fulton.

The stamp that carries Casey's likeness went on sale today at Jackson. After today, it will be offered in other postffices. The printing of 115,000,000 of the stamps has been authorized.

The stamp's design is Casey's portrait, superimposed on a locomotive wheel. The stamp also carries an artist's conception of his engine and a drawing of a modern locomotive. The stamp is the large, commemorative size and is maroon.
The Great Republic plied the Ohio and Mississippi Rivers after the Civil War. It was 335 feet long, and was driven by 40-foot paddle wheels.

The cabin of the Great Republic. No money was spared to make this the most ornate and elaborate saloon on any boat plying the great rivers.

"John Filson, Esq."

"John Filson, Esq." by J. Win- ston Coleman Jr., is the latest monograph to issue from the author's Winburn Press. It is an account of the life of the first Kentucky historian and cartographer. The Pennsylvania teacher came early to Kentucky, according to one account he was in Lexington in 1782, teaching school, getting acquainted with Daniel Boone and other pioneers, and gathering material for his 1784 book, "The Discovery, Settlement, and Present State of Kentucke." Mr. Coleman reports that a single copy of the book, with map, sold a year ago for $6,000. (It was published at $1.50.)

Add Improbable Quotations

An appendix of Filson's "Kentucke" was titled "The Adventures of Col. Daniel Boone: containing a Narrative of the Wars of Kentucke." Mr. Coleman concludes that it "undoubtedly was the story of the old pioneer himself, told in the first person to Filson, who wrote it up according to the contemporary literary taste. (The contemporary literary taste was pretty terrible. Filson had the old pioneer spouting such improbable language as "Two darling sons and a brother have I lost by savage hand. Many dark and sleepless nights have I spent, separated from the cheerful society of man, scourged by the summer's sun and pinched by the winter's cold; an instrument ordained to settle the wilderness." "}

Lex. Leader.

Jan-18-1954

Courier-Journal, Louisville, May-21-1950
Looking Backward

The old St. Peter Catholic church was on North Limestone street between Second and Third streets. Erected in 1837, it was demolished in 1935.

Lex. Leader, May 13, 1950
REMEMBERING ‘THE GOOD OLD DAYS’—University of Kentucky alumni went back to the scenes of their college days this week as the school held class reunions in connection with its 83rd annual commencement week activities. The reunions brought together 15 men who were graduated from the College of Engineering 30 years ago. The 1920 engineers, shown at far left, are: Standing, C. W. Gordon, Chattanooga, Tenn.; L. H. Bailey, Cleveland; G. A. McRoberts, Louisville; Smith Park, Richmond, Va.; C. M. Hargraves, Detroit; J. D. Wood, Detroit; N. T. Puckett, Indianapolis; U. V. Garred, Ashland, and J. S. Mischak, Pittsburgh; seated, C. R. McClure, Cleveland; J. T. Guthrie, Chattanooga; W. M. Wallace II, Durham, N. C.; K. R. Nisbet, Washington, D. C.; J. Winston Coleman, Lexington, and E. Everett Elsey, Lexington.

The steamboat Saladin, which ran between Louisville and New Orleans, was considered the finest boat on the river.

*THE NOTIONS WAGGN* OF THE 1870’S, WITH ITS THREE HORSE HITCH
THE PRISON TOWERS

The long debated question over the removal of the old Prison Towers, at the intersection of Mero, High and Holmes streets in Frankfort, was definitely settled on November 13, 1900, when State Highway wrecking crews began to demolish them. They had been the subject of much discussion for a number of years, with one group wanting them preserved as a historic site, and another group wanting them destroyed. The latter group maintained they were a public nuisance and traffic hazard. This was largely due to the fact that they had been left in the worst presentable condition possible since the removal of the prison walls, and had been condemned by the Franklin County Grand Jury a number of times. Kentucky adopted the Penitentiary system in 1795, and in 1799 the “Penitentiary House” was erected. In 1835 more buildings were added, and in that year a committee recommended suitable rooms for offices, which led to the erection of the towers. They were completed in 1837. Flood waters of 1937 caused the old prison to be evacuated, and a new location was selected near La Grange, in Oldham county. Walls and buildings on the old site were removed to make way for the thirteen story State Office building, but the old towers, with portions of attached jagged walls and residue debris, were left.

The historically minded group wanted the towers preserved as a monument to the first institution of its kind west of the Alleghenies. The settlement of controversy remained to become one of the last official acts of Clements administration.

PIONEERS IN IRON

J. Winston Coleman, Jr., Lexington historian, is the author of a timely and interesting treatise on “Old Kentucky Iron Furnaces” in the current issue of the Filson Club History Quarterly. It is apropos to the Centennial of Steel Year since the inventor of the earliest steel process, William C. Kelly, operated the Suwanee Iron Works in Lyon County, and is given full credit for his invention in the article.

KENTUCKY BUSINESS
AUGUST 1957

The new Kentucky colonel is typified by J. Winston Coleman, Jr., squire of the Winburn Farm, near Lexington, Ky. In a neatly-printed booklet entitled “Kentucky Colonel—New Veteran,” Dr. Clement Eaton, of Lafayette College in Pennsylvania, describes Colonel Coleman, whose half-dozen books and knowledge of southern culture have prompted friends to dub him the Sage of Fayette.

Colonel Coleman’s large acreage is located on the Russell Cave road. He calls himself a “dirt farmer” and raises nearly everything needed about the place; at least his tenants do. Hospitality is the theme at Winburn Farm, most of the guests including literary folk who gravitate there as naturally as water is drawn by the sun’s rays. Around the walls of the living room and library are pictures of writers and everywhere else are books, big books and little books, most of them about Kentucky and the south.

One does not often find the luxuries which characterize the lovely country place of Colonel Coleman. He enjoys them, too—not just today, but tomorrow as well. Every convenience which competent means can supply is seen at the gracious farm, where ease and comfort and happiness are the sole watchwords.

The Sun-Democrat
Paducah, Ky.
July 5, 1942

This old building which was located opposite the courthouse on Short street housed the Satterwhite hotel in pre-Civil War days. It had become an office building when this picture was taken. Just when the picture was made isn’t known but the street had already been paved, and a portion of a rubber-tired vehicle is visible at right. A. G. Morgan, who dealt in insurance, real estate and stocks and bonds, is standing in the doorway to his office at center. The Allen and Duncan and the J. W. Herwood law offices were located upstairs.
Other HCP Books

- COLLINS' HISTORY OF KENTUCKY by Lewis Collins. A reprint of the 1847, one-volume edition of the most famous Ky. history. $12.50

- THE KENTUCKY by Thomas D. Clark. The story of the Kentucky River reveals much of the state, its people, and its lore. $7.95

- WILD RIDERS OF THE 1ST KENTUCKY CAVALRY by Sgt. E. Tarrant. The 1894 history of the Union unit that captured Morgan. $12.50

- HISTORY OF LEXINGTON by George W. Ranck. An 1872 history about the city's first century. $10.95

- EARLY KENTUCKY ARTISTS by Wm.B. Floyd. Includes biographies and works of Jouett, Frazer and J. Bush. Privately printed. $17.50

- LEXINGTON DURING THE CIVIL WAR by J.Winston Coleman, Jr. Slipcased, 64-page book telling of Blue Grass and the war. $3.95

- FAMOUS KENTUCKY TRIALS AND TRAGEDIES by L.F. Johnson. The trials following the most noted events of the 1800s are used to record the events. *$9.95

- FAMOUS KENTUCKY DUELS by J.Winston Coleman, Jr. has received good national reviews. *7.95.

- "FAMOUS KENTUCKY DEAL" lets you have the two above books for a limited combined price- *$13.90
Over 125 photographs and drawings illustrate the Squire’s pictorial and written view of the Blue Grass city in an 8½” x 11” format. A fine index lets the student of Lexington and Kentucky history quickly find any subject of person from 1772 to 1972.

Your copy can be autographed by the author if ordered direct from HCP. An order to be inscribed to any certain person must include the name clearly printed on either the order blank or on an attached page. Of course, you may mark your order "Signature only" if no personal inscription is desired. Allow an extra week on signed orders.

$6.95

1850-1869

Expansion, Then — The War!

The exploding expansion of the railroads in the first decade of this period represented the commercial development that eventually would lead to the Battle of Shiloh. The Civil War between the two states of Kentucky and Missouri was averted only by the untimely expansion of the Union Army.

1859

Market Hall, a three-story, five-bay building, was added to the downtown area of Milan in 1859. The building was erected in 1854, and a much larger building was added to the south in 1857. The building was later converted into an opera house and was the scene of many cultural events.

1860

The Western Spring Company was incorporated on December 30, 1860, by the Kentucky legislature and purchased 17 acres of land for a park southwest of the present Maysville Business Park. The company included the well-known Western Spring, which was located in the valley between the mountains and the Taylorsville Road. The company was the largest landholder in the area.

On December 31, 1860, the Kentucky Agricultural and Mechanical Association was incorporated in Lexington and a number of successful landowners in the county were invited to contributing to the Lexington Association.

1861

The Western Spring Company purchased the old Market Hall and added several more buildings to the property. The company also purchased the old Market Hall building and added a new opera house.

The Western Spring Company was incorporated in 1860 and purchased 17 acres of land for a park southwest of the present Maysville Business Park. The company included the well-known Western Spring, which was located in the valley between the mountains and the Taylorsville Road. The company was the largest landholder in the area.

1862

The Lexington & co. Railroad was incorporated in January, 1862, with a view toward building a railroad from Ashland to Lexington. Between 1864 and 1867, twelve miles of the railroad were constructed from Ashland to Carlisle. However, the plan was stopped by the 1865 panic and by 1865 the company was abandoned, with little tracking having been laid.
Newly Discovered Letter Believed To Be Lincoln’s Last Official Act

Subject Of Note Was Matter Of Patronage In Indian Affairs

EDITOR’S NOTE: William H. Townsend, whose today, the 69th anniversary of the death of Abraham Lincoln, makes public his discovery of what he believes to have been the last official act of Lincoln. (End)

William H. Townsend, Lexington attorney, nationally known Lincoln authority and author, and owner of one of the largest collections of Lincolniana now in private hands, has recently discovered and acquired the only letter known to have been written by the President on April 14, 1865.

It may prove actually to be the very last writing of any kind ever penned by Abraham Lincoln. Hitherto unpublished, it reads:

Executive Mansion
Washington, April 14, 1865
Commissioner of Indian Affairs,
My dear Sir:

Please do not send off the Commission of W.T. Howell, as Indian agent in Michigan, until the return of Mr. Harlan, and hearing from me again.

Yours truly,
A. Lincoln.

It is obvious, Mr. Townsend points out, that this letter involved a major piece of Michigan political patronage. Apparently Lincoln, shortly before April 14, had named Howell for the job of Indian agent, but something suddenly occurred on the 14th which caused the President to hold up Howell’s Commission.

Mr. Townsend, after intensive research, thinks he has found the reason and, with it, Lincoln’s last official act.

Mr. Townsend’s first approach was to ascertain what communications, if any, of a political nature, otherwise Lincoln had late received from any Michigan politician. He concluded from the records that the undisputed basis of federal patronage in the State of Michigan, during Lincoln’s administration, was William A. Howard, former congressman from Grand Rapids, Lincoln’s postmaster at Detroit, chairman of the Republican State Central Committee in Michigan from 1860 to 1866, and an influential member of the Republican National Committee.

Had Howard been in touch with the President at any time around April 14, 1865?

Mr. Townsend located the answer to this question buried in a lengthy lecture that Sullyer Colfax, of Indiana, wrote and delivered on several occasions after Lincoln’s death. Colfax, then speaker of the House of Representatives, had ready access to the Executive Mansion; Lincoln экспрессly all through the years have agreed that he was the President’s last caller on that busy, eventful day. In fact, he was with Lincoln in his office at 8:15 o’clock that night, when Mrs. Lincoln knocked at the door and reminded her husband that they were already late in leaving for the theatre.

In his lecture, Colfax says: “In Mr. Lincoln’s last conversation, on the very day of his murder, with W. A. Howard, of Grand Rapids, Michigan, and myself, he announced his merciful intentions toward the rebel leaders.”

Thus, the evidence points directly to Postmaster Howard, who saw Lincoln with Colfax, in the Executive Mansion at that late hour, as the man who induced the President to scribble a brief communication to his commissioner of Indian Affairs holding up Howell’s appointment “until the return of Mr. Harlan, the newly appointed secretary of interior; and hearing from me again.”

“Little did Lincoln know,” observes Mr. Townsend, “as he blushed some of these words and his signature by hasty blotting that he was performing his last official act or that his commissioner of Indian Affairs would be hearing from him again” in two short hours with swift, stunning news that his chief had been shot in the back of the head by John Wilkes Booth, as he sat in the ‘State Box’ at Ford’s Theatre.”

Lincoln’s commissioner of Indian Affairs at that time was William P. Dole, of Paris, Edgar county, Illinois, a delegate from the Seventh Illinois District at the National Convention that nominated Lincoln. He served in this capacity from March 13, 1861, to July 19, 1865.

The letter Lincoln wrote him was acquired a few months ago by Mr. Townsend from a daughter of Col. Henry V. Sellar, also of Paris, Ill., whose regiment, the 12th Illinois Infantry, fought at Donelson, Shiloh, Corinth and Atlanta, and marched with Sherman to the sea. Col. Sellar was for many years Mrs. Dole’s legal counsel and chief adviser after the death of her husband and, a short time before her own death, Mrs. Dole presented him with this cherished memento of Abraham Lincoln’s last day on earth.

For many years, Lincoln scholars, historians and collectors have spent much time in accumulating all possible data on the doings of the Chief Executive on this day. Their close investigation and scrutiny have revealed that he signed four discharges of prisoners, made two appointments to office, wrote a two-line note to Gen. Grant and a three-line note to Secretary of State Seward requesting him to assemble the Cabinet and, as one of his last acts, gave a pass to George Ashmun which would admit him and a friend to see the President the next morning.

But none of them had ever seen or knew of a Lincoln letter dated April 14, 1865, until Mr. Townsend discovered this one.
LAUREL FURNACE IS OPERATED 34 YEARS!

Old Furnace Was Located At Laurel

WURTS FIRST MANAGER; SHUT DOWN 1874

BY LILLIAN CONLEY
Lower Laurel Teacher

In this Laurel community still stands a famous Furnace built in 1847. In those days this was evidently a quite prosperous community, all centering about the furnace built and named Laurel because of the prevalence of laurel growing here. The furnace was owned by a company, and Bill Wurts was the first manager. Tom Scott the second, and Bob Scott the third. The Furnace employed between 50 and 90 people, the work being done with oxen and mules. This furnace continued in operation about 24 years, closing in 1874 because the ore was only 50 per cent iron. Joshua Kelley then loaned Bob Scott some money, taking a mortgage on the farm, on which the furnace was located. Mr. Scott was unable to repay this loan and Mr. Kelley thus got the farm and proceeded to put into a stock farm and living there many years.

Among the workers at this old Laurel Furnace were Bob Dumas, Alex McDonald, Henry Montgomery, Jim Bos- toth, Andy Kelly, George Rife, Tom Jasper, Bill Rogers, Lee Burt, Mill Hill, Ben Arthur, George Keeney, John Kelly, Lee Rife, Elmer Elder, Orma Cripp, George McIntosh, Kit Flusher, Bill Keeney, Jim Kelly, Isaac Eas- Milt Cameron, George Cotts and Henry Gate.

The Laurel school was first built about a century ago, to accommodate the children of the men working at the furnace. The school and furnace were built about the same time. In his first school, made of logs, was used until 1896; the present one was erected in 1913. Some of the teachers in the old log school were Maude Baker Womack, Lacy Hartley, Sallie Hartley, Effie Webb, Kate Virgil, Addie Downs, Frank Cooper, and Leona Perry. The first teacher in the new building was Riley Coburn, followed by Mayme Virginia, Effie Webb Hartley, Miss Jordan, Mamie Montgomery, J. C. Brown, Buelena Gilbert, Woodridge Sparr, Martin Allen, Maris Beth- ering, Ernest Armes, Mamie Mayfield, Finney Burnett, Ruth Rankin, Charles Robinson, and Lillian Conley. Indications are that ye old spelling bee and other entertainments were favorably accepted at the Laurel School. In 1893 a Christmas entertainment was given in which pupils distinguished themselves by presenting "Handels Oratorio." One of the oldest residents of this community is Jeremiah Sparks, Jr., who lives at Oldtown and who is 79 years of age. His father, a native of Virginia, came to this community over 100 years ago and married Miss Martha Morris of near Oldtown. Other early settlers here, all now deceased, include Joshua Kelley, Arthur; the latter has a son who is now a merchant at Flatwoods.

There is one public cemetery here, and it was opened near the time of the opening of the furnace. The first person buried in this cemetery was James L. Gibson, who died May 6, 1897, at the age of 50 years.

Probably the first dwelling house built here is the home of Rev. Mr. Porter Gilbert now resides; it is located on Oldtown Creek near Laurel, and near the present schoolhouse. It was built Mr. or Bob Scott, first operators of the furnace, about 100 years ago.

Among other aged people here in this vicinity are Judd Boggs, Phoebe Boggs, Bob Gisswold, Mrs. Effie Hartley, Mrs. T. J. Floyd, Mrs. Ninna Hartley, Mrs. Odessa Ramsey, Mrs. Ida Reffett, and Mrs. Mc-

Porter Gilbert is the largest landowner here, owning about 600 acres. Tobacco and corn are the main crops, with some cattle and hogs also being raised.

Some of the older residences here have some old antiques and relics. Mrs. Effie Webb Hartley has a scrotice bedstead which belonged to some of Mr. Hartley's ancestors, and is 100 years old; she also has an spinning wheel, also 100 years old; some very old coffeepot; one blue-backed speeler and an entire set of McGuffey's readers.

John Barker has a razor and iron, both of which he inherited from his great-grandfather. He also has a McGuffey Fifth Grade reader which was bought by Duncan, father of Mrs. Barker, in 1860. The book was second-hand then. Mrs. Barker also owns a pair of scissors 50 years old which belonged to her mother.

Finley Friend owns a hook and kettel which belonged to his grandfather. He says his grandfather boiled pine knots in this kettle to get turpentine. Mrs. Anna Irwin has a salt celler, over 100 years old; a safe, over 100 years old; a cup board, over 100 years old; two machine stands which were the first sewing machines made 100 years ago; a table 75 years old; a Seth Thomas clock 90 years old; and a number of old books, including A Book of American Proverbs, the United States, published in 1904; McGuffey's Fourth Electric Reader, 1875; The new McGuffey Fifth Reader, 1901; New Fourth Electric Reader, 1877, and others.

Jerry Starks has a reel, spining wheel, and a revolving chair, all over 100 years old, which belonged to his mother.

Mount Savage furnace, built in 1847 by Robinson M. Biggs on Straight Creek in Carter County, was one of the best known in the Hanging Rock area. It continued to operate through the 1880's. Earliest of the Kentucky furnaces was located in Bath county, built in 1791. They produced cannon balls, canister and grape shot for General Jackson in the War of 1812.
$5,500!

LIBRARY ASSOCIATION CO.
LOTTERY OF KENTUCKY.
FRANCE, ELLIS & CO., Managers.

Extra Class 457,
TO BE DRAWN IN COVINGTON, KENTUCKY.
On WEDNESDAY, December 9th, 1863.

78 Numbers—11 Drawn Ballots.

**SCHEME:**

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<td>Prize of</td>
<td>24,321</td>
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**28,171** Prizes, amounting to $53,253.

**Tickets $1.00—Shares in Proportion.**

In the above scheme, formed by the ternary combination of 78 numbers, making 75,070 tickets, and the drawing of 11 balls, there will be 100 prizes, each having three of the drawn numbers on them; 3,085, each having two of them on; 24,321, each having one only of them on; and also 47,000 tickets, with neither of the drawn numbers on them, being blanks.

To determine the fate of these prizes and blanks, 78 numbers, from 1 to 78 inclusive, will be severally placed in a wheel on the day of the drawing, and 11 of them drawn at random, and that ticket having for its combination the 1st, 2nd and 3rd drawn numbers, will be entitled to the principal prize.

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**Notes:**

- Prizes payable forty days after the drawing, and subject to the usual deduction of fifteen per cent.
- Tickets are sold at $1.00 each.
$4,417 20/100!

LIBRARY ASSOCIATION CO.
LOTTERY OF KENTUCKY.

FRANCE, ELLIS & CO., Managers.

Extra Class 209,
TO BE DRAWN IN COVINGTON, KENTUCKY.

On MONDAY, August 1st, 1864.

14 Drawn Ballots in each Package of 26 Tickets.

**SCHEME:**

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<th>$4,417 20/100</th>
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<td>4 are</td>
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<td>5,696</td>
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<td>28,224</td>
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<tr>
<td>34,412</td>
<td>Prizes, amounting to</td>
<td>$53,253 20/100</td>
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Tickets $1.00—Shares in Proportion.

In the above scheme, formed by the ternary combination of 78 numbers, making 76,076 tickets, and the drawing of 14 ballots, there will be 364 prizes, each having three of the drawn numbers on them: 5,824, each having two of them on; 28,224, each having one only of them on; and also 41,064 tickets, with neither of the drawn numbers on them, being blanks.

To determine the fate of these prizes and blanks, 78 numbers, from 1 to 78 inclusive, will be severally placed in a wheel on the day of the drawing, and 14 of them drawn out at random, and that ticket having for its combination the 1st, 2d and 3d drawn numbers, will be entitled to the capital prize of $4,417.20.

That ticket having on it the 4th, 5th and 6th drawn numbers, to $1,000.

That ticket having on it the 7th, 8th and 9th drawn numbers, to $250.

That ticket having on it the 10th, 11th and 12th drawn numbers, to $100.

All other tickets (being 559) with none of the drawn numbers on, each $50.

Those 64 tickets having on them the 1st and 2d drawn numbers, each $6.

Those 64 tickets having on them the 3d and 4th drawn numbers, each $4.

All other tickets (being 5,096) with two of the drawn numbers on, each $2.

And all those tickets (being 28,224) with one only of the drawn numbers on, each $1.

No ticket which shall have drawn a prize of a superior denomination, can be entitled to an inferior prize.

**Prizes payable forty days after the drawing, and subject to the usual deduction of fifteen per cent.**

PRIZES CASHED AT THIS OFFICE.
St. John’s Academy, a Catholic parochial school, was established in 1869 and was located on Walnut street between Second and Third streets on the property of St. Catherine academy, now Lexington Catholic High school. It was at the rear of old St. Peter church on Limestone street, which was erected in 1817. The church was closed before the turn of the century and the old building has been torn down. The church was torn down in 1930 after its congregation moved to the present St. Peter church on Barr street.

Lex. Leader, May 18, 1954.

HAVE YOU seen LEXINGTON DURING THE CIVIL WAR, Winston Coleman’s fascinating account of the Blue Grass during the War of the Rebellion? Done in Blue and Gray, with gilt box. An easy selection for anyone. $3.95, plus tax.

Morris Book Shop 110 Walnut Street — Open Evenings Until Nine


MURRAY, EDDY & CO.’s LOTTERIES.

Kentucky State Lottery, FOR THE BENEFIT OF THE TOWN OF FRANKFORT, Extra Class No. 471, for 1864. To be drawn at Covington, Ky., Monday, August 8th, 1864

Murray, Eddy & Co., Managers.

75 NUMBER LOTTERY—13 DRAWN BALLOTS!

SCHEME.

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<td>24,583 POUNDS</td>
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29,705 Prizes . . . Amounting to . . $128,297

TICKETS $2.50—SHARES IN PROPORTION.

In the above Schedule, the secretary will take the first two numbers, the drawing of 13 tickets, there will be 596 prizes, each having three of the drawn numbers on; 4,000, each having two of them on; and 94,200, each having one only of the drawn numbers on. To determine the date of these prizes and blanks, 75 numbers (from 1 to 75 inclusive) will be separately placed in a wheel on the day of the drawing, and of them will be drawn out at random; and that ticket having on it, as a combination, the first, 3rd, and 5th drawn numbers, will be entitled to the Capital Prize of $8,370.

Those 5 tickets having on them the 1st, 3rd, and 5th numbers of the 1st 3rd, 5th and 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, and 16th numbers, will be entitled to the Capital Prize of $8,370.

Those 5 tickets having on them the 1st, 3rd, and 5th numbers of the 1st 3rd, 5th and 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, and 16th numbers, will be entitled to the Capital Prize of $8,370.

Prizes Cashed at this Office

Original lottery hand bill—1864.
$30.000!

SHELBY COLLEGE LOTTERY
OF THE
STATE OF KENTUCKY.

JOHN A. MORRIS & CO., MANAGERS.

Class 442,
TO BE DRAWN IN COVINGTON, KENTUCKY,
ON MONDAY, June 22d, 1863.

SCHEME.

13 Drawn Ballots in each package of 25 Tickets.

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amounting to $506,437\frac{50}{100}
In the above Scheme, formed by the ternary combination of 75 numbers, making 67,525 tickets, and the drawing of 13 ballots, there will be 286 prizes each having three of the drawn numbers on them; 4,586 each having two of them on; and 24,583 having one, only, of them on; and also 37,320 tickets, with none of the drawn numbers on them, being blanks.

To determine the fate of these prizes and blanks, 75 numbers, from 1 to 75, inclusive, will be severally placed in a wheel on the day of drawing, and 13 of them drawn out at random, and that ticket having for its combination the 1st 3rd and 3rd drawn numbers, will be entitled to a capital prize of ................................. $30,000
That ticket having for its combination the 4th 5th and 6th drawn numbers, to .................... 10,000
That ticket having for its combination the 7th 8th and 9th drawn numbers, to .................... 5,000
That ticket having for its combination the 10th 11th and 12th drawn numbers, to .................... 4,000
That ticket having for its combination the 2d 3d and 4th drawn numbers, to .................... 3,000
Those 2 tickets having on them the 3d 4th and 5th or 9th 6th and 7th drawn numbers, to .................... 2,000
Those 2 tickets having on them the 6th 7th and 8th or 9th 8th and 10th drawn numbers, to .................... 1,800
Those 2 tickets having on them the 9th 10th and 11th or 11th 11th and 13th drawn numbers, to ............................ 1,273

Those 25 tickets having on them the
1st 2d 4th 1st 2d 9th 2d 3d 5th 2d 3d 10th 3d 4th 7th
1st 2d 5th 1st 3d 10th 2d 3d 6th 2d 3d 11th 3d 4th 8th
1st 2d 6th 1st 2d 11th 2d 3d 7th 2d 3d 12th 3d 4th 9th
1st 2d 7th 1st 2d 12th 2d 3d 8th 2d 3d 13th 3d 4th 10th
1st 2d 8th 1st 2d 13th 2d 3d 9th 2d 3d 14th 3d 4th 11th

Those 25 tickets having on them the
3d 4th 13th 14th 5th 10th 15th 6th 9th 16th 7th 9th 17th 8th 10th
3d 4th 13th 4th 5th 11th 5th 6th 10th 6th 7th 10th 7th 8th 11th
4th 5th 7th 4th 5th 12th 5th 5th 11th 6th 7th 11th 7th 8th 13th
4th 5th 8th 4th 5th 13th 5th 5th 12th 6th 7th 12th 7th 8th 13th
4th 5th 9th 5th 6th 8th 5th 5th 13th 6th 7th 13th 8th 9th 11th

Those 25 tickets having on them the
8th 9th 12th 1st 3d 4th 1st 8th 9th 2d 4th 5th 2d 9th 10th
8th 9th 13th 1st 4th 5th 1st 9th 10th 2d 5th 6th 2d 10th 11th
9th 10th 13th 1st 5th 6th 1st 10th 11th 2d 6th 7th 2d 11th 12th
9th 10th 13th 1st 6th 7th 1st 11th 12th 2d 7th 8th 2d 12th 13th
10th 11th 13th 1st 7th 8th 1st 12th 13th 2d 8th 9th 3d 5th 6th

All others (being 200) with three of the drawn numbers, each ........................................ 200
Those 62 tickets having on them the 1st and 2d drawn numbers, each ................................ 100
Those 62 tickets having on them the 3d and 4th drawn numbers, each ................................ 80
Those 62 tickets having on them the 5th and 6th drawn numbers, each ................................ 60
Those 62 tickets having on them the 7th and 8th drawn numbers, each ................................ 50
 Those 124 tickets having on them the 9th and 10th or 10th and 11th drawn numbers, each .......... 20
Those 124 tickets having on them the 11th and 12th or 12th and 13th drawn numbers, each .......... 10

All others (being 4,340) with any two of the drawn numbers on them, each ......................... 20
And all others (being 24,583) with one, only, of the drawn numbers on, each ......................... 10

TICKETS $10—SHARES IN PROPORTION.
Massacre
In The Wilderness

On a moonlit October night a band of Indians swooped down on pioneers, killing 24 or more

By JOE CREASON, Courier-Journal Staff Writer

IT WAS one of those full-moon early October nights, one with a strong enough hint of frost to emphasize the fact summer was over.

Stars twinkled like tiny pin points high in the cloud-flecked sky. The full moon, round and yellow, hung just over the tops of the giant trees which studded the bluff on which the camp had been located for the night.

A half dozen scattered fires gnawed fitfully at the darkness that closed in around the handful of deerskin-clothed pioneers. Down below, at the foot of the bluff, the water of Little Laurel River glittered in the moonlight like a piece of narrow silvery ribbon.

The scene was what later became part of Laurel County, Kentucky. The date was October 3, 1786.

The company of settlers had come a long way through the forest that was the Kentucky of that day. They had spent eternity-long, restless nights watching for the Indians they felt certain had watched their every move along the Wilderness, the trail Daniel Boone earlier had hacked from Cumberland Gap into interior Kentucky.

But now they were near the settlements at Boonesboro, Fort Harrod and Danville. Another two days would bring them the safety of the log stockades. They had passed without mishap through what they believed to be the most dangerous section. The Indian threat seemed just about over.

SO FAR that reason the little band neglected posting the usual guard around the outer fringes of the camp. And for the first time since the party of 40 left the quiet of Virginia, singing, dancing and some drinking were allowed.

The merry-making had reached its peak when the Indians made their attack.

A blood-chilling war whoop split the night on top of the bluff. The next instance, a tomahawk-armed party of some 25 Chickamaugas swooped upon the camp. Taken completely by surprise, the pioneers were almost helpless to defend themselves.

Screams of terror and of pain echoed throughout the dense forest as the Indians ruthlessly cut down men, women and children alike. In a matter of minutes, 22 bodies were scattered down the face of the bluff and along the flat bordering the narrow river; the ground was saturated with blood.

Then, almost as suddenly as they had appeared, the Indians vanished, melting back into the heavy shadows of the forest.

The worst Indian massacre in the bloody history of frontier Kentucky was over.

Down through the years, in passing from one teller to another, many of the details of the massacre have been lost. It has become so wrapped up in legend and so distorted with romantic additions that the true story isn't at all clear.

FOR instance, the first name of the leader of the party isn't known for sure. His last name was McNitt, but the first name is in doubt. Neither is it known whether he was among the few members of the party who escaped. Maybe his body was among those found days later by a party pushing over from near Crab Orchard which buried them in two common graves on the edge of the Little Laurel.

Even the exact number of pioneers killed in the massacre is a matter of dispute. One of the first accounts of the tragedy claimed that 16 persons were slain. Later stories placed the number at 21, 22 and 24. However, Russell Dyche of London, near which the massacre took place, has made a thorough study of the tragedy and believes that the number was much greater since few, if any, survivors ever were heard from. Years afterwards, as the wilderness was settled, the bones of slain pioneers was found in that area. Supposedly these were the remains of members of the party who escaped only to die later of their wounds.

Also lost in the hazy shroud of time are the names of people in the McNitt party. The McNotts, the Fords and the Barnes are known to have been families in the company, but no first names are known. It likewise is a matter of dispute where the party originated.

Courier-Journal
APR-15-1951
Here is the bluff and its markers where many pioneers were slain, believing danger a thing of the past.

The romantic legends are many

legend has them from Pennsylvania, from Virginia and from North Carolina.

Like so many other facts of the massacre, the reason for the bloody assault by the Indians is wrapped up in romanticism. One version supposedly originating with an Indian chief of the tribe that made the attack, goes like this:

According to the chief, who visited the site years later and related the story, his tribe regarded that particular area near the Little Laurel as a religious shrine. They had gathered there on a night of a full moon in October to observe their ceremonies and were angered at the presence of the white settlers who they felt had desecrated their shrine by camping there and cutting some trees for firewood. So they attacked the McNutt company, wiping out every person they could find, driving away their cattle and destroying their belongings.

An often-repeated legend built around the massacre at Defeated Camp, the name by which it was known locally for many years, is how one woman survived the attack by hiding in the hollow of an old tree at the edge of the camp. The story further relates that while in hiding she gave birth to a child.

Defeated Camp now is inside Levi Jackson State Park, two miles south of London. One of the nation's outstanding exhibits of pioneer items, contains the few items belonging to the massacre party the Indians didn't destroy. Two pewter plates were found, one of which has the name "Sarah McNutt" scratched on the back side. Also found were several old Spanish coins, one made in 1784.

The graves in which the slain pioneers were buried are enclosed by a low rock wall bordering the paved road which winds through the park. It was there that the women

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**Proclamation by the President of the Confederate States of America.**

WHEREAS, Abraham Lincoln, the President of the United States, has by Proclamation announced the intention of invading this Confederacy with an armed force, for the purpose of capturing its forts, and thereby subverting its independence, and subjecting the free people thereof to the domination of a foreign power,

And, whereas, it has thus become the duty of this Government to repel the threatened invasion, and to defend the rights and liberties of the people, by all the means which the laws of Nations, and the usages of civilized warfare, place at its disposal,

Now, therefore, JEFFERSON DAVIS, President of the Confederate States of America, do issue this my Proclamation, inviting all those who may desire to serve in private armed vessels on the high seas, to aid this Government in resisting so wanton and wicked an aggression, to make application for Commissions or letters of Marque and Reprisal to be issued under the Seal of these Confederate States.

And I do further specially all persons applying for letters of Marque to make a statement in writing, giving the name and a suitable description of the character, tonnage and force of the vessel, and the name and place of residence of the Collector concerned therein, and the intended number of the crew, and to sign said statement and deliver the same to the Secretary of State, or to the Collector of any port of entry of these Confederate States, so be by him transmitted to the Secretary of State. And I do further notify all applicants aforesaid, that before any Commission or letter of Marque is issued to any vessel, the owner, or owners thereof, and the Commander for the time being, will be required to give bond to the Confederate States with at least two responsible sureties not interested in such vessel, in the penal sum of Five Thousand Dollars, or, if such vessel be provided with more than one hundred and sixty men, then in the penal sum of Ten Thousand Dollars, with condition that the owners, officers and crew, who shall be employed on board such commissioned vessel, shall observe the laws of these Confederate States, and the instructions given to them for the regulation of their conduct. That they shall satisfy all damages done contrary to the tenor thereof by such vessel during her Commission, and deliver up the same when revoked by the President of the Confederate States.

And I do further specially enjoin on all persons holding offices, Civil and Military, under the authority of the Confederate States, that they be vigilant and zealous in discharging the duties incumbent thereon.

And I do moreover solemnly exhort the good people of those Confederate States, as they love their country, as they prize the blessings of free government, as they feel the wrongs of the past and those now threatened in aggregated form, by those whose enmity is more palpable because unproven, that they exert themselves in preserving order, in promoting concord, in maintaining the authority and efficacy of the laws, and in supporting and invigoration all the measures which may be adopted for the common defense, and by which, under the blessings of Divine Providence, we may hope for a speedy, just and honorable peace.

In testimony whereof, I have hereunto set my hand, and caused the Seal of the Confederate States to be affixed, this seventeenth day of April, 1861.

Jefferson Davis

By the President:

N. Tomes, Secretary of State.
Jurist-Victim of Assassin's Blast Was Early Prestonburg Lawyer

By HENRY P. SCALF

FOREWORD

It was the year 1931. We were strolling through the State Cemetary at Frankfort, Ky., where so many of Kentucky's illustrious dead repose. The names on the tombstones recalled the whole panorama of Kentucky—her history, art and literature. After you have entered beneath the uplifted hand of the Commoner Gobel and wended your way along the greenward, the inscriptions recall the careers of many governors, like Knott, and Madison, of Senator Blackburn, and Richard M. Johnson, a vice-president of the United States. We passed the plaques where Cal T. Hart, the sculptor, lay, and paused under the shaft commemorating our dead of the Mexican War. Nearby is the sepulchre of Theodore O'Hara, author of the immortal "Bivouac of the Dead." Overlooking the river rested Daniel Boone and his wife, Jemima. We came to a beautiful marble shaft, the base of which was about three feet square and six feet high and rising from this was the Goddess of Liberty blindfolded and balancing in her hands the Scales of Justice. On one side was inscribed: "John Milton Elliott born May 16, 1850, assassinated for having done his duty as a Judge March 26, 1869."

On the south and west sides were separate eulogies of the man. On the north was a bust of the martyred jurist. We snapped a picture of the imposing stone and passed on, but there remained a curious wonder about the man and his career.

The years passed and the writer of this article had become interested, first as a hobby, and finally with a great passion, in the history of his native county and region. Search of the old records of the Floyd Court house found numerous entries, "Elliott, for pif" or "Elliott, for Deft." at last one was uncovered with the signature, "John M. Elliott," in bold but excellent writing. Was this the John M. Elliott, martyr jurist, who lies under the imposing marble shaft at Frankfort? The checking of references proved it was. Research into his life unfolded a tale like that of out the medieval past. Born into a family seemingly accursed by fate, for tragedy ever stalked his brothers, he rose to great influence and prominence, only to be cut down by assassination, the details of which savor of the Italian Middle Ages. Now, in this year 1951, when Floyd county has been honored with an appellate judgeship by the selection of Bert T. Combs to fill the vacancy created by the death of Judge Helms, it is thought that the following biography of Judge John M. Elliott would be timely.

John Milton Elliott was born in Scott county, Virginia, May 16, 1830, the son of Capt. John Leley Elliott, farmer. When John Milton was grown to about 18 months old his father was killed in a duel. Capt. Elliott gathered up his numerous family, chiefly of sons, and emigrated to near what is now Stark, Ky., in the present Elliott county. As that the the iston was in Morgan county, for the county of Elliott, destined to be named for Capt. Elliott, was not formed until 1869.

Capt. Elliott pursued the life of an agriculturist, in which he was ably assisted by the now maturing sons. He entered the political arena and was elected to the Kentucky Legislature, serving as a State Senator and as Representative. While engaged in these political and agricultural activities he did not neglect the education of his children. John Milton was sent for his academic education to Emory and Henry College, in Virginia, and after his return to Kentucky was placed with David Trimble, of Greenup county, to read law, in which he graduated in 1842. This date of 1842 may be in error to the extent of one year for certain records indicate he arrived in Prestonburg to begin his law practice in 1841.

In the early '40s, the most prominent of the Prestonburg lawyers was Henry C. Harris and he sought the aspiring young lawyer from Morgan into partnership with him. Perhaps John M. Elliott was highly pleased to be honored as the junior partner of Harris, for his mentor enjoyed a lucrative practice. Harris specialized in land litigation and veterans' pensions, being ably assisted by his junior assistant, who mastered the law in the practice, that was to lead up to the highest honors of the Kentucky judiciary.

This partnership continued until 1847 when Harris moved to Covington, Ky., where he thought the accessibility and larger population of the city would increase his practice. By this move to Covington, Harris had removed himself from the political and legal affairs of Floyd county. We gather from certain old suits that sometimes contain most surprising and non-germane bits of information, that the move had been long contemplated and that he only waited the expiration of his term as State Senator, which ended in 1847.

The political and legal mantle of Harris now fell upon the young John M. Elliott and he was elected to the Kentucky Legislature, was the partnership ceased. This entrance into politics, at the age of 27, was but the beginning of a brilliant political career that led through the turbulent period of the Civil War and beyond into the after years.

In 1848, he married Susan Jane Smith, daughter of William M. Smith, of Johnson county. Just where in the city of Prestonburg they set up housekeeping is not clear, but on June 17, 1850, William M. Smith, the father-in-law, executed a deed to them for a house and lot No. 5, on First Avenue—commencing at Main Street and running out to the banks of the Big Sandy River and being same herein said Elliott and wife now reside.

This property, acquired more or less as a gift from Smith, was added to throughout the years by the initiative of Elliott himself. In 1857, he bought from John Friend lots Nos. 4 and 7 and by the same deed became the owner of fifty acres below the mouth of Sugar Loaf Creek. These old lots consisting of about one-half acre, and dating back to the near-legendary John Graham, who laid them out, have long since yielded to the pressure of land values and have disappeared as a real estate entity. Mrs. Evelyn Salubury, who is quite an authority on them, states that John related how Susan Elliott seated at where Oliver M. Stumbo's home is now located, that a lane ran between No. 3 and No. 4 to the river, and that Hugh Harkins lived on Lot No. 3. This was the better for the United States District Court, Judge Ballard presiding. His tunes now resting solely with the uth, he & his lot there and offered as a Confederate soldier's tom. In 1860, he was identified with the leaders of the secessionists in Kentucky, the Federal government had proclamed for "giving aid and comfort to the enemy" and he was expelled. The indictment had been read in the United States District Court, Judge Ballard. However, as the cause of the uth demanded the services of a man of the main and military work, he resigned from the army and represented the Ninth District in Kentucky in the Confederate Congress which met at Richmond.

John M. Elliott entered into a law partnership with John M. Burns. The date of the beginning of the partnership was a.d. 12, 1853. Burns was a man of wealth and Elliott was glad of the opportunity, as he afterwards said, to associate himself with the rising legal luminary. The partnership started off well, with Elliott appearing in the cases and Burns assuming the office routine, as they had agreed.

In early 1853, just after the formation of the partnership with Burns, the two lawyers settled themselves down to practice in Prestonsburg. John M. Burns began to interest himself in building a home and finally completed the residence on North First Avenue, now occupied by Claude F. Rogerson, United States District Attorney.

Elliott was soon a candidate for the Congress of the United States and was elected. Burns, eager partner, assisted in the campaign. In 1855, he was re-elected and again in 1857. His last term ended in 1859, and Elliott's sympathies being with the South, he decided not to run for the Congress of the United States again, but instead to seek election from Floyd and Johnson counties to the Kentucky legislature where he could more effectively wield his influence. He won the seat in 1859 and again in 1861, but was prominently identified with the leaders of the secessionists in Kentucky, the Federal government having impressed for "giving aid and comfort to the enemy" and he was expelled. The indictment had been read in the United States District Court, Judge Ballard presiding. His tunes now resting solely with the uth, he & his lot there and offered as a Confederate soldier's tom. In 1860, he was identified with the leaders of the secessionists in Kentucky, the Federal government had proclamed for "giving aid and comfort to the enemy" and he was expelled. The indictment had been read in the United States District Court, Judge Ballard. However, as the cause of the uth demanded the services of a man of the main and military work, he resigned from the army and represented the Ninth District in Kentucky in the Confederate Congress which met at Richmond.

The Floyd County Times. (Prestonburg, Ky.) July 19-1951
Feb. 18, 1882. He represented this district in the Southern Congress for two terms. His wife still continued to live at Prestonburg and Burns assisted her a few times with money. The law partnership had of necessity ceased and the lawyer who had ceased was no lawyer or courts in Eastern Kentucky. General Garfield had commanded the Burns home here as his headquarters. At this time Burns was at Louisville and he said about the task of settling the estate. The will of his uncle died of the Federal soldiers. Interesting traditions come down to us of the seizure of the old home, of the family's evacuation and their hardships. At the end of the civil war neither Elliott nor Burns returned to Prestonburg to re-establish their law practice. The original agreement had specified a co-partnership for one year, or longer by mutual consent. A formal dissolving of the association did not take place for war and civil strife are not conducive of formality. However, the partnership was tacitly continued, probably because of mutual advantages that accrued to both.

At the conclusion of the war, Eliott had set up practice in Bath county at Owingsville and entered politics. He was elected in 1868 circuit judge of the district and bade fair to remain in active service interrupted by the war. His association with Burns lagged and they finally became estranged. Followed a long and bitter court action between the two.

In 1870, two years previous to the death of his father, which was dissenated, Elliott was elected to the Court of Appeals, to succeed the retiring Judge Belcher J. Peters. Elliott's associates were Judges William Lindsay, M. H. Cofer, William S. Pryor and J. M. Hines. Upon the expiration of his term of judgeship, Judge Elliott declined to seek re-election and moved to Catlettsburg where he formed a law partnership with the Hon. K. P. Pringle. In Prestonburg, Judge and Mrs. Elliott lived in the old Capital Hotel. Mrs. Elliott occupied herself with the multitude of social activities incumbent upon a wife of a distinguished judge, while her husband brought "fidelity and credit to himself and the State" by the discharge of his duties on the bench of Kentucky's highest court.

Col. Thomas Boford, the assassin of Elliott's brother-in-law, John Thomas, of Henry county, Kentucky, was a son of the Bluegrass aristocracy, rooted with a great passion to the ancestral land. Wealthy, socially and politically prominent, Boford represented the highest blood of the State's society around Lexington, Frankfort and Louisville. They were breeders of fine stock and the fame of their farm extended over the rolling Bluegrass. Their names are a byword and not the exception.

While amply blessed with the world's goods and possessing the breeding and social and political levels, yet there seemed to have been upon the Boford family a curse of violent and intermittent insanity. Sinclair brother to Thomas, was an inmate of a mental asylum. Thomas himself, with his intellect in the dark and vague realm of dementia, was beginning to manifest a violence, an instability and unpredictable behavior which were sure harbingers of a departing reason.

Mary E. Boford, a sister, was wealthy in her own right. There was an attachment between her and Thomas that remained ever constant and was further enhanced by the state of semi-invalidism of her life. He was confined to her business affairs and when, on December 31, 1881, she bought of George J. Zoland and wife a farm of four hundred acres in Henry county, the purchase had Thomas' full assent. The consideration was seven thousand dollars in cash and three notes. One was for ten thousand and the two remaining notes for six thousand two hundred fifty dollars each. While this money was well. Mary F. Boford paid the first note of ten thousand dollars, at maturity. When the second note matured, it was not paid and was not paid when the note had been unmortgaged. The Bofords claimed an insufficiency in the title. Meanwhile Roland assigned the two remaining notes to James Guthrie, of Shelby county, who sued to recover.

The case was tried in Fayette county. Mary F. Boford relied upon this insufficiency of title and asked that her contract be rescinded. The judgment of the court was adverse to her and it was appealed.

The hinge of the appeal was the death of Mary F. Boford. The death of his sister and the approaching day of dispossession rocked the already unstable and eccentric Thomas Boford. He had not yet left the house where Lord Erskine has said: "Reason had not forsaken her throne but reason went up and jostled her in her seat."

While the case lay in that long-drawn time awaiting the final word of the appellate court, Thomas Boford's mind began that slow departure for the region of the lost and damned. He muttered to himself when riding over the hills and at times appeared to be conversing with his dead sister. At night, under the full moon, he went to her grave and made promises of revenge upon those who, he charged, had brought this tragedy. "His nights were disturbed by the sounds of mental anguish and disturbance. He walked the floor muttering to himself, cursing and denouncing real or imaginary foes, and, in weird communication with others. He was led the land of shadows, listening to voices from an unseen world."-Currie.

If at night he teetered upon the precipice of unreality, yet by day he remained the composed and poised man of the world. The Cuyahoga County Pryor of the Court of Appeals was a neighbor from Henry county. Whether Boford ever committed the indiscipline of talking to Pryor about the case, it is not said, but that he may have is highly probable. Boford thought that Pryor had acquired a sufficient outside knowledge of the case from their own county to be instrumental in causing his dismissal.

Boford almost certainly talked, or attempted to talk, to Judge Eliott. It would have been comparatively easy to do, for they had met, socially, around Frankfort, and at times. When time permitted, it would have been difficult for Eliott to fend off a discussion as Boford, obsessed with his monomania, would have taken any unfair opportunity to do so in the drawing rooms of the State House.

Came the year 1878 and the court of appeals affirmed the decision of the Fayette court, Judge Eliott writing the opinion. Boford, as administering to his dead sister through his lawyers asked for a rehearing and the whole court sat in judgment, but Judge Eliott's opinion was not disturbed.

Having exhausted every legal resource to each man in Frankfort. "He was dispossessed of his Henry county home. He was ejected from the soil on which he had lived to hope in and in which he hoped to lay his bones. His spirit was after the world. Like an irresistible attraction and fascination such this, pending in Frankfort, drew him there, because outside of that place he had little to comfort him.

He made up his mind, first, to kill both Judge Pryor and Eliott, but while his reason was leaving at an accelerated rate, his moral sense remained sufficient for him to decide to spare the lives because of the justice of his children.

He loaded a double-barreled shotgun, each barrel with twelve buckshot, and to make sure of his deadly purpose, he concealed a pistol upon his person. Having loaded the weapons for a deed, the like of which the English world had not known since Sir George Lockhart, president of the Court of Sessions in Edingburgh was assassinated in like manner in 1869, Boford wrote the following: "Capitol Hotel, March 26, 1879. Whatever may happen to me, I desire that my niece, Anne O. Wallace, shall have everything both in equity and law that belongs to me. Only ask that my body shall be laid by my sister, Mary F. Boford, whom I loved so well, whose robbery and assassination I wish to try, Thomas Boford.

For the first time in his life, approaching when Judge Eliott would arrive at the Capitol Hotel, he put this informal will in an envelope, and wrote upon it: "Whoever may get this note I ask earnestly for him it is addressed to, to whom it is directed." Having done so, he pocketed the letter and taking up his weapon, he walked on the street in front of the ladies' entrance. It was about one o'clock, P.M.

Judge Eliott and Boford came up Ann Street, and Boford spoke casually to Eliott:

"Judge, I believe I will not be here long. Won't you go along?"

Responded a simple polite reply, Boford asked again: "Well, then won't you go and take a drink?"

Judge Eliott then turned to resolve the way up the street and had turned about six feet when the shot was fired. Looking back, he saw Eliott on the sidewalk and his assassins, bending over him saying, as he put his own hat under the dead judge's head, 'I'm sorry.'

Hines attempted to raise his associate but he had died without uttering a single word. As a deputy sheriff and a policeman were coming up, Boford was kisssing the gun. The said he handed it to the sheriff. He left only one bullet in it for Pryor."

News of the reprehensible deed took wings in Frankfort and soon the city was in a turmoil. Great crowds gathered in the streets, business ceased and mob talk became so general that the sheriff summoned a number of citizens as guards at the jail. A local military company was alerted for trouble.

Appointed by a mass meeting resolution, Gov. James B. McCreary issued a proclamation, closing all public offices from 12 o'clock noon for remainder of the day. March 27, 1879. Mayor S. M. Major of Frankfort, issued a similar proclamation.

March 28, Boford waived examination before Judge W. H. Sneed and was sent to jail without bail. Green Clay Smith, a noted Baptist minister, represented him. A change of venue was granted from Franklin to Owen county, where the final trial was called before Judge W. L. Jackson, special judge from Louis ville.

The defense and prosecution each had an imposing array of counsel. The prosecution had the services of six lawyers, among whom were Col. W. C. Breckenridge and Gen. I. B. Crittenden. The defense consisted of nine attorneys, chief of whom was Judge George M. Curtis, of New York, who was ably assisted by men like Congressman Evan E. Settle, of Owen; W. R. Kinney, of Louisville, and Phil Thompson, of Harrodsburg.

On January 11, 1881, before a jury of farmers, Boford pleaded insanity. Judge McMamara stated the case for the prosecution and E. J. Seabrook for the defense. Nearly one hundred witnesses were called.

All the witnesses having testified, ten hours were allowed for argument on each side. Before a packed courtroom, for it was said every person in Owen county who could do so attended. McMamara, Breckenridge and Rodman spoke for the state and Judge Curtis and three others argued for the defense. The only question for the jury was whether or not Boford was insane. Experts had testified that the state that Boford was insane. Insane was left for this jury of farmers to agree upon what the specialists in medicine and psy-
Petersburg. Woodford county? There once was such a town, but it died. Here is its story.

Back in 1774, several surveying parties made their way into the Kentucky wilderness. Among the surveyors was one Capt. John Jack Ashby. Capt. Jack had been in Braddock’s campaign against Fort Duquesne in the French and Indian War. He had squatted around campsites with men like Daniel Boone and John Finkley.

Their wonderful stories of Kentucky drew him here. In the rich Elkhorn valley Capt. Jack found what he wanted—a rolling tract stretching from present-day Versailles to Weinheberger’s Mill and destined to be known as the Big Sink Belt.

Maybe they were there then, maybe not, but now and for a long time two “big sinks” that mark the belt have gathered seas of water in wet seasons and sent them swirling underground to the Elkhorn, miles away.

This 2,000 acres of land was granted Capt. Jack for his service in the French and Indian War. Thomas Jefferson signed the grant. But Capt. Jack didn’t stay there he surveyed it—he went back to Virginia and never returned.

For a generation the Big Sink was a land of squatters, Indians and wild life. In Virginia, Capt. Jack’s daughter, Elizabeth, married Col. John Peters, and in the course of time presented him with seven sons and several daughters. Finally her five younger sons decided to claim the Big Sink. Like hundreds of others, they headed across the mountains to the dangerous frontier. They drove off squatters, built cabins, established families.

Twenty years later their aging mother and the older sons with their families and household goods, loaded a train of four-horse wagons and joined a caravan to cross the still wild mountains. As always, the trip was long and trying but the caravan reached its goal.

Moving into cabins readied for them, they joined the rest of the Peters clan, and in a short time the Big Sink was a prosperous, bustling place.

They built a thriving community about a mile from what is now Versailles. They called it Petersburg.

By 1810 Petersburg boasted a carding mill, grist mill, saw mill and brick kiln. Commerce was excellent and Petersburg’s goods were sold at all the surrounding communities and as far away as Frankfort.

But, for some reason, the town began to wane. Gradually the Big Sink Belt was split into many farms. By the time of the Mexican War, Petersburg was gone.

Now no trace remains of the town. Rolling fields mark its site and few people know where it was. Most of the Peters family lies peacefully in the Versailles cemetery.

Why did Petersburg die? Nobody knows, apparently.

But if one stands near the big sinks at a time when spring-tide water is tumbling beneath his feet like the warning of an approaching thunderstorm, he can imagine that Fate took a hand in it.

Maybe old Capt. Jack was a little afraid of fate himself when he surveyed the Big Sink—he never came back to it.

For Capt. Jack wasn’t supposed to be in Kentucky. His place was with the army in Virginia. The Revolution was brewing and Gen. Washington needed him. But somehow a mysterious report had reached Washington that he had been killed.

When Capt. Jack did go back to Virginia, he took a roundabout way because, it seems, the Big Sink had been surveyed by one of America’s first AWOL soldiers—Capt. Jack Ashby.
CANE RIDGE PRESERVATION PROJECT UNDER WAY—About 350 people attended ceremonies yesterday when the cornerstone for a superstructure which will preserve the old Cane Ridge Meeting House in Bourbon County, the birthplace of the Disciples of Christ Church, was laid. The historic building is 150 years old and the structure which will surround it will be made of steel and Cane Ridge limestone. (Photo by Herald correspondent).

Lex. Herald, Nov. 8, 1954

Many of the older people will remember the old stage coach which met the trains at Campbellsville to connect with Columbia and other points. Above is shown stage coach No. 9 with driver “Buck” Barbee at the L&N depot in Campbellsville. Exact date of picture is unknown.

Many of our middle-aged people will remember the above as a commonplace event—stopping at the tollgate house to pay the toll. Above is shown the tollgate house on the old Greensburg road, just west of town as Miss Virginia Cowherd stops her horse and buggy to pay the reckoning. In the buggy at the rear is Miss Maude Cowherd and the late Charley Cowherd. This picture, now in the possession of Mrs. Virgie Cowherd Bowen of Campbellsville, was snapped in 1906.

THE NEWS-JOURNAL, Campbellsville, Ky.
Thursday, August 4, 1960
Edward Troye


Lexington historian J. Winston Coleman Jr. has written a brochure on the life and works of Edward Troye, animal and portrait painter whose art decorates several homes in the Blue Grass country, an area where he found a rich field for his talent.

Mr. Coleman has done a tremendous amount of research to authenticate his writings. The artist, born July 12, 1868, at Lausanne, Switzerland, traveled over a goodly part of the globe, including the Holy Land where he spent several years painting native scenes and a massive canvas of the Dead Sea. Troye and his long-time friend, Alexander Keene Richards, whose estate was near Georgetown, Ky., visited Arabia where the artist painted in their native habitat many specimens of Arabian stallions, mares and cattle.

Holy Land Scenes

Some of his Holy Land scenes were "Bazaar of Damascus," "Syrian Plowman," "Sea of Galilee" and "River Jordan at Bethabara." These large paintings were afterward taken to the studio of Troye's brother in Antwerp, where Troye painted copies of them. These religious paintings were subsequently purchased from Troye by Keene Richards for $3,000 and presented to Bethany College in West Virginia.

Like all artists, Troye was temperamental and varied in his work. After a sojourn in the Holy Land and Europe, he returned to New York from England. He came westward and wandered over the South at a time when journeys by stagecoach and horseback required weeks. During his travels he frequently was the house guest of wealthy South- erners who owned racing stock.

His best works were those that he carefully studied, for which he was well paid and upon which he expended all the resources of his art.

He had a practice of duplicating portraits of exceptional horses, owing to the demand for them from his patrons. This was true of such horses as Lexington, Glencoe and Kentucky and American Eclipse, of which numerous replicas exist. He had a remarkable gift for capturing a photographic likeness of a horse.

Paintings Of Scott

While best known for his horse portraiture, Troye was also recognized as a competent painter of celebrated personages of his time. One of his best works is the life-size equestrian painting of Gen. Winfield Scott, who came to Kentucky to sit for the artist at Richards' farm near Georgetown. This painting was nine and one-half feet high. For a number of years it hung on the staircase wall of the House of Representa-
Louisville & Nashville Railroad.

OFFICE OF GENERAL SUPERINTENDENT,

Louisville, Ky., Feb. 17, 1867.

RULES GOVERNING THE MOVEMENT OF TRAINS OVER MULBROUGH’S HILL.

1. When two trains are running on the same time and are not able to go over Mulbrough’s Hill without help, they will be divided into three (3) trains and go over as follows: The leading Engine taking all she can haul; the second section taking the remainder of front train, and all she can haul of her own; and the third Engine taking the balance of second section.

2. All trains must leave Coalsburg and run to the summit of the hill eight (8) minutes apart.

3. Engineers must keep a sharp lookout for signals from the watchman at the entrance of Tunnel, and not enter less than eight minutes behind the preceding train.

4. Conductors must ride on top of their caboose, or on the rear car of their train, and pass their men with the proper signals; one on the car next to the Engine, and the other two on equal distance apart between front car and caboose or rear car, ready to take and give signals in case of accident.

5. Brakemen must be on top at their posts when the train starts.

6. When two or more trains are running on the same time, and are able to go over without help of the pusher, they must leave Coalsburg eight (8) minutes apart, and run eight (8) minutes apart until they reach the summit, and be governed in entering the Tunnel by rule 3.

7. Engineers or Firemen are required to be constantly on the lookout for signals from Conductors and train men, and see that they have all their train attached. Rule 4 applies to trains descending as well as ascending Mulbrough’s Hill and Dividing Ridge.

8. The watchman at the entrance of the Tunnel, is required to flag and stop any following trains from entering the Tunnel in less than eight (8) minutes behind another train, and must report any Engineer who does not regard his signal.

All previous orders in regard to trains crossing Mulbrough’s Hill are void.

ALBERT FINK,
Gen’l Superintendant.

D. W. C. ROWLAND,
Asst. Superintendant.
J. Winston Coleman, Jr., is an author and collector of Americana of Lexington, Kentucky.

On a motor trip to Natchez.

Winston Coleman + "Jack" (J.W.) Davis, Sr. at St. Francisville, La.

Jan 3 1941

Bob Kincaid - T.D. Clark - Winston Coleman at Lincoln Memorial University

Feb 11 1949


Phi Beta Kappa, 1968

Russell Cave Pike, R.R. 3 6027X

A Delta Phi

O. A.K.

Alpha Theta