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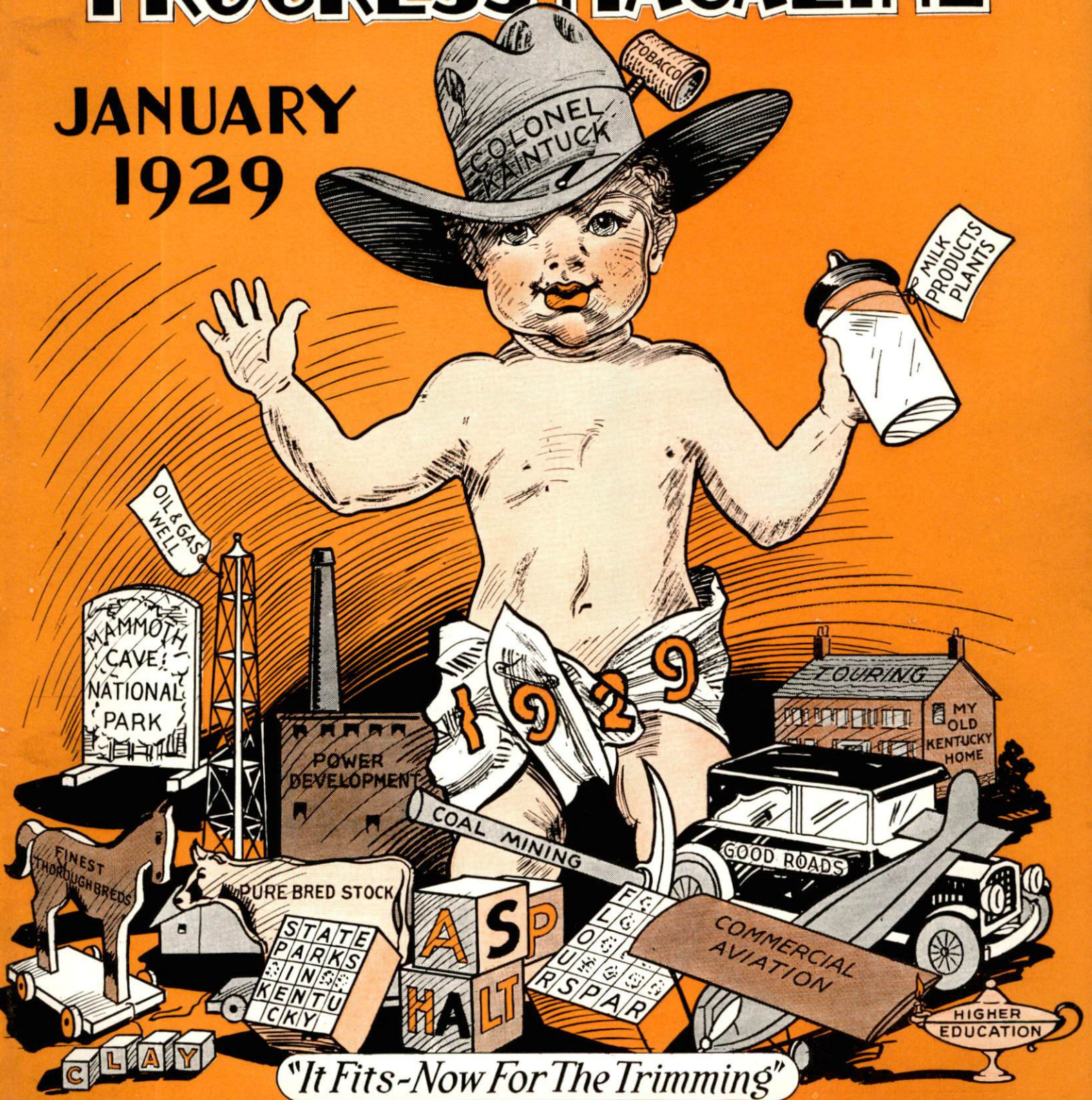


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KENTUCKY PROGRESS MAGAZINE

JANUARY 1929



"It Fits-Now For The Trimming"

THE TRIUMVIRATE OF HIGHWAY PROGRESS

THE CAPABLE
ENGINEER

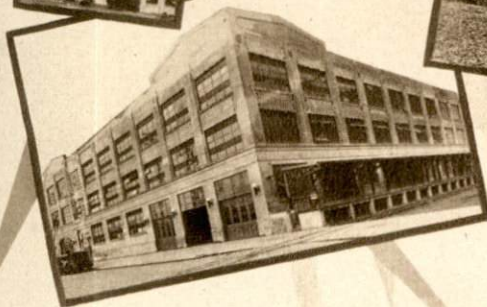
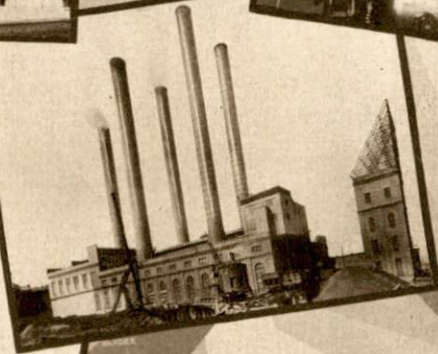
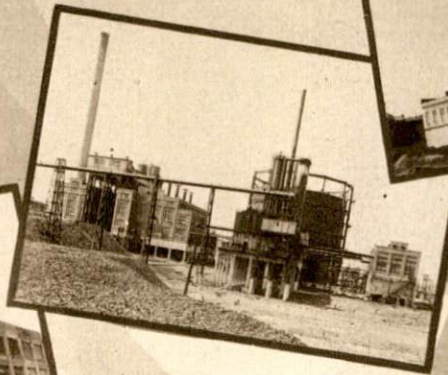
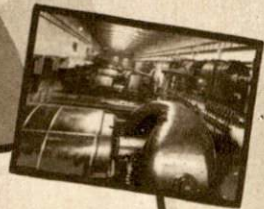
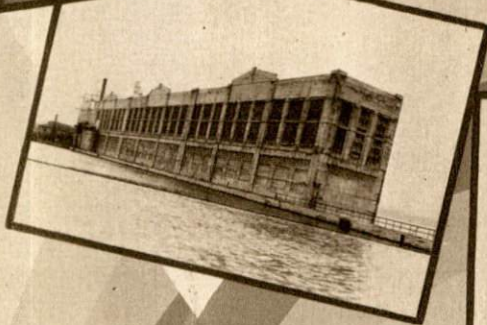
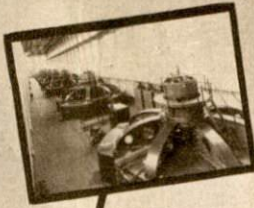
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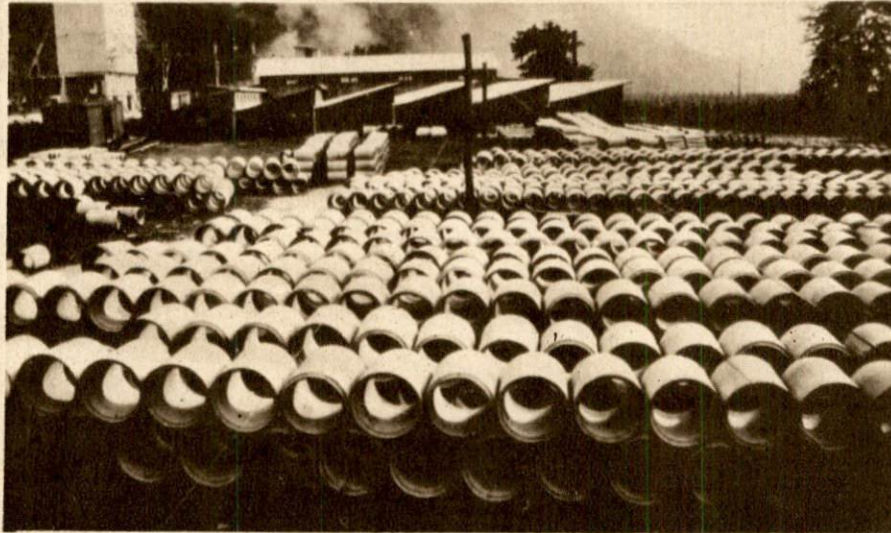
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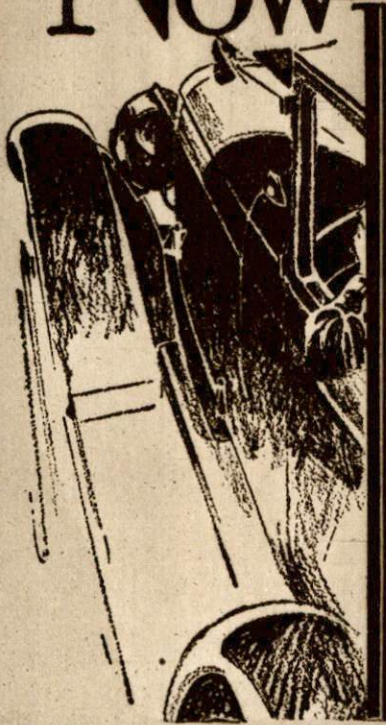
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**GOES FORWARD WITH
KENTUCKY PROGRESS**

Kentucky Progress

MAGAZINE

GOVERNOR
FLEM. D. SAMPSON
CHAIRMAN

Official Publication
Of the Kentucky Progress
Commission, Created by the
1928 Legislature to Advertise
Kentucky to the World.



VOL. I

JANUARY, 1929

NO. 5

Kentucky Progress Commission

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Address all correspondence pertaining to editorial contents to C. Frank Dunn, Kentucky Progress Commission, State Capitol Building, Frankfort, Ky.

All correspondence pertaining to advertising should be addressed to Kentucky Progress Magazine, 1100 West Broadway, Louisville, Ky.

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EDITORIAL

C. FRANK DUNN, Editor

The New Year

NINETEEN TWENTY-NINE arrives with the Kentucky Progress Commission and all development agencies of the State apparently making preparations for the greatest year in the history of Kentucky.

Progress will be united progress during this year. Kentucky has not lacked progress if noted achievement by individuals, communities, institutions and certain lines of business may be classed under the broad title of KENTUCKY PROGRESS, although initiated and executed by local communities.

Kentuckians need coin no new slogan for their concerted drive for progress during the coming year. The State motto, "United we stand, divided we fall," which has not been exercised to the limit of its usefulness by any means in past years, is sufficient as a battle cry for what the nation is looking upon as a new movement in the Blue Grass State.

The KENTUCKY PROGRESS Magazine pauses to review the progress of the past year in the January edition, and the Governor of the Commonwealth points the way to the future.

Kentucky Goes Into the Movies Abroad

THE United States Department of Commerce has invited the Kentucky Progress Commission to submit its seven-reel motion picture film, "Kentucky" to be exhibited at the international exposition to be held at Seville, Spain, from March to December, 1929.

The film has been assembled and forwarded to the Department of Commerce for use at the exposition and in other parts of Spain where they plan to show it during the period of the exposition.

"There is every reason to believe that a large number of American tourists will view these pictures," the Department of Commerce says. It will be interesting to note the effect upon New York Americans in Spain, who will probably see for the first time motion pictures of the hinterland.

Eastern writers often state that the ambition of most New Yorkers is to "go to Europe" notwithstanding the appeal and the amount of money spent to convert them to the idea of "seeing America first."

The opportunity offered by the United States Department of Commerce expands the plans for showing the motion picture of Kentucky into a three-way program, as the commission had already determined upon plans for using it to educate Kentuckians on Kentucky and to attract outsiders to the Blue Grass State. At any rate, Kentucky will not suffer by the showing of its marvelous attractions to the entire world.

Needed Marking

MRS. WILLIAM BRECKENRIDGE ARDERY, National Vice Chairman, Historical Research Committee, of Paris, Ky., properly calls to the attention of the progress commission the need of more markers in Kentucky to direct tourists to historic spots located along the highways, and also to inform the visitor as to the names of streams, etc.

The possibility of having the State Highway Commission include such marking in its program is suggested by Mrs. Arderly, who has also taken the matter up with highway officials.

If it is impossible for the highway department to provide the funds for marking the historic spots, the progress commission is ready to offer to raise funds by public subscription for this purpose, provided proper support is offered to the movement. The marking of streams is a matter that already has had the approval of the Kentucky Highway Commission in its acceptance of the provisions of the Joint Board on Interstate Highways, composed of all highway officials in the Union, who provided for the marking by the respective states of all streams crossed by the roads included in the United States Highway system, and several states have already marked their streams.

The tourist expects to find noted streams at least marked for his information. Yet in Kentucky there is only one sign of this kind, erected by a local commercial organization, announcing that the passing motorist is crossing the Kentucky River. How many visitors to Kentucky would like to know when they are crossing the famous Salt River, the national harbor for politicians?

Highway Progress

ANY ONE who has been impatient during the past few years while the use of automobiles and trucks grew so tremendously, would do well to read the splendid article on Kentucky's highway progress during 1928, by Editor George L. Willis, Sr., of "Kentucky Highways," contributed to the January issue of the KENTUCKY PROGRESS Magazine.

A few years ago, when Kentucky really started on her program of highway building, there was naturally a general clamor for roads. The highway department had just taken over locally-built roads which measured up to the standard of requirements for state-maintained highways, and there was much misunderstanding throughout the State when the first State highway map appeared showing paved roads in some sections of the commonwealth, secondary roads in others, and none in still others. Some taxpayers thought favoritism had been shown to certain sections. The explanation of the highway department, that the paved roads which they had taken over had been built and paid for by the counties themselves, was largely ignored.

Kentucky Progress Magazine

Today the map tells a far different story—and the map is plainly seen in Mr. Willis' article. No part of Kentucky is overlooked in this mammoth program now under way and it is hard to conceive that Kentucky actually has roads, and good roads, in practically every section of the State, with no serious delays facing any isolated sections who are looking forward to the time when they will be in the same favorable position as to markets and the tourist crop, as the original counties which built and turned over to the State an already completed highway system.

The Kentucky Highway Commission is to be congratulated and has the unanimous support of the entire State in its definite program to lift Kentucky out of the mud. Kentucky has not been far behind in the road procession and is soon to be among the leaders.

The Purchase Applauds Progress Move

COMMISSIONER W. H. Brizendine and the city of Mayfield extended one of the finest receptions to Governor Sampson and the Kentucky Progress Commission at the annual meeting of the progress body held in Mayfield on December 14th that has been staged in connection with any similar event in the history of Kentucky.

Representative citizens from Arlington, Bardwell, Benton, Paducah, Murray, Clinton, Hickman, Fulton, Wickliffe, Smithland, Marion, Crayne, Princeton, Kuttawa, Eddyville, and Mayfield greeted the Governor and the other members of the commission at the train upon their arrival, and paraded through the city amid the applause of the crowds that lined the sidewalks along each block.

The purchase pledged its solid support to the progress commission at a banquet held in honor of the visiting commission and excellent addresses, full of past achievement and definite plans for future progress, were delivered by the Honorable T. P. Smith of Mayfield and Governor Sampson.

The guests remained over the following day for a visit to Reelfoot Lake, where the Mayfield Hunting Club furnished an equally entertaining program at their club house and took the visitors on a tour of far Western Kentucky that opened their eyes to the resources and possibilities of this important wing of the Commonwealth.

Contributed Articles

WITH this issue begins the story of "Irvin Cobb," written by John Wilson Townsend, famous historian of Lexington.

The manuscript of the book was generously turned over to the KENTUCKY PROGRESS Magazine by Mr. Townsend, to be run during the next few months, after which it will be published in book form.

Mrs. Sallie Graham Stice, of Cerulean, well known Kentucky writer, has contributed an interesting article, "An Ancient Landmark," that appears in this issue and which is a valuable addition to the contents of the January number of the Magazine.

The Kentucky Progress Commission desires to express its appreciation of these contributions and the many

other stories that appear from time to time, composed by able writers who, like Mr. Townsend and Mrs. Stice, desire to do their bit toward awakening the interest of outsiders in Kentucky and Kentuckians.

The KENTUCKY PROGRESS Magazine is proud of the fact that it has not paid for any article which it has published and that it is only necessary to notify Kentucky writers that the Magazine was designed to tell the story of Kentucky—the story of today, yesterday and tomorrow.

Progress and Profits in Agriculture

AMONG the outstanding accomplishments in Kentucky in 1928, agriculture must be given due recognition, for in no phase of endeavor has progress been more notable than in farming.

Kentuckians should read the article by Dean Thomas P. Cooper, of the College of Agriculture, that appears in this issue of the PROGRESS Magazine, because it visualizes the definite manner in which the State College, through its county agents, is developing a program of diversified agriculture.

The old unprofitable one-crop system of tobacco farming is fast disappearing and a well balanced diversified type of farming is taking its place. Dairy products, poultry products and livestock are now placing farmers on a cash basis, leaving tobacco unincumbered as a cash crop to be sold and the proceeds banked.

Progress is spelling profits to farmers in the New Kentucky.

Kentucky On Through Bus Route

RAPIDLY expanding motor bus operations in Kentucky, a State that assumed leadership early in the development of this convenient means of transportation, reached national proportions late in 1928 when Guy A. Huguélet, president of the Consolidated Coach Corporation, Lexington, effected an arrangement with Greyhound Lines, Dixie Coach Lines and Florida Motor Coach Lines to jointly open a through bus service from Chicago and Detroit through Kentucky to Florida.

Similar through service has already been established east and west over the routes of the National Old Trails and western section of the Roosevelt Midland Trail, but the new "Lakes to Florida" service is the first move to open a north and south through line in this part of the country.

Lexington is the focal point for the two northern lines, one coming from Chicago through Indianapolis and Louisville and the other from Detroit through Dayton and Cincinnati. The consolidated route south from Lexington goes through Chattanooga, Atlanta, Macon and Valdosta to Jacksonville, Fla., with split routes to Miami on the east coast and to Tampa and St. Petersburg on the west coast. Either continuous day and night travel is provided, or stop-overs.

The rapid progress of aviation in Kentucky during 1928 is described in an article in this issue. No greater strides in modern transportation have been made anywhere, however, than those made by the bus companies in the Blue Grass State.

Kentucky is Moving

By C. FRANK DUNN
(From the Lexington Leader)

WHEN Kentucky moves, she moves! And she doesn't move until she decides to move.

Kentucky never follows, so she doesn't move to follow. She is now moving, in a sane, deliberate, sure-footed, original, substantial fashion that is eliciting the applause and exciting the wonder of a moving nation.

Press agent staff? Let's see!

Didn't Kentuckians, of their own accord and with a business-like determination, gather as one from all parts of the State at the State Capitol early in 1928 to consider plans for advancing Kentucky?

There was no brass band, there was no politics. But there was the finest representative body of Kentucky men and women, numbering more than a thousand, that ever gathered to consider what they might do for Kentucky.

You know what happened—you were there. You voted to request the Governor of the Commonwealth to appoint a Committee of Fifteen to prepare suitable legislation (the General Assembly was in session) for launching an adequate State-wide program of advertising and development.

The Committee of Fifteen prepared the bill that created the Kentucky Progress Commission, composed of twelve outstanding men representing every section of the State, drawing no salaries and no expenses, but handed a man's job that they have proved capable of handling.

No man ever approached a task with greater care or with a more profound sense of appreciation of their duties as laid down by the Legislature in the Act creating this unique state-development agency—and that it is unique is affirmed by the editorial press comment of the entire country.

While evolving definite plans for organizing the State and its resources, the Commission did not delay in developing industrial, agricultural and tourist possibilities that were readily available. It did not adopt the usual plans as it proceeded, however, but unusual plans.

A spokesman was needed to tell the story of Kentucky's hopes and ambitions, as well as describe the wares that the Commission, acting for the entire State, was charged with advertising and selling. Thus came into being the KENTUCKY PROGRESS Magazine—an unusual publication.

The close of 1928, coming at the pinnacle of advance preparations carefully considered by the Commission during the few months since it had been created, was specially marked by the following very

definite proclamation published in its official spokesman, the Progress Magazine—

The Kentucky Progress Commission finds its functions prescribed in the 1928 legislative enactment by which that Commission was created:

First. To analyze the advantages of this Commonwealth with respect to agriculture, industry and commerce, and the induction of tourists.

Second. To exploit these advantages with a view to immediate progress in their developments.

In order to meet its obligation to the General Assembly, and to discharge its duty to the people of this Commonwealth, the Kentucky Progress Commission purposes to perform this triple program of progress by inaugurating the following departments of work, all under the general supervision of the executive secretary:

Department of Agriculture.

Department of Industry and Commerce.

Department of Publicity.

Department of Commercial and Civic Bodies.

Department of Organization.

The Kentucky Progress Commission will announce shortly the Governor's appointment of progress committees in every county in Kentucky, as permanent points of contact between the activities of the Commission and the interests of the county.

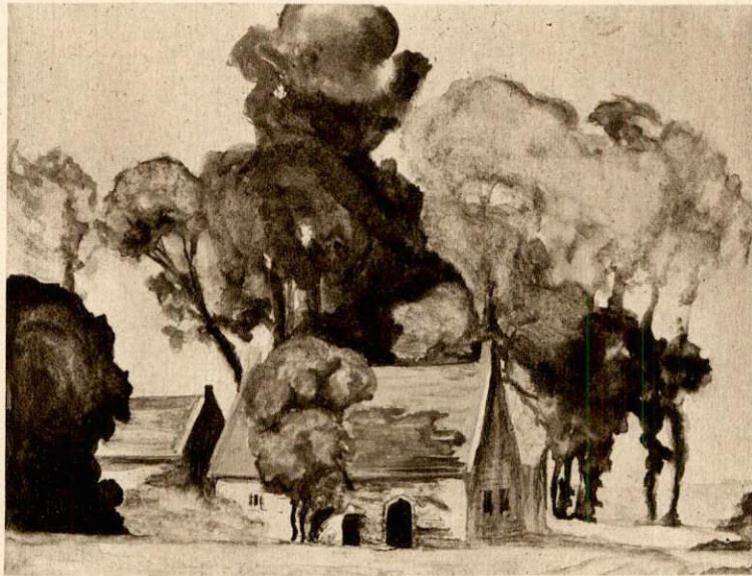
The Kentucky Progress Commission is proceeding with plans for the organization of the Kentucky Progress Association, and early in the coming year will invite into its membership all men and women whose interests lie in the broad highway of Kentucky's progress.

* * * * *

Kentucky made history in 1928. At no time in the more than one hundred and fifty years since the Transylvania Assembly met did Kentuckians ever gather to specifically consider and adopt a program of development and advancement. It is a far cry to the Transylvania Assembly when Daniel Boone introduced an Act to improve the breed of horses, to 1928 when all Kentucky met to improve its status in a much, much larger nation.

What more could be said by Kentuckians to Kentuckians? The job is plain enough, the expediency of prompt, organized action is readily apparent and yours is the hand that is privileged to write 1929 history.

When Kentucky moves, she moves.



We Can't Spell Kentucky Without U

By GOVERNOR FLEM D. SAMPSON

A HAPPY AND PROSPEROUS NEW YEAR—Cordial Good Will to All," is Kentucky's greeting to every citizen of busy, radiant America.

Kentucky has everything that men need from a healthful, delightful climate to untold riches in minerals, timber, water power, navigable streams, alluvial soil, waving bluegrass, towering mountains, inimitable scenic beauty of picturesque grandeur.

Replete with historical epochs of transcendent importance in American life, Kentucky, engulfed in an ocean of charming lure, entrancing love dreams, songs and stories, challenges the attention of every romantic soul and seeker of adventure who may come within calling distance.

The present purpose of progressive Kentuckians is to turn all this natural material wealth into the channels of profitable commerce. Additional capital and enterprise are necessary to this result, and every citizen of the old Commonwealth extends a hospitable, urgent invitation to the captains of industry and the masters of finance in all the centers of American business, to come into Kentucky, lend a hand in converting raw material into useful articles of commerce, help promote the general welfare, and realize from this effort the satisfying rewards of industry, initiative and enterprise.

In recent months, through judicious advertising, telling the story of Kentucky's wealth and opportunities to the outside world, we have already stimulated business in Kentucky, brought in large investments, induced the location of new factories and shops in the State, secured a number of dairy product plants, promoted the manufacture of tobacco and stimulated hydro-electric development in different parts of the State. In order to accomplish vastly more in this direction, our program for 1929 includes:

(1) Promotion of genuine good-will, friendship, brotherhood and co-operation among our people—the deposing of partisanship, corrupt, dirty politics, jealousy and envy, so that all of our people of every section of the State may join heartily and co-operatively in this timely, energetic movement for a better Kentucky for everybody;

(2) The completion and realization of the Mammoth Cave National Park project;

(3) Acquisition of an extensive State park and game preserve, including a large, well-developed lake and public park at Cumberland Falls;

(4) The construction of standard gauge steel and concrete highway bridges over all important streams crossed by trunk line thoroughfares;

(5) Free textbooks of the best quality, the highest educational standards, at a saving of millions of dollars per year to the people;

(6) Complete highways into every section of the State;

(7) Establishment of the most important thoroughbred horse market in the world, located in the center of the Blue-grass;

(8) New traffic structures with freight rates more equitable to Kentucky industry;

(9) Improved and facilitated water transportation;

(10) Increased dairying in all its aspects;

(11) New, modern cement plant producing super-cement;

(12) More manufacturing of tobacco;

(13) A better organized and co-ordinated State government, operating more efficiently at less expense, fostering and encouraging new business, boosting our resources, advantages and opportunities;

(14) The location of still more industrial plants;

(15) The inauguration of an attractively compelling, gripping publicity campaign for Kentucky with a definite and sufficient means of continuing it permanently;

(16) Exploitation of our natural resources, agricultural advantages and the development of our water power potentialities; and

(17) The establishment of a modern exposition of Kentucky resources and products in both New York and Chicago.

A big program, you say. And so it is; but it can be accom-

plished and will be accomplished when you and other citizens, loyal to the old Commonwealth, answer the call, enlist in the present campaign and whole-heartedly and enthusiastically pull and work for its realization. The present challenge is: Be a booster for Kentucky wherever you go. Let your friends in other states know of Kentucky's advantages; think Kentucky, talk Kentucky, sing her praise and help sell her to the American Public.

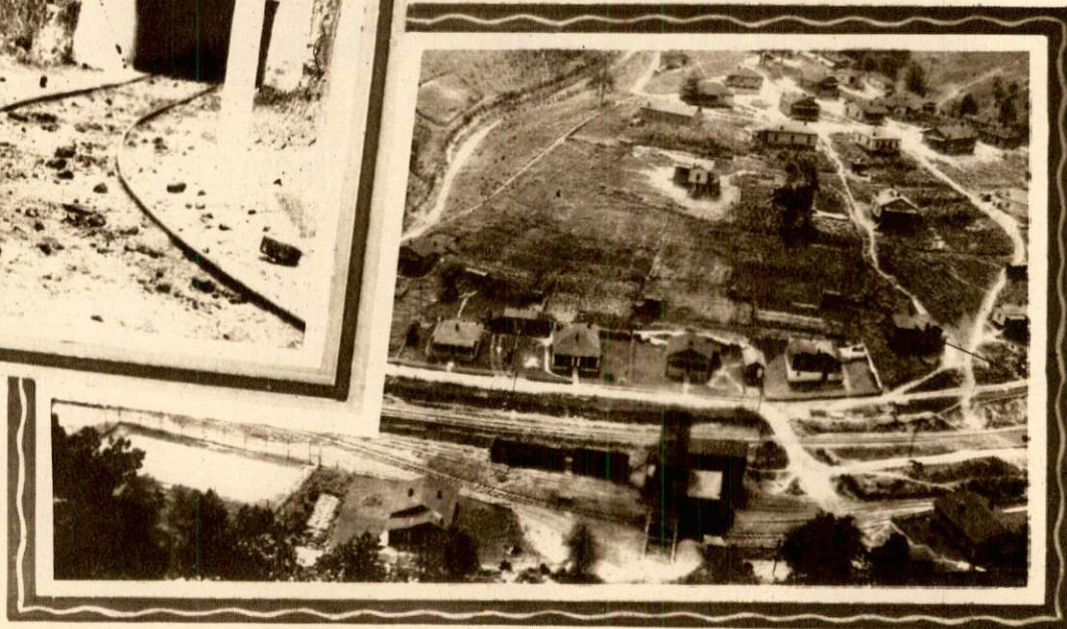
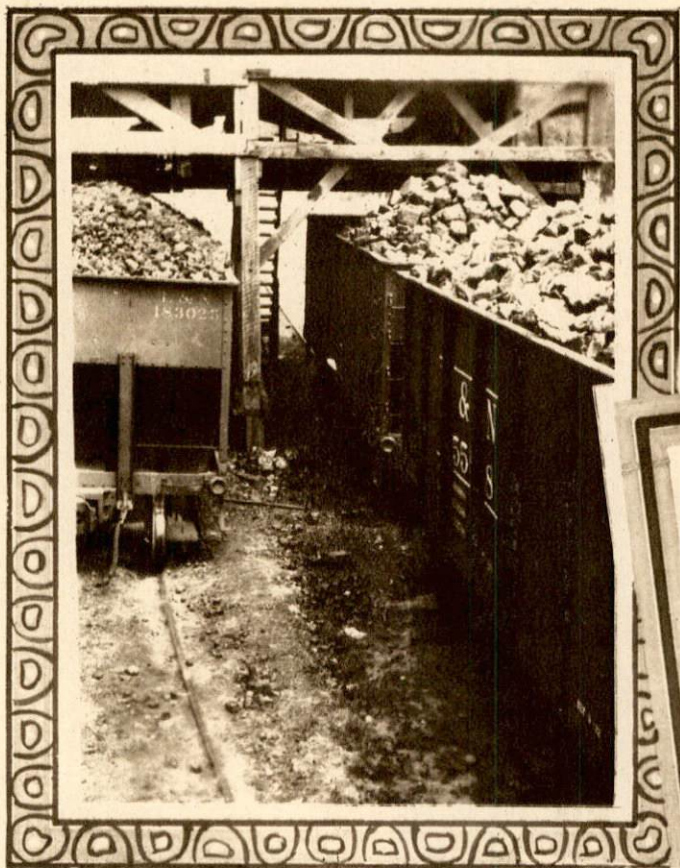
I will join you if you will join me in a renewed compact whereby we shall dedicate ourselves, unre-servedly, to the promotion of the general good of Kentucky without thought of time or effort, continuing unceasingly until we receive emphatic acknowledgment from those who are in position to judge, that we have improved and vitalized civic, industrial and social conditions in Kentucky, and have carved an everlasting place for Kentucky in the center of the sun of business and professional achievements in greater America.

Are you ready?

Here's my hand; put her there!



*Scenes from
John P. Gorman
Coal Company Mines*



A Year's Wonderful Work

Achievements By The Kentucky State Highway Department For 1928,
Breaks All Former Records.

By GEO. L. WILLIS, SR.

Written for January issue of "Kentucky Progress Magazine" by Geo. L. Willis, Sr., Editor "Kentucky Highways." Released for other publications, January 3, 1929.

WHILE the Highway Department's fiscal year ends March 31, the real construction season ends with the calendar year and makes more nearly possible a general review of the building accomplishments for that period.

However, with 1,800 miles and sixteen or eighteen million dollars worth of work in over one hundred counties, going on at all times and, therefore, in very varying stages of completion, it is not possible to "add up" into one grand total actually all that has been accomplished in any one or several seasons. The really high spots in a wonderful array of highway achievements for 1928 are herewith given.

Of the main thoroughfares not entirely completed at the beginning of the calendar year, U. S. 51 and U. S. 45, entirely across the western end of the State, have been made entirely complete as has been Kentucky's last gap in U. S. 31, between Glasgow and Scottsville. The gap in Kentucky No. 68, between Bear Wallow and Bardstown, was finished, making 68 a completely surfaced road from Bardstown to Hopkinsville. Added to these have been the closing of the last gap in the Kentucky link

(Right)—Widening and repairing new fills in Scott county.



Making waterbound macadam between Owenton and Carrollton.

in U. S. 25, between Covington, Williamstown, Georgetown, Lexington, and on to the South; the finishing of all gaps in the Boone Way, U. S. 168, between Louisville, Harrodsburg, Danville, and on to Mt. Vernon, making a new short route from the metropolis to Southeastern Kentucky; the finishing of the last gap (between Stanford and Lancaster) in U. S. 27, the Lookout Mountain Air Line; the completion of the last gaps in U. S. 68 below Maysville, and the completion of bridges and culverts that finally

finishes U. S. 60 from the eastern to the extreme western border of the State; and the purchases which will make "free" Jackson Highway and the Western Dixie, so far as bridges are concerned.

Work that could not be entirely completed on equally important through routes, before the end of this building season, includes the various projects on the great U. S. 23 or Mayo Trail, 250 miles long across the eastern border of the State; but the last contract for grading and draining of which was let, whereas the concrete boulevard portion from Pineville to Harlan was finished during the season and the surfacing of all completed grade and drain from Ashland to Harlan was finished. Important unfinished work upon which great progress was made includes nearly a million dollars worth of work between Louisville and Cincinnati, on the "Ohio River Road," which short route will be among the earliest completed of the State's larger undertakings.

The wealth of other work done during the year that resulted in the liberation of many small communities, and the connecting up of hitherto incommunicable points, constitute a large portion of the year's list of accomplishments. These include the completion of the Glasgow-Burkesville part of the road that will finally cross the entire southern section of the State from the Western Dixie to the Lookout Mountain Air Line and to the other Eastern Kentucky north and south routes; also the connection of Jamestown via Russell Springs and Liberty to the Boone Way at Danville, and which finally completed through Albany to Jamestown, will connect the Southern Blue-Grass section with the York Trail in Tennessee; also the surfacing of the State highway from Mt. Sterling to West Liberty via Frenchburg, and the connecting of Hyden in Leslie county and Hindman in Knott county with the Kentucky-Virginia route at Lotts Creek in Perry

Table "B," as already indicated, shows only the mileage on the projects mentioned in Table "A" brought to entire completion during the calendar year and does not show the percentage of perhaps an equal amount of work done on the unfinished portions.

Of the total 433.418 miles of grade and drain brought to completion during the year 1928, 257.177 miles were placed under contract for surfacing during 1928. 352.985 miles of the total 583.519 miles of surfacing completed during the year were graded and drained previously by separate contract. The total completed mileage shown in Table "B" represents mileage brought to completion and opened to traffic during the year, with the exception of the grade and drain mileage placed under contract for surfacing.



Not far from the trail of the Lonesome Pine.

BRIDGES BY SEPARATE CONTRACT BROUGHT TO COMPLETION DURING 1928

Project	County	Type	Total Length, Feet	Total Cost, Incl. Engr.
F. A. 153-C	Caldwell and Hopkins.....	2—21' R. S. Spans and 1—164' St. Sp.....	207	\$16,760.27
F. A. 112-B	Barren and Allen.....	4—48' R. C. Spans and 1—181' St. Sp.....	374	49,592.70
F. A. 131-D	Hickman	100' Steel Span (Super only).....	100	9,440.00
S. P. 47-F	Carter	2—108' and 1—110' Arches and 2—34' Sp.	392	71,778.29
S. P. 101-A	Pendleton	2—154' Steel Spans	312	51,029.87
S. P. 28½-B	Floyd	2—135' and 1—190' Steel Spans.....	407	79,021.13
S. P. 23-A	Garrard and Jessamine.....	3—53', 2—54' R. C. Spans and 1—275' Steel Span	543	118,008.10
S. P. 42-B	Calloway	90' Steel Span (Super only).....	90	7,803.31
S. P. 13-A	Carroll	4—48' R. C. Spans and 1—165' St. Sp.....	358	63,844.46
F. A. 170-A	McCreary O'Head.....	4—22' and 1—38' R. C. Spans.....	138	23,889.20
F. A. 100-B	Boone-O'Head	4 R. C. Spans.....	162	33,529.32
F. A. 131-H	Ballard and Carlisle.....	20—30' R. C. Spans and 1—122' St. Sp.....	782	*70,830.21
F. A. 164-CB	Hopkins and Muhlenberg....	2—50' R. C. Spans and 1—100' St. Sp.....	206	*23,861.35
F. A. 127-D	Pike	9 R. C. Spans and 2—165' Steel Spans.....	695	*102,540.52
			4,766	\$721,928.73

*Final estimates for these bridges have not been submitted to Frankfort office.
 *Amount based on total estimated cost.
 *Substructure built in connection with road contract.

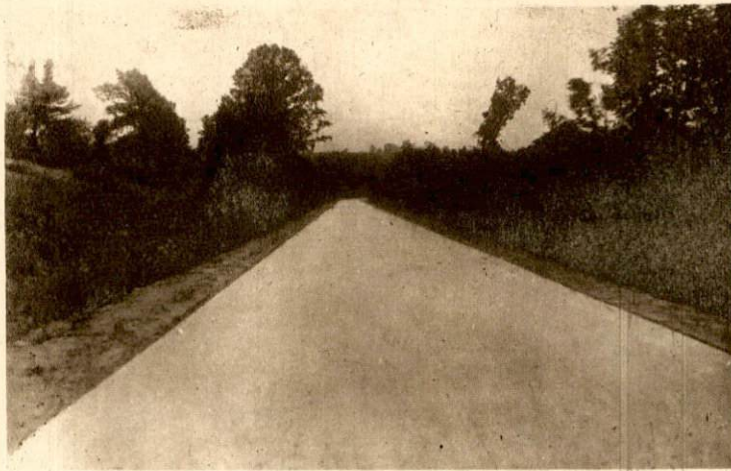


Finished stretch near Jackson in Breathitt county.

Added to this constructive work of a wonderful year has been a world of preparation, begun with the adjournment of the Legislature and the validating, in July, of the "Bridge Act," for the program of toll bridge building which in cost and labor will for a time be quite as much an undertaking as all the road building on hand.

This is true of the increased forces, activities, office room, implements, etc., in the field, as well as in the central offices; and the Department itself has been almost doubled because of the Bridge Department, though without any increase in the number of heads of divisions or change in the reorganized engineering organization that is working with better precision, less lost motion, and better satisfaction than ever before in the history of the Department.

county and Dwarf; the letting of the grade and drain projects between Bowling Green and Morgantown, which will complete a new (9th) north and south road across the State, between Owensboro and Bowling Green on to Franklin or Scottsville, and the surfacing of which will connect Morgantown with Owensboro. We have added to these the outlet on surfaced road from Boonesboro via Beattyville to Irvine and Richmond;



Section of relocation in Grant county.

between Lexington and Covington via Paris, Cynthiana and Falmouth was practically reconstructed with the "re-tread treatment."

The work of all kinds brought over from the building season of 1927, and upon which progress was resumed with the beginning of this fiscal year last April, added to contracts let and begun during this year, by totals, in Table "A" shows the work in progress during the year.

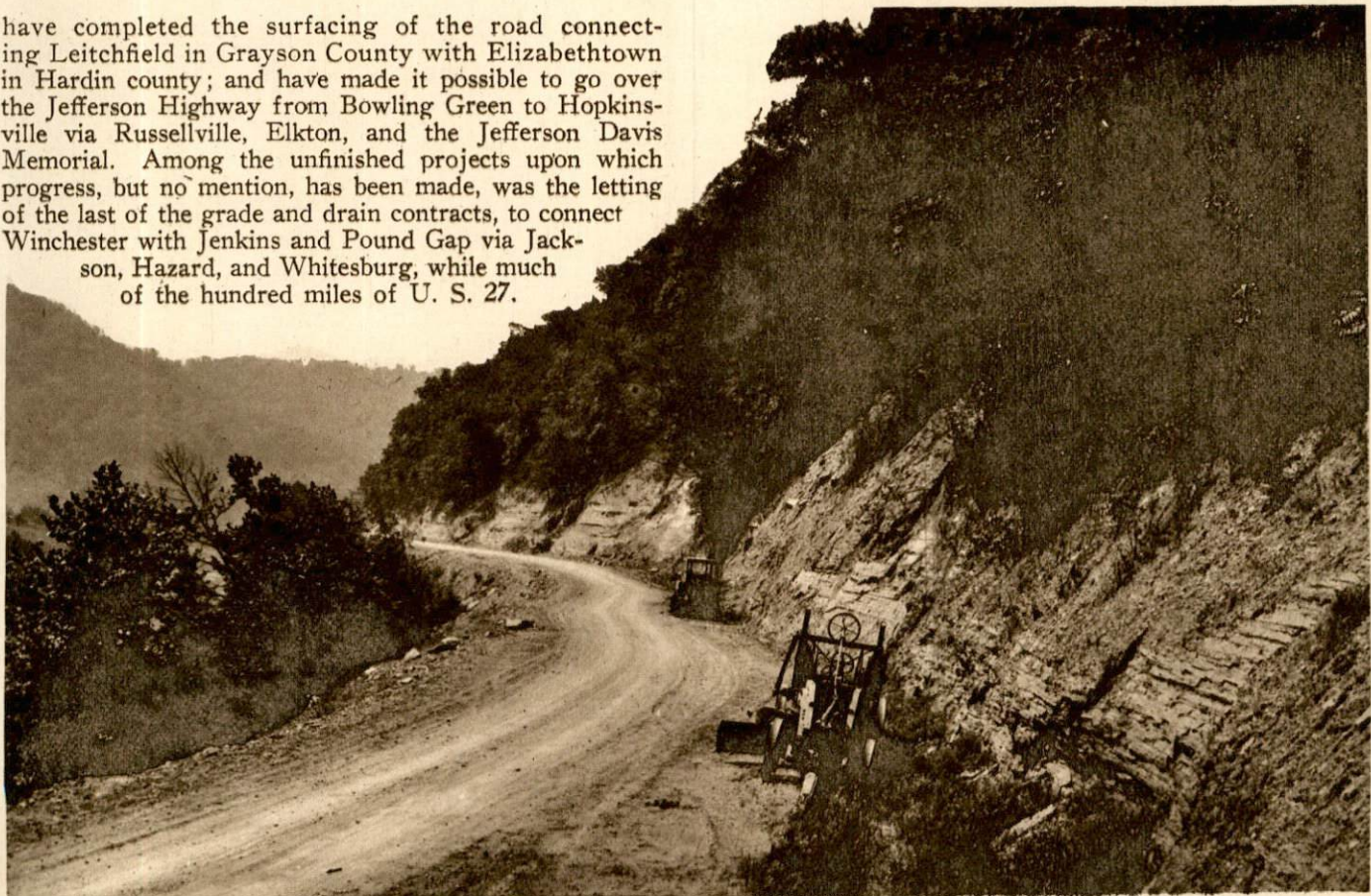
TABLE "A"

TYPE	Brought Forward to 1928	Contracts Let During 1928	Total
Grade and Drain.....	597	502	1,099
Gravel	105	264	369
Traffic Bound Macadam	157	505	662
Bituminous Macadam....	82	4	86
Waterbound Macadam..	51	12	63
Rock Asphalt.....	20	10	30
Reinf. Concrete.....	31	20	51
	<u>1,043</u>	<u>1,317</u>	<u>2,360</u>

TABLE "B"

TYPE	By Contract	By State Forces	Total
Grade and Drain.....	424.348	9,070	433.418
Gravel	139.170	35.700	165.870
Traffic Bound Mac.....	151.215	77.557	228.772
Bituminous Mac.....	75.882	75.882
Water Bound Mac.....	34.670	34.670
Rock Asphalt.....	19.919	19.919
Reinf. Concrete.....	58.406	58.406
Grand Total.....	<u>894.610</u>	<u>122.327</u>	<u>1,016.937</u>

have completed the surfacing of the road connecting Leitchfield in Grayson County with Elizabethtown in Hardin county; and have made it possible to go over the Jefferson Highway from Bowling Green to Hopkinsville via Russellville, Elkton, and the Jefferson Davis Memorial. Among the unfinished projects upon which progress, but no mention, has been made, was the letting of the last of the grade and drain contracts, to connect Winchester with Jenkins and Pound Gap via Jackson, Hazard, and Whitesburg, while much of the hundred miles of U. S. 27.



Completed section of Mayo Trail in Pike county.

A Silent Salesman

From the Fort Smith (Ark.) Times-Record.

KENTUCKY has long been a leader in good tobacco, fast horses, and all the other things that go to make the old Kentucky famous, and now it leads all southern states in selling itself to the world.

Each month there comes to my desk a copy of a beautiful magazine, KENTUCKY PROGRESS. This magazine is the official publication of the Kentucky Progress Commission, created by the 1928 legislature "to advertise Kentucky to the world."

The Kentucky legislators did a good job when they authorized this commission and the commission is doing a very excellent job of advertising.

The magazine is one of the most beautiful pieces of printing that comes this way, and is done largely in blended colors and roto-gravure. Scenes of pastoral and industrial Kentucky, together with non-exaggerated stories of the industrial possibilities of the State, feature the magazine and the amount and quality of the advertising carried adds the right balance to the publication.

The magazine undoubtedly cost the State of Kentucky a great amount of money to launch. It is possibly self-sustaining now, and even if the State had to pay for its production entirely it would be worth the money.

It is the most dignified and yet the most attractive publication this writer has ever seen for the purpose for which it was created. Its wealth of fact should interest the industrialist, and the magazine is of the type that it would grace anyone's reading table.



Now from Kentucky

From the Union City (N. J.) Hudson Dispatch.

“KENTUCKY PROGRESS—official publication of the Kentucky Progress Commission, created by the 1928 Legislature to advertise Kentucky to the World.” It’s a magazine.

The name Kentucky carries with it a wealth of mountains and valleys and untamed grandeur and beautiful horses and romance—and the Mammoth Cave; all of it still just a matter of *imagination*, but all of it gnawing anew at an old and still unquenched desire to explore that part of the country known as the Blue-Grass State. We never happened to strike out Kentucky-way, but since receiving that attractive magazine, “that’s my weakness now.” And, somehow or other, we already have gained the idea that our steering wheel will, before another year passes, be working in harmony with that burning desire to see Kentucky, and its horses and its pastures and its mountains and its streams.

That, however, is not so much the theme of this writing as the idea behind the magazine that has set us fidgeting with road maps.

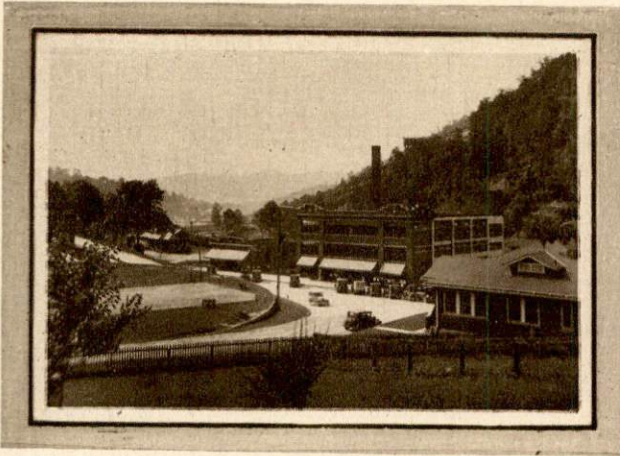
It is the pretentious plan worked out by the Kentucky Progress Commission to “advertise Kentucky to the world.”

There’s a great State, virtually a thousand miles from everywhere—in almost all directions—convinced that it has something to SELL to the world, and plenty of AMBITION and BUSINESS SENSE and INTELLIGENCE and ADVERTISING ABILITY to tell the rest of the world about its attractiveness, its advantages, its climate, its everything.

It’s a great thing to see taxpayers spending money for advertising. And why not? If advertising can draw people to a sale of shirts, if advertising can sell automobiles, if advertising can sell real estate, it certainly can “sell” the State of Kentucky, or any other State that has something worth selling.

We wish the New Jersey Legislature would make an appropriation for advertising, and do the job as well as Kentucky is doing it.

Some of Kentucky's Coal Fields



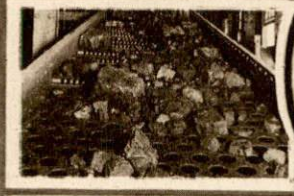
A view looking west down the valley at Lynch, Ky. No. 2 mine tippie above.



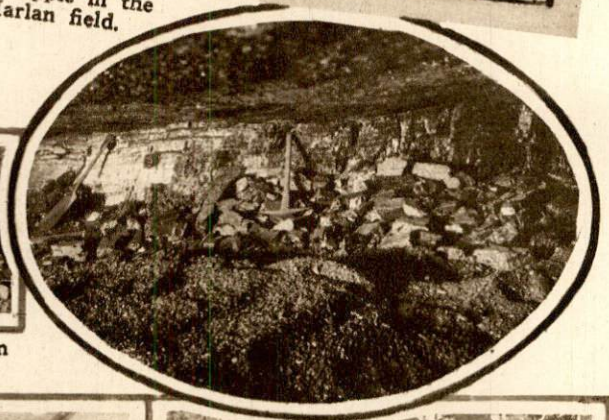
Modern tippie in the Harlan field.



A car of Southern Star Block partly loaded.



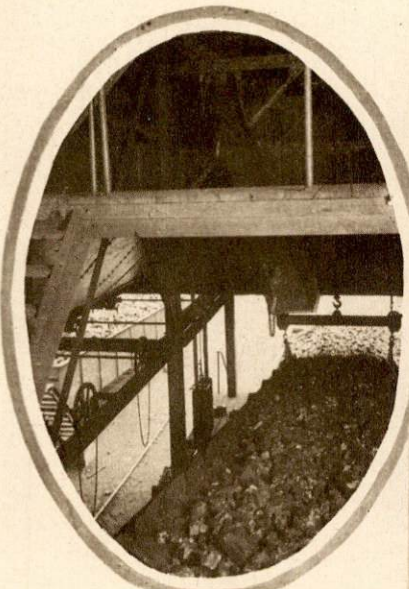
Harlan seam. A room shot down.



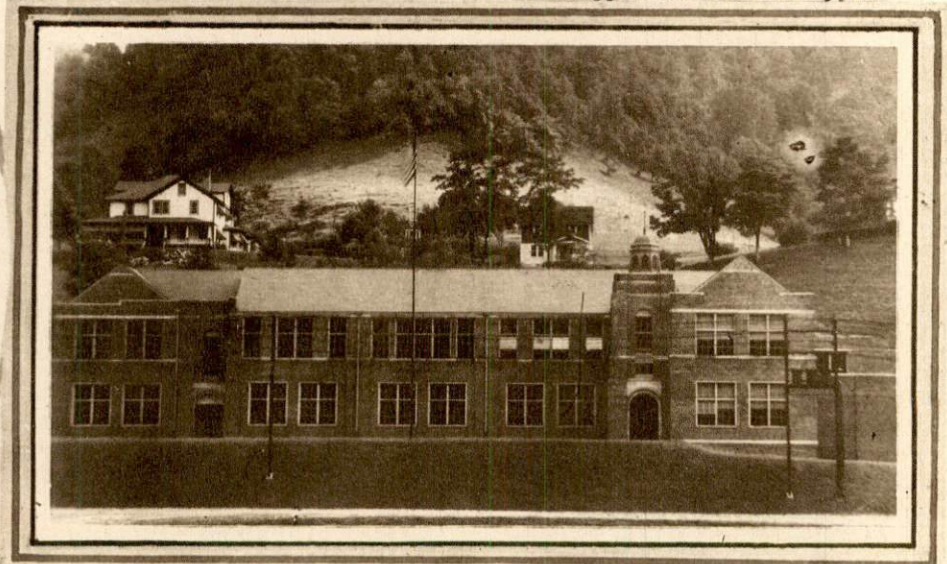
Commissary.



A car of Southern Star Block being dropped out from the tippie.



A view of the egg loading boom taken from the picking table. In-sull, Ky.



View looking south, grade and high school accommodating 600 pupils, 17 teachers, Lynch, Ky.

Bowling Green is Center of Stone and Asphalt Industries

By GEORGE W. MEUTH

Secretary, Bowling Green Board of Trade

THE principal industrial center of Warren County is Bowling Green, the county-seat. This city's industries are prosperous and well-established. During the year of 1928 the industrial activity of the city was noted for its rapid strides.

The city of Bowling Green has been famous for a number of years as the headquarters for the Warren County stone industry. The white oolitic limestone of Warren County is a superior building material which is being used in many cities of the United States. In order to meet the demands for this building material, the local quarrying operations have opened new quarries. The cut stone plant, within the last two years, has been enlarged to more than triple its former capacity, and plans are being made by this organization to add new units to its plant in the near future to meet growing demands. During the year of 1928 the popularity of this famous stone and the recognition of its superiority is testified to by the numerous buildings constructed of this material throughout the United States, such as: The Hillman Hospital of Birmingham, Ala.; the Pharmacy & Library Building of the University of Tennessee at Memphis, Tenn.; the Eastern State Normal School at Morehead, Ky.; the McDonald High School at McDonald, Ohio; St. Colman's School at Turtle Creek, Penn.; the Girls' Dormitory of the State Teachers' College at Bowling Green, Ky.; the Immanuel Baptist Church at Nashville, Tenn.; the Hartford Masonic Temple at Hartford, Ohio; the General Hospital at Oil City, Penn.; St. Louis Church and Office Building at Cincinnati, Ohio; Chateau Crillion at Philadelphia, Penn.; Refectory and Dormitory for Trinity College at Washington, D. C., and many other structures of major importance too numerous to mention.

Bowling Green is one of the major distributing points for the rock asphalt industry. These mines are located in Edmonson County, Ky. Here this material is prepared and from this place it is shipped by river to Bowling Green to be stored ready for distribution. The use of rock asphalt as a road-building material has been developed to such an extent that this industry is growing by leaps and bounds. The city of Bowling Green has become one of the largest natural rock asphalt centers of the world. During the year of 1927 a newly organized rock asphalt interest chose Bowling Green as its distribution

center, making two industries of this type that distribute from this city. Asphalt is shipped from Bowling Green and this district, to the various states of the Union as well as to foreign countries, and its mining is rapidly developing into one of Kentucky's largest industries.

Bowling Green is located in the center of an oil field, and a considerable number of new wells of major importance have been drilled in during the year of 1928.

Bowling Green has been long noted as a tobacco center of much importance, and there are located here two tobacco factories making a specialty of the manufacturing of smoking and chewing tobacco, and there is one cigar factory. These industries have been prosperous during the year of 1928 and have opened up new markets for their products.

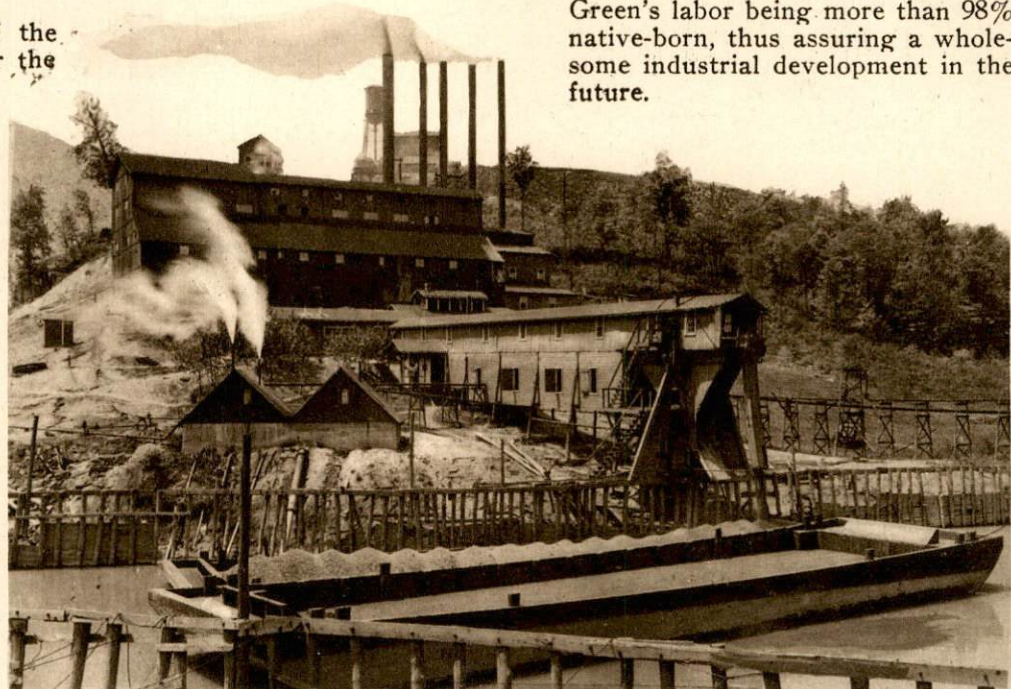
The evaporated milk plant recently located in the city is one of the largest of its type in the South, and is the first of its kind completed in the South. This plant is being supplied by a rapidly-growing dairying industry, and Warren County bids fair to become one of the principal dairying counties of the United States.

The hickory timber from the forest near Bowling Green is being manufactured into hickory handles, and a hickory handle plant, one of Bowling Green's oldest industries, is operated with an ever-increasing capacity.

Local packing plants and flour mills are extending their productions and are finding ready market for their products.

One of the most notable achievements of Bowling Green's industrial development is, that its entire history has been free from labor troubles or disputes. There is a

high type of native-born labor employed in the various industrial plants, Bowling Green's labor being more than 98% native-born, thus assuring a wholesome industrial development in the future.



Rock Asphalt Plant near Bowling Green.

The University of Kentucky in 1928

TWO new buildings completed, two dormitories started and bids called on two more buildings comprise the story of the University of Kentucky's progress during 1928 in the planning, erection and projection of additional buildings. And this progress is the more noted since the legislature appropriated but \$300,000 toward the financing of this building program. Other agencies have had a part in this material growth. Contributions from all over the State, with the aid of a large group of guarantors in Lexington, made the new Memorial Hall in all its beauty a possibility. It is now practically complete and the dedication exercises will be held in the spring of next year.

The General Education Board of New York City gave \$150,000 to the construction of the new educational buildings matching the State's appropriation of a similar amount. From its income the University has saved enough to build a great recitation building, and the residence halls for men have been financed under the act passed by the last legislature authorizing the amortizing of new construction costs. The new building devoted to work in the dairy products is now planned and will be erected soon under the provisions of the appropriation of \$150,000 referred to above.

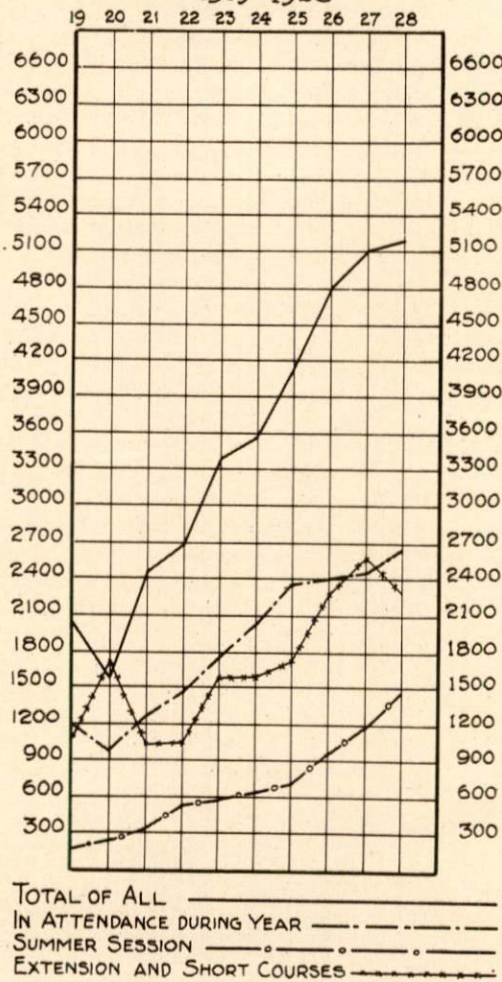
The recital of building progress is but part of the forward movement of the University. At Princeton, Kentucky, additional land has been acquired for the sub-experiment station. The College of Agriculture is engaged in a number of promising research problems. The College of Engineering has just received a gift from Hon. Percy H. Johnston, president of the Chemical National Bank of New York City, for the equipment of a new laboratory.

Two very important bureaus have been set up in the College of Education and the College of Commerce during the year. The Bureau of School Service has already rendered valuable aid to education in the State by the surveys it has made in the public schools and some of the colleges in the State. The Bureau of Business Research should prove a valuable adjunct to business interests.

Then there is the student body from 115 counties, 28 states and two foreign countries, a fine group of young people, numbering 2,600 from the homes of Kentucky.

Indeed the University has made great progress during the year 1928. A progress too, that is recognized at home and abroad. The University is a great state university, growing steadily, serving more and more people through its seven colleges, its experiment stations, agricultural extension and its new service bureaus. There is much to be done. Plans are now under discussion for an engineering experiment station. This station would serve the mining, ceramic and industrial interests of the State.

ATTENDANCE AT UNIVERSITY OF KENTUCKY
1919-1928



Kentucky Coal Production 1928

By JOHN F. DANIEL,
Chief, Department of Mines

In reviewing the coal production in the State as a whole, for the year 1928, the figures would indicate that the production for the year will be approximately 66,000,000 tons, which will be a slight reduction under the production for the year 1927.

This production is divided as follows: Western district, approximately 16,000,000 tons, while the North and Southeastern district will be approximately 50,000,000 tons.

While a decrease in tonnage is noted, as compared to that of 1927, this can be attributed to the market conditions or overproduction, but with the quality of coal that is being produced in Kentucky mines, the State is sure to go forward in the production of this most important product and it behooves all coal mining men to keep up the progressive spirit and continue to have faith in this important industry.

Filming The State

"H. N. Brice and W. L. Marks, representatives of the Kentucky Progress Commission, were in

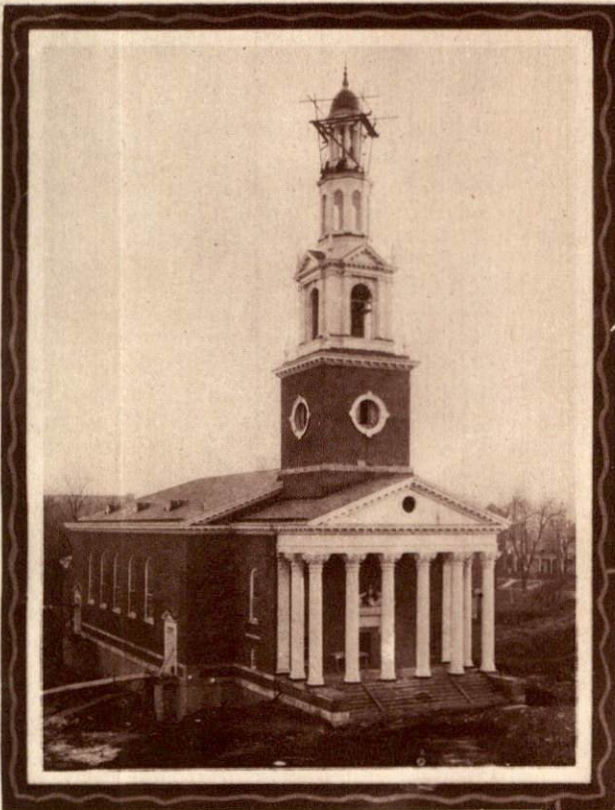
Marion on Monday of this week on business connected with Kentucky Progress Commission motion picture which will be released within the near future," said the *Crittenden Press*, Marion, Ky., on November 23.

"Mr. Brice and Mr. Marks have been traveling over the State taking motion pictures of scenic spots, historic places and industrial centers.

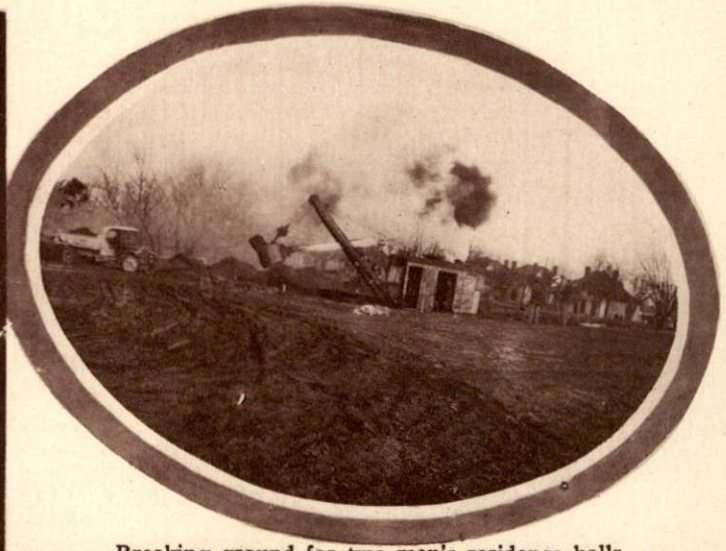
"While in Marion, Mr. Brice and Mr. Marks took moving pictures of the fluorspar mines and mills in Crittenden county.

"When the picture, 'Kentucky,' is completed it will be shown at motion picture theatres in practically every county in the State."

New Buildings at Kentucky University



The new Memorial Hall dedicated to the Kentucky dead in the World War.



Breaking ground for two men's residence halls.



McVey Hall—a new recitation building nearing completion erected 1928.



The new postoffice (2,000 boxes) in McVey Hall.



The new book store in McVey Hall.

Western State Normal has Record Growth



View of Home Economics Building in the forefront with glimpses of training school, club house, foundation office and gymnasium (on the left).

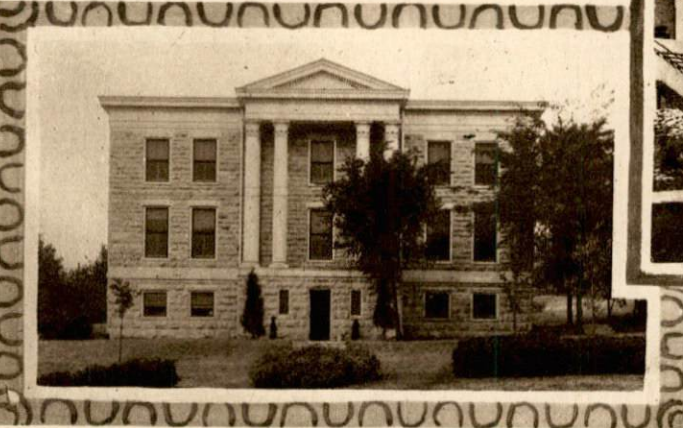
Tulips, iris and delphiniums add to the beauty of Teachers' College campus, Bowling Green.



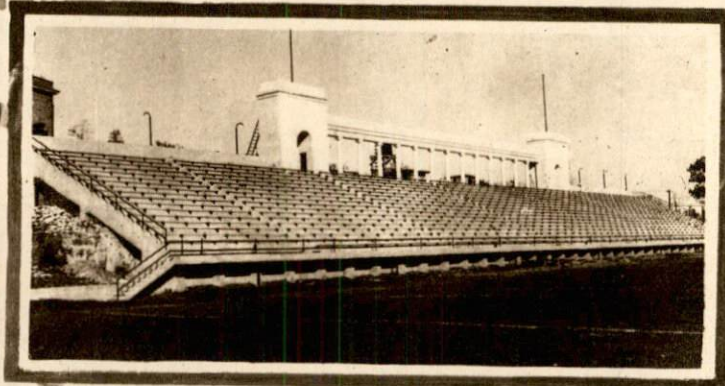
Library of Western Teachers' College, Bowling Green, Ky., a \$200,000.00 steel, concrete and stone fireproof building.



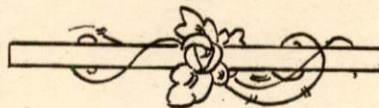
The Industrial Arts Building of Teachers' College, Bowling Green, Ky., which is rapidly nearing completion, is being constructed of Warren County White Stone.



Beautiful and serviceable, the Home Economics Building of Teachers' College, contains laboratories, lecture rooms and all other facilities for giving a definite course in better home-making.



Stadium of Teachers' College. Built into a natural solid rock wall.



The Western Kentucky State Teachers College Bowling Green, Kentucky.

By H. H. CHERRY

IT IS not unfitting that State educational institutions should make an inventory of their accomplishments during the year, that the public may appreciate and be informed about their work and growth.

The Western Kentucky State Teachers' College at Bowling Green has made great progress in the development of its physical plant, in the extension of its academic and profession programs and in the enlargement of its faculty. It has grown in attendance, in unity and in its ability to disseminate real education. As an indication of the increased attendance that may be expected at Western in the year 1928-29 it is pointed out that the enrollment during the first semester of this year is 15.2% larger than the enrollment during the corresponding semester in the year 1927-28. This is true, notwithstanding the enrollment during the last scholastic year was decidedly the largest in the history of the institution.

In the school year ending with the summer school of 1928, the Western Teachers' College in its various departments gave instruction to 6,390 different students. Of these 3,569 different student teachers were enrolled in the Teachers' College. The Extension Department in its Correspondence Courses and Study Centers had an enrollment of 2,401.

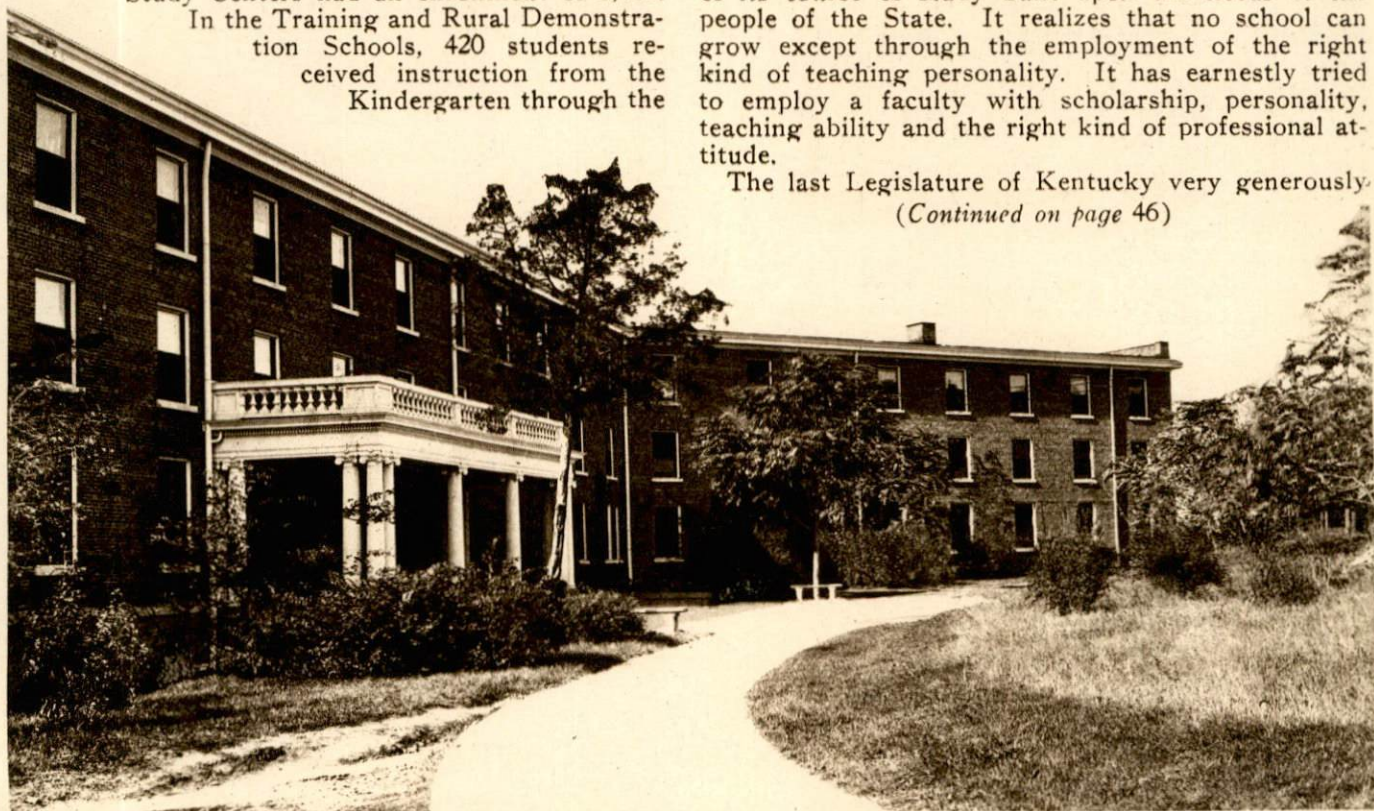
In the Training and Rural Demonstration Schools, 420 students received instruction from the Kindergarten through the

twelfth grade. The one room Rural Demonstration School situated on the southern border of the campus is a source of satisfaction to those especially interested in this important problem of education in Kentucky the teachers in which are trained in rural school supervision. The children who attend the school are rural children. Students planning to teach in the rural schools of Kentucky observe and do directed teaching in the Rural Demonstration School.

The institution has also been performing a far-reaching service in sending out teachers with certificates that lead them largely to teach in the rural and small town schools. During the year ending in 1928 it issued 435 College Elementary Certificates; 325 Standard College Certificates. In addition to the certificates issued by the institution itself, 160 students earned in the institution credits on which the State Department of Education at Frankfort issued the Provisional Elementary Certificate. The A. B. and B. S. degrees were issued to 152 students, most of whom are employed as Rural School Inspectors, City Superintendents, High School Principals and teachers in high schools.

The school has not only grown in attendance, but it has increased its influence through the expansion of its course of study built upon the needs of the people of the State. It realizes that no school can grow except through the employment of the right kind of teaching personality. It has earnestly tried to employ a faculty with scholarship, personality, teaching ability and the right kind of professional attitude.

The last Legislature of Kentucky very generously.
(Continued on page 46)



J. Whit Potter Hall, one of the fireproof dormitories of Teachers' College, Bowling Green, Kentucky. The building is of brick trimmed in white stone. The basement is used for the culinary department and is under the direction of an expert dietitian. Besides the kitchen there are on this floor two large dining rooms, a tea room, a sandwich shop, a storeroom, refrigerators and offices. The three upper floors offer comfortable rooming quarters for 250 women of the college.

Charm of Western Kentucky Attracts Tourists

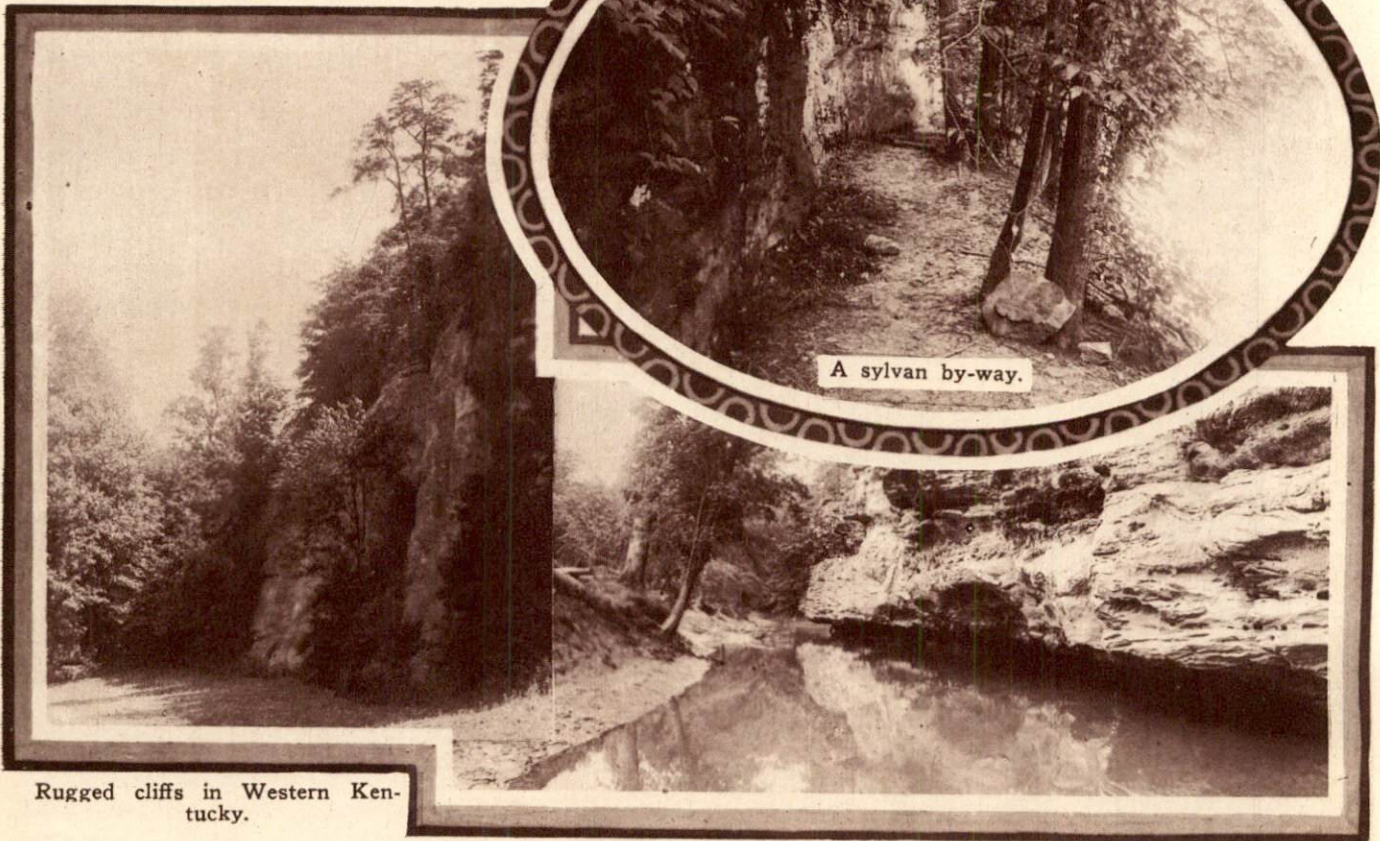


Tradewater River near Dawson Springs.

Cliff along Tradewater River near Dawson Springs.



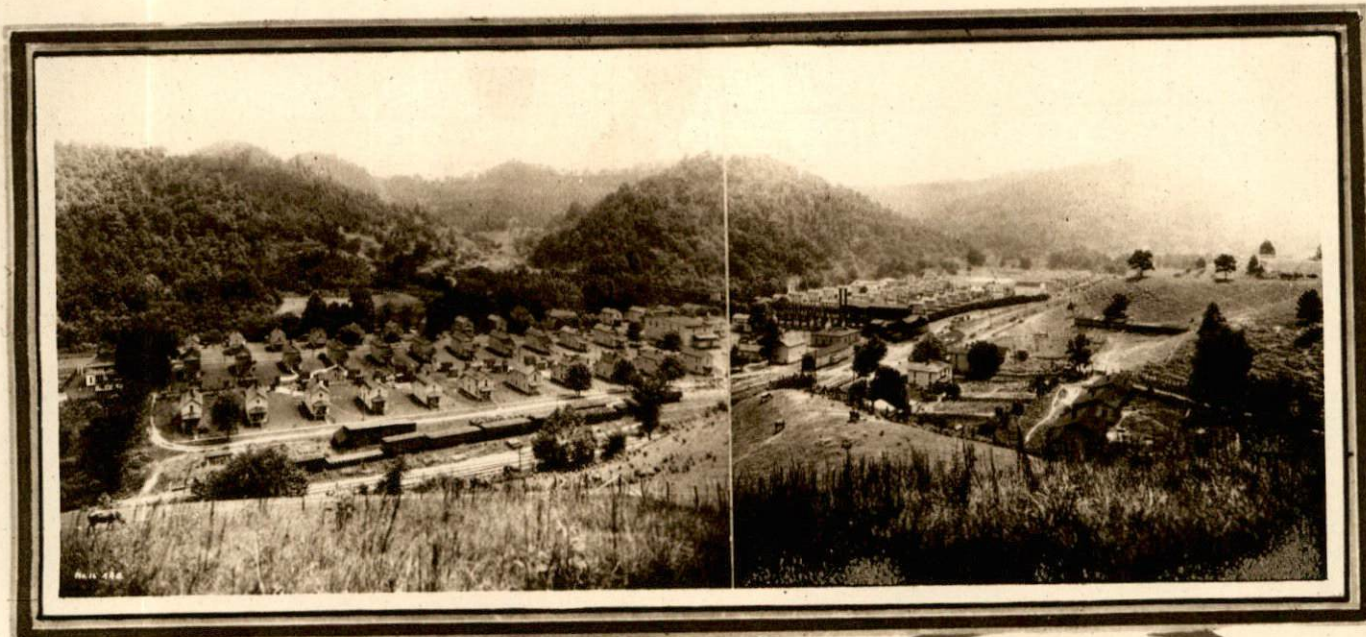
A sylvan by-way.



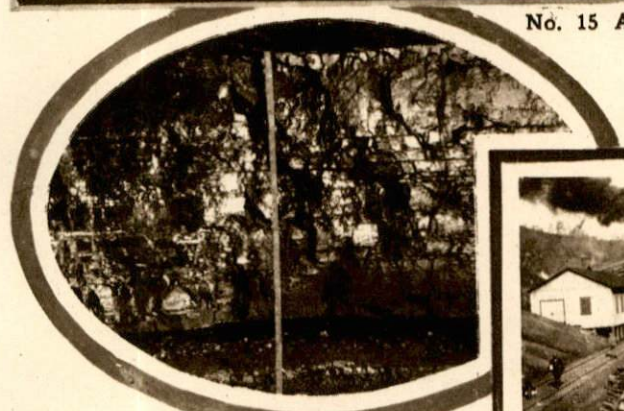
Rugged cliffs in Western Kentucky.

Scene on Tradewater River near Dawson Springs.

More Kentucky Coal Mines



No. 15 Auxier mining town.



Section of coal at Whitehouse mine.



Tipple and timber yard.



Miner digging, Van Lear, Ky.



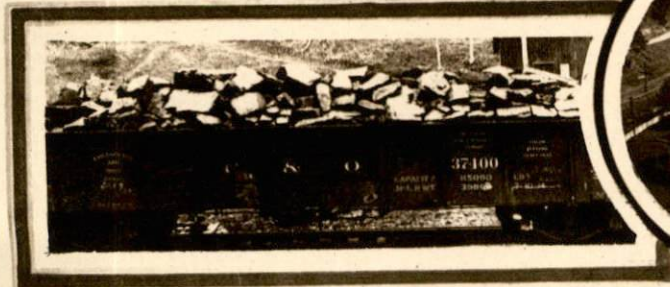
Mine No. 155 showing steel timbering and motor.



Coal cutting machine.



Millers Creek lump coal being loaded into car for shipment.



Car of block coal loaded at mine.



Recreation building, Van Lear, Ky.



Coal being brought to entry by scoop.

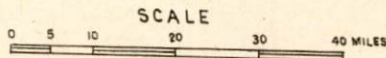
MAP OF 1928 H

(No

MAP OF KENTUCKY SHOWING COMPARATIVE CONSTRUCTION PROGRESS

ISSUED BY THE STATE HIGHWAY COMMISSION

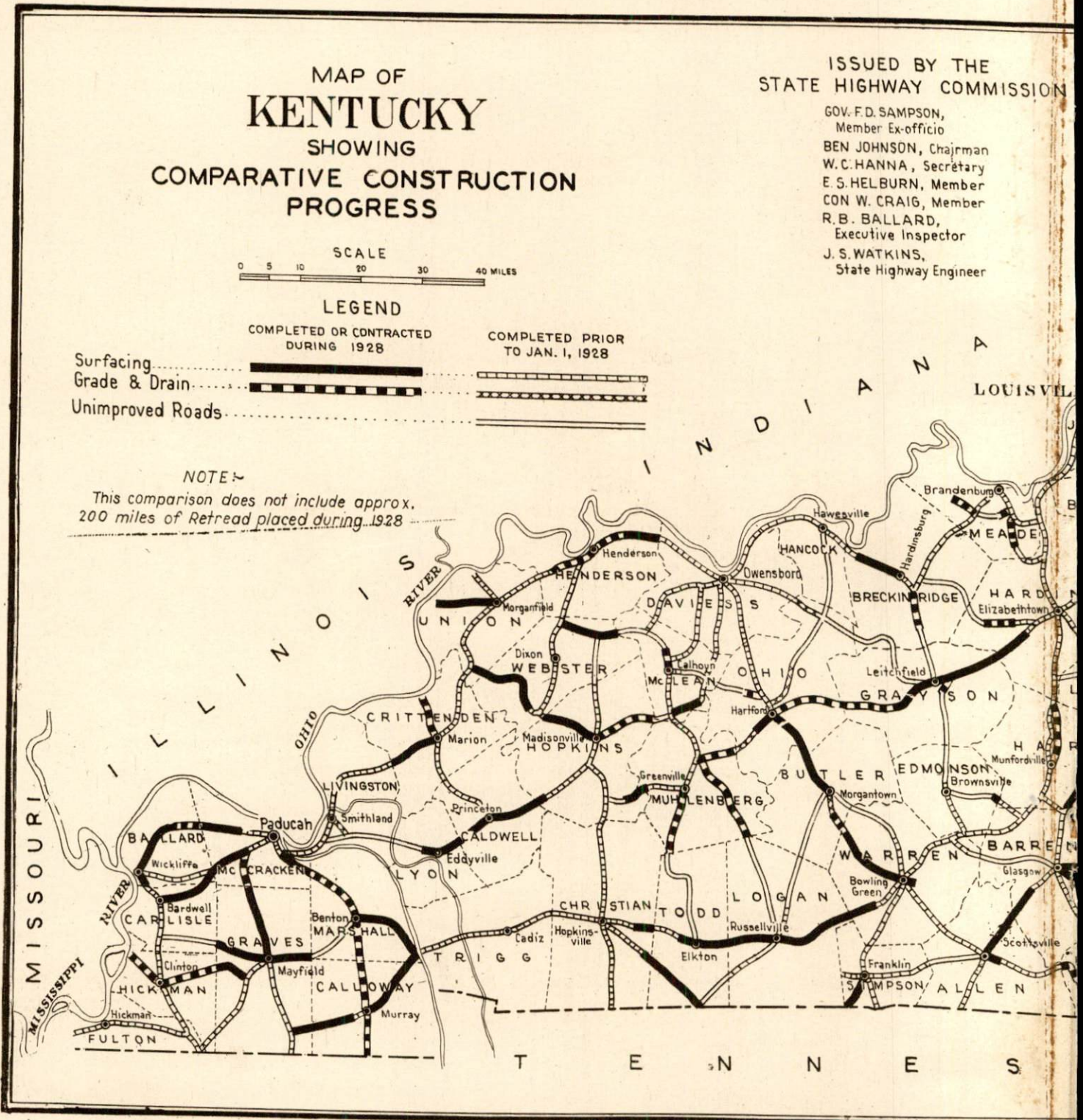
GOV. F.D. SAMPSON, Member Ex-officio
BEN JOHNSON, Chairman
W.C. HANNA, Secretary
E.S. HELBURN, Member
CON W. CRAIG, Member
R.B. BALLARD, Executive Inspector
J.S. WATKINS, State Highway Engineer



LEGEND

	COMPLETED OR CONTRACTED DURING 1928	COMPLETED PRIOR TO JAN. 1, 1928
Surfacing		
Grade & Drain		
Unimproved Roads		

NOTE: This comparison does not include approx. 200 miles of Retread placed during 1928



The above construction map is for comparative purposes only progress in road building during 1928, as told by Mr. Geo

HIGHWAY PROGRESS

(Study Legend Carefully)



and visualizes at a glance the remarkable story of all-Kentucky
L. Willis, Sr., in this issue of Kentucky Progress Magazine.

Kentucky's Agricultural Development

By THOMAS P. COOPER

Dean and Director, College of Agriculture, University of Kentucky

KENTUCKY has long been noted as an agricultural state. Its early history was chiefly agricultural, and by the middle of the last century, it had attained prominence as a center of progressive thought and of aggressively developed agriculture. Many of its citizens were mainly interested in the farm and were responsible for what, at that time, was a high standard in the purebred livestock industry.

With the opening of new agricultural lands in the West, many of Kentucky's rural citizens moved to the newer lands and played their part in the agricultural development of the great region west of the Mississippi River.

Kentucky's leadership in agriculture waned with the vigorous advancement of many of the other agricultural states, but traditionally, it has been the home of fine livestock and has maintained its leadership in some phases of the agricultural industry. However, Kentucky's agriculture does not rest upon its past history. During recent years, marked advancement has been made and there has been a very apparent eagerness for information and a willingness to step out of traveled pathways to try new practices.

Kentucky's agricultural interests are much more extensive than is generally realized. It is a most important producer of blue-grass and orchard grass seed; it is the largest producer of hemp seed; in the production of corn, it ordinarily ranks between twelfth and fifteenth among the states; as a producer of tobacco, it has ranked first for many years, and

during the past three years, it has stood second only to North Carolina; it is rapidly assuming importance as a producer of orchard fruits and is now one of the important states in strawberry production; it has an unchallenged first place in the breeding and production of the thoroughbred.



Experimental field of Kentucky tobacco.

Among the significant developments of recent years has been the progress in soil maintenance and in the production of leguminous crops. Accurate statistics as to the application of ground limestone to soils of the state are not available. However, in counties employing county agents, less than 50,000 tons of ground limestone were used in 1923, and it is probable that not to exceed 60,000 tons were used in the entire state. During 1928, 200,000 tons of ground limestone were used in counties having county agents and not

less than 225,000 tons have been used in the state. In addition, more than 20,000 tons of marl have been used. As an illustration of the extent to which this practice has grown, it is of interest to note that Fayette County, in 1924, used only 1,100 tons of ground limestone, while in 1928, its farmers applied 13,280 tons to the land. These figures are significant as indicating the movement toward the production of legumes and the consequent increased use of livestock.

For several years, the Agricultural College has been interested in furthering the production of legumes. Marked progress has been made in this respect. The soy bean acreage has risen from 10,000 acres in 1920,

(Continued on page 46)



Alfalfa on Kentucky Experiment Station farm.

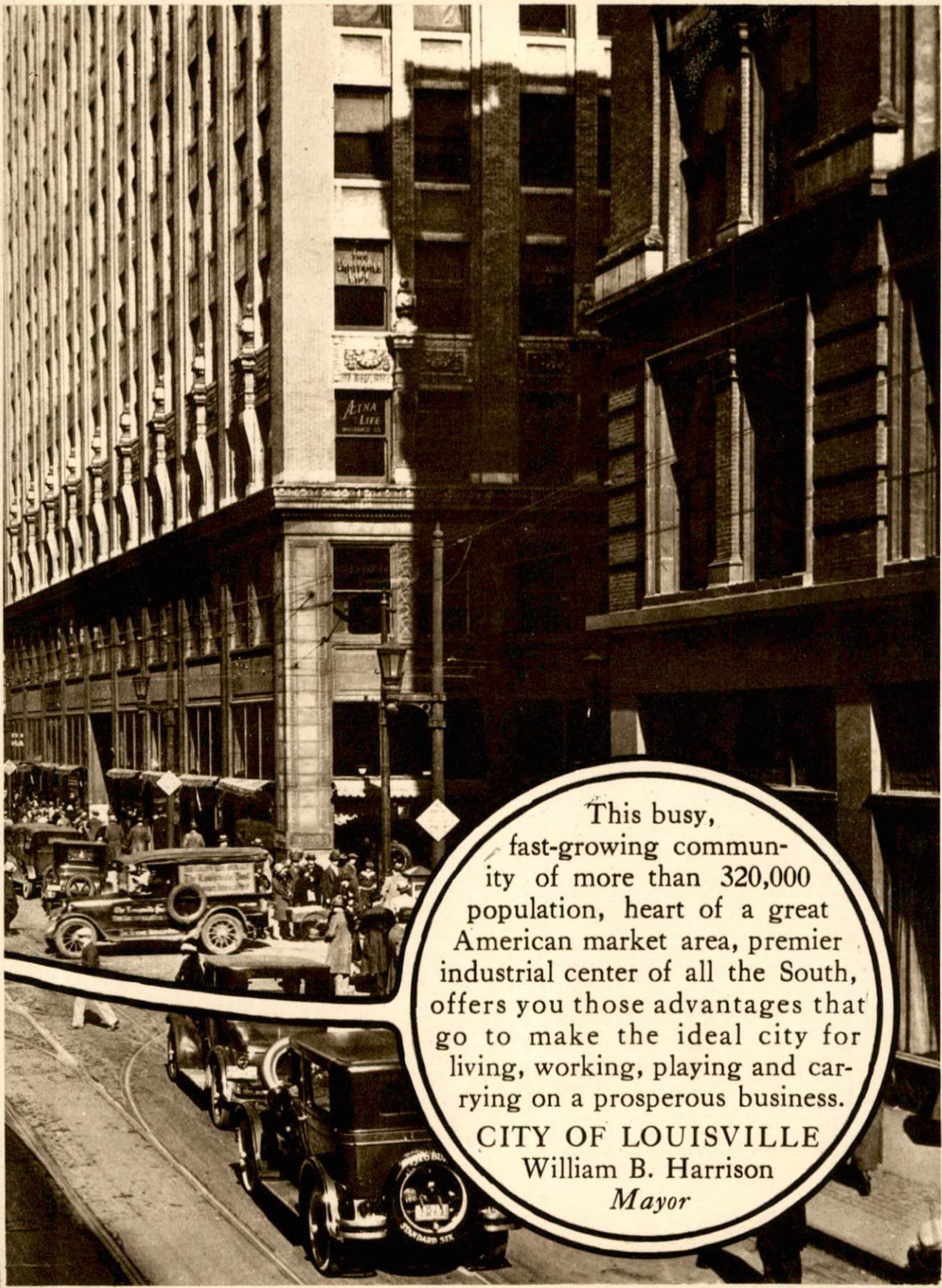
*Fair Farms
at
Fair Prices*



Now—you don't HAVE to live outside of Kentucky. A prominent agriculturist has given his opinion that there are more bargains in farm lands in Kentucky, quality considered, than in any other state in the union. He's right—here's the proof! Write to the Kentucky Progress Commission for information and prepare to buy a one-way ticket to the glorious Blue-Grass State.

make it YOUR city
LOUISVILLE





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A new industrial territory is now being opened up, consisting of approximately 1,500 acres, available for factory sites, by the construction of a double-track industrial belt line by the Kentucky & Indiana Terminal R. R. Co. The land adjacent to this belt line is almost flat in surface, and has perfect natural drainage. City water, gas and electricity are available the entire length of this belt line. This is strictly an industrial belt line operating within the city limits of Louisville on which large acreage can be acquired.

For further information, write to
W. S. Campbell, Manager and Chief Engineer
Kentucky & Indiana Terminal Railroad Company
2910 HIGH STREET, LOUISVILLE, KY.

Industrial Activities During 1928

THE KENTUCKY PROGRESS Magazine asked several cities in Kentucky for a brief report of industrial expansion during 1928. The following was prepared from reports received:

The industrial development of Louisville continues at a rapid rate. During the year 1928, twenty-four new industries located here, which necessarily brought new families and employed many Louisville citizens. They have a combined capital of \$1,700,000 and manufacture various products ranging from macaroni to gas used for welding and cutting. There are, at the present time, many concerns considering Louisville as a location for factories, distributing warehouses, etc., and the prospects for greater development in 1929 are very encouraging.

In addition to the new industries established, many of the existing factories made extensive improvements in their plants, and several of them built new and larger buildings in other locations in the city.

A new cigarette factory began operations during the year, and is now constructing a new unit, of the same size and capacity of the cigarette factory, for the manufacture of smoking tobacco.

A bag company erected and moved into a new factory building, with floor space of about 40,000 square feet—twice the size of their former plant. A tobacco by-products concern has commenced the construction of a new plant covering five acres, and is served by a half mile of railroad track connecting with the Kentucky & Indiana Terminal Railroad.

A refractories company, located in Louisville only a year ago, found it necessary to build an addition to their plant on account of the great demand for their product, refractories for glass furnaces. A Kentucky macaroni company built a new plant at a cost of \$35,000, and at the beginning of operations will require 100 barrels of flour per day.

A large automobile body company built an addition to their plant, covering an area 275 by 441 feet, at a cost of approximately \$1,000,000. Another large manufacturing company added a new tank and boiler department to their plant, the building being 120 by 60 feet. This concern conducts quite an extensive trade and ships some of its products to Australia, New Zealand, South America and South Africa.

A national shoe company, with a branch factory in Louisville for several years, is constructing a new plant 60 by 500 feet, two floors and basement, at a cost of \$170,000, to combine their present plants.

An electric sign company of Long Island, N. Y., recently merged with a Louisville plant and established the combined plant in the Falls City. This

gives Louisville the world's largest luminous tube manufacturing company. The new company expects to employ 100 men. A large manufacturer of tin and lead foil, etc., constructed an addition to their plant during the year 1928. Another prominent local manufacturing company built a large warehouse to take care of increased business of their large boiler and refrigerator manufacturing plant.

In addition to the above, there were many other improvements and expansions made by various industries in Louisville to keep pace with the steady growth of Louisville industrially.

Corbin summarized its industrial growth during the year in a report of a newly-organized ice manufacturing plant preparing to install a \$250,000 plant, and other operations equaling this amount.

Lawrenceburg reported a cheese plant that has been added to its thread and other industries.

Frankfort was selected as the location for the \$2,000,000 cement plant to be brought to Kentucky, and the capital city acquired an important branch of a Southern concrete pipe manufacturing company. The expansion of the State Highway Department and other State departments during the year added no inconsiderable



item to Frankfort's prosperity.

Bowling Green tells its story in a special article in this edition of the Magazine.

None of the other cities requested for reports replied, doubtless due to the short notice or the busy holiday season.

Tourists From 32 States Register At Motor Club Offices

Registrations at the Lexington Automobile Club for the last month totaled 715, Col. Jim Maret, routing manager of the club, said Saturday.

These registrations included tourists from 32 states, Hawaii, Panama, Chili, Brazil, Cuba, England, France and four Canadian provinces.

Col. Maret said the Florida tourist traffic had hardly started for the season and that probably twice as many tourists passed on through Lexington with their routings from other clubs as stopped here for information.

Each registration, Col. Maret said, probably represented four persons, so that the number represented in the Automobile Club registration for November was nearly 3,000.—*Lexington Leader*, Dec. 2, 1928.

Irvin S. Cobb

1876 - 1922

By JOHN WILSON TOWNSEND

Copyright 1929 by John Wilson Townsend

INTRODUCTION

TEN years and more ago the writer was wont to while away the middle of his autumn afternoons in the offices of the old *State Journal*, on Ann Street, Frankfort, Kentucky, pawing over the exchanges, usually winding up behind Governor Beckham's personal copy of the *New York World*. The Governor's name was nailed to the *Journal's* mast-head as editor, but James L. Newman was the boss, the managing editor. He it was who always picked out the most pleasant place in the shop for me, sometimes his own desk, passing over *The World* with the remark: "That's a great newspaper; don't you think so?" I always thought so until four o'clock, when I took the daily accommodation train for home.

Christmas week, 1910, I was passing through Louisville, on my way to the North. Stopping at the "all papers" stand I bought a *Sunday World*. Propped against the car window as the train crossed the Ohio river into Indiana, I spread out the editorial page in my lap (best page in the country, we often said in Frankfort), and there in the middle, well toward the top, I beheld for the first time that now celebrated half-tone portrait of Irvin S. Cobb.

"That's the Paducah man Mr. Newman has been ringing the changes on," passed through my mind. You see, "Boss Jim," or the Governor, that was, or both of them or somebody had been holding out the Sunday edition of *The World*; and Cobb was writing for it and for the *Evening World*, a copy of which I have not as yet seen in Kentucky.

Now I was by way of being under suspicion as an historian of Kentucky, supposed, as Mr. Newman would put it, to "know all about the dead ones." It was great fun for him to pull Cobb's Sunday stuff on me; and then he had known Cobb for years anyway; had often heard him the center of a group on the streets of Frankfort, or about those historic pear-shaped stoves or open fireplaces in the old State capitol building, late on a winter's afternoon, rehearse his tales of old "Judge Priest" and the others of his now famous characters; for he was telling the stories for years before he put them on paper.

I had published a book on Kentucky writers and hadn't mentioned Cobb. Newman thought that was rich! But that was in 1907, before Cobb's fame had reached back

home. He had written a play or two, and "Making Peace at Portsmouth," but I was concerned in my book with those men and women that had actually published books; and Cobb hadn't. That's the alibi I used on Newman; and it's the best one I can think of now.

"Couldn't you find a kernel in Cobb's 'Sour Mash' column in the *Evening Post* that you could trust to sprout in your blue grass soil?" Newman would often ask with a kindly twinkle in his dark brown eyes. I always grinned at that; and I'm grinning now, because I have not seen that "colyum" yet!

"New York Through Funny Glasses," Cobb's regular Sunday feature that winter, was his general subject in the issue I was reading as we ran into Hoosierdom. But for the life of me I cannot recall what his text was that particular Monday afternoon. I tried to save that paper, but it worked its way down between the seats, a fat woman and a lean man on their way to Indianapolis happened along and stepped on it once or twice, and presently I pulled up the window and threw it in the general direction of Kin Hubbard's house in Irvington. I think "Abe Martin" found it and had something to say about it in an early issue of *The Indianapolis News*.

Newman—now I know! reserved his best smile for me because he had read "Mr. Trimm" and "Anse Dugmore in *The Saturday Evening Post*. He was a *Post* man if ever there was one.

I can see him now coming through the old Ann Street office door in a half-turn, with Mr. Lorimer's weekly tucked under his arm. With his keen nose for news, Newman knew that Cobb was the coming man in American prose fiction, but I didn't.

Two years later I met Cobb for the first time. It was at the old Hotel Raymond, in east Twenty-eighth street, New York. I had asked him to call and he came one snowy, blowy, December morning. I was breakfasting late on ham-and-eggs, Southern style (they called it), when Cobb's card came in. He was in the lobby, the boy said. I walked out and into a group of three or four men.

"Mr. Cobb?" I murmured timidly. Instantly a big man wheeled and grasped my hand. I led him into the dining-room and then to my bedroom near the hotel's roof.

"I saw Will J. Lampton yesterday," I ventured.

"Good old boy," said Cobb, kindly.



He sat down and just as he lifted one leg to put it across the other leg, the chair broke. "Try another," I suggested. He did. Then we talked and talked and talked some more. Kentucky, of course, was the subject (weren't we both sons of the sainted soil?) but old "Judge Priest," Matt Lyon, Mr. Lorimer, Samuel G. Blythe, General Basil Duke, caught some of the back-fire. "We must get together again and have a bite to eat," he said in leaving; but we didn't.

Two or three days later I met Cobb on Broadway. That same hearty hand-clasp, this time through yellow kids, a happy word of greeting and direction toward the home of Isaac F. Marcossou, whom I was seeking, and he was gone.

Since then in my feeble fashion I have been trying to spread the good gospel of Irvin Cobb. This little study, my major gesture as a missionary for the man from Paducah, the colonel of Rebel Ridge, the author of "Words and Music," started a decade ago when I first began to collect him; but I did not realize it until one morning in the summer of 1921 when a letter reached me from Mr. John Calvin Metcalf, of the University of Virginia, saying that Cobb had nominated me to write a sketch of himself for the new volume of the Library of Southern Literature. I could have two thousand words, the letter indicated, which were about twenty-five thousand short of the number I had in mind about the man and his works. I began to write a sketch and the result is this rather formal memoir. I don't know how it happened! I just opened my typewriter and the whole thing hopped off the keys.

J. W. T.

Lexington, Ky.,
Graceland Farm,
December 21, 1922.

CHAPTER I.

IN THE BEGINNING

Looking over his left shoulder at the end of 1922, Irvin S. Cobb, famous, fat, and forty-six, saw himself as the creator of twenty-four books, ten of which contained humor comparable to Mark Twain's; seven of short stories, including four horror tales that have compelled comparison with "The Fall of the House of Usher" and other tales of Edgar Allan Poe, and twenty-nine narratives of his greatest character, "Judge Priest," whose life and background caused critics to link Cobb's name with Bret Harte's; three volumes on the World War; an arresting allegory designed to curb the pro-German propensities of an American Congressman (Mallard, Cobb called him, which was mild compared to what a nation named him); a novelette; an extravaganza, and "J. Poindexter, Colored," his first novel. And he wound up the year with a final flourish, impressively fine, by winning the O. Henry Memorial Award with the first story he wrote for *Cosmopolitan Magazine*, "Snake Doctor." Since 1922, a silent period in this tale of his years, he has published—oh, no end of books! A flood, my friends! Even his only child early became inoculated with writers' virus, and has published many excellent short-stories, a successful novel, and this spring, on March 22, will appear her second full-length romance, "Minstrels in Satin."

One man's guess of future facts is as good as another's, perhaps, but if he lives (and of late he has been plainly stretching the days of his earthly pilgrimage by practicing his own simple system of putting his poundage from 236 to 197—*vide* the last page but one of "One-third Off")

by the time he is sixty, he will probably be so far in advance of his contemporaries that all "influences" of Mark Twain, Poe, Harte, Guy de Maupassant, and Thackeray or any other author will be slurred over; he then will be a criterion for the writings of others in the realms of humor, the short story, horror and local color, and in that intriguing type of reporting known in some quarters as "looking in the heart."

"Three American professional humorists whom I had the good fortune to meet and be with for some time were Irvin Cobb, Don Marquis and Oliver Herford, each authentic and each so different," wrote E. V. Lucas, famous English essayist in his "Roving East and Roving West." "Beneath Mr. Cobb's fun is a mass of ripe experience and sagacity. However playful he may be on the surface, one is aware of an almost Johnsonian universality beneath. (I am talking now only of the three as I found them in conversation). Don Marquis, while equally serious (and all the best humorists are serious at heart), has a more grotesque fancy and is more of a reformer or, at any rate, a rebel. His dissatisfaction with hypocrisy provoked a scorn that Mr. Cobb is too elemental to entertain."

Although his ancestors came from the British Isles, his strains are pure Celtic—Scotch-Irish and Welsh; and he is a Kentuckian of Kentuckians with a century-long line of native born sons and daughters of the State behind him, a fact of which he is very proud.

There were four Cobb families in colonial days, each distinct and apparently not related to each other; the Barnstable, the Virginia, the Boston, the Taunton. Henry Cobb, born in England about 1600, was the American founder of the Barnstable branch from which our hero, Irvin S. Cobb, descended. He arrived at Plymouth a dozen years after its establishment or in 1632. His name appeared in the Plymouth records of January 2, 1632, called "The Names of the Freemen of the Incorporation of Plymouth in New England America: 1633." He moved to Scituate in 1636; in 1644, he was "licensed to draw wine," being then a deputy of the general court, which position he held until 1662, when he moved to Barnstable, Mass., where he was chosen selectman of the town. He died in 1679.

Henry Cobb, jr., his twelfth and youngest child, born at Barnstable in 1665, was fourteen years old when his father died, so a guardian was appointed to manage his affairs. He married Lois Hallett, daughter of Joseph Hallett, and removed in 1705, to Stonington, Conn., where he died twenty years later.

His eldest child was Gideon Cobb, born at Barnstable in 1691, and married in 1717 to Margaret, daughter of John Fish, jr., and Margaret Cleaveland, widow of Samuel Cleaveland, of Canterbury, and the daughter took the name of Cleaveland in preference to her own. Gideon Cobb was admitted to the Stonington Church in 1719. He died forty years later and was buried in Stonington.

His eldest child, Gideon, jr., was born at Stonington in 1718, and was married at the age of twenty-one years to Abigail Dyer, daughter of Col. John and Abigail (Fitch) Dyer, of Canterbury. He moved to Pawlet, Vermont, about 1782, and died there July 25, 1798, at the age of eighty-one.

His fourth child, Elkanah Cobb, born January 21, 1746, moved from Norwich to Canterbury and thence to Stillwater, New York, and later with his father to Pawlet, Vermont, where he died August 10, 1795, three years be-

(Continued on page 42)

Memories and a Christmas Card

OF ALL the ton of Christmas cards that arrived at the State Capitol, large and small, expensive and inexpensive, there was one that stood in a class by itself—a map in several colors of Lexington's downtown section, dotted with quaint sketches portraying the wealth of historic buildings and sites in this center of shrines and bordered with glimpses into the thoroughbred farm section of the noted Blue-Grass region and into the dim past, where Daniel Boone, carrying his trusty rifle, is peering through the cane brakes.

The card, prepared by A. C. Chinn, of Lexington, is headed "Section of Ye Historic Towne of Lexington" and has splendid sketches, located correctly on the map, of "Ye House Where A. Lincoln Was Wed, 1842," "Kentucky Gazette, 1787," "Ye First College in West—Transylvania," "Ye Jeff Davis House," "Whipping Post," "Genl. Wilkinson's House," "Ye First Church," "Postlethwaite's Inn," "Trial of West's Steamboat, 1794," "Ye Old Fort, 1779," "Genl. John H. Morgan's Home," "Head-quarters Union Army," "Ye Indian Queen (Inn)" and "Henry Clay's Law Office." Henry Clay's home, "Ashland," the leading shrine of Lexington, is located several blocks from the section shown in the unique map.

"The Whipping Post" brought up memories of an exciting event of some ten years ago in Lexington that has not been chronicled and sounds like fiction today, with the changes that have taken place in Kentucky. But it is not fiction and threatened at the time to be stark tragedy.

The local Y. M. C. A. was staging a "Saving Week," or whatever it is called; anyhow, the idea was to impress upon the public the necessity of saving for old age, the famous rainy day and other occasions when you may become "out of luck." Some of the days were "Savings Account Day," "Make Your Will Day" and whatnot, but the last day of the week's drive for sewed-up pockets and pocket books was "Pay Your Bills Day."

The chairman of "Pay Your Bills Day" conceived the idea of having made a replica of the old whipping post that stood, according to history, at the west corner of the court yard. You will recall, doubtless, that among those whipped at the old post in the days of its use was "King Solomon," the vagabond hero of the cholera plague of 1833, immortalized by James Lane Allen.

The whipping post idea was expanded and front page accounts in the local newspapers told of plans to arrest one "Bill D. Linquent" and hale him before a scornful public on said "Pay Your Bills Day," read the old-time decision of the court, and administer twenty-five lashes to poor old Bill at the place where it would do the most good—not

referring either to the location of the whipping post or the prominence of Lexington's court yard. The chairman had a sign made announcing the date and time of the "execution" and hung it on the whipping post several days before the coming event.

The whipping was scheduled for eleven o'clock in the morning and, shortly before the time arrived, a local citizen rushed breathlessly to the chairman and announced that he had overheard a group of mountaineers, standing on the opposite side of the street from the post, state that they had come to town to see that Bill got justice, that they would not stand for anyone being whipped merely because he did not happen to pay his bills and that before the ceremony was over somebody would be shot.

The sheriff, who had agreed to do the whipping, was hurriedly notified but his only comment was that there "would be some more whipped in that event." The chairman, who was to drag a clothing-store dummy out at the

appointed hour and fasten him to the post ready to "hear" the court's decision and receive the whipping, proceeded to his task, but with fear and trembling.

A large crowd stood waiting in a circle around the post, the photographer set up his camera, the sheriff took his place with the blacksnake whip in his hand and the mountaineers stood in a sullen group near the post when the crowd parted to permit the chairman to drag Bill up to the whipping post, where he was tied, and all officials withdrew from the post ready to read the court order.

One of the mountaineers walked up and put his arms completely

around Bill. The sheriff ordered him away, but he gave no answer nor moved. A policeman who did not know about the threatened gun-defense, and probably did not worry about such matters, from the past history of the noted bravery of Lexington's police force, then ordered him away, and getting no response, pulled him away and said, "go ahead." The photographer, Mr. McClure, again adjusted his camera and all was in readiness, immediately after the reading of the court's order (I think the court order was signed by "Judge M. Quick") when the mountaineer again walked up and got a strangle hold on Bill.

The policeman delayed no longer. He grabbed Bill's "mount" and threw him for a goal, as the boys say. The ceremony was then carried out, the cameraman and officials left and the crowd dispersed—all except the group of mountaineers, who had never moved during the entire event. They stood glowering at the pitiful spectacle of Bill dangling from the post for at least an hour after all had gone.

Odd, what memories a little Christmas card can revive.

NOTICE TO MAGAZINE READERS

If you are not a paid subscriber to KENTUCKY PROGRESS Magazine, this is expected to be the last issue sent you. The dues of Kentuckians who belong to the Kentucky Progress Association include subscription to the magazine.

The subscription is \$1.00 per year. Send your subscription to the Kentucky Progress Commission, State Capitol, Frankfort, Ky. You will want to preserve each copy.

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I enclose \$1.00 for one year's subscription to KENTUCKY PROGRESS Magazine, to be mailed to the undersigned (or to

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"OXFORD ROUGH TEXTURE"
"OXFORD SMOOTH RED"

"FARM DRAIN TILE"

Our expert will give you an estimate on underdraining wet land.

Growth of Aviation in Kentucky During 1928

By WILLIAM E. MORROW

Secretary of the Louisville Board of Trade

IN GENERATIONS not so very far back in the dim background, certain cities and towns of promise were omitted when the railway surveys were made and these passed slumberously into decay, though their eminence in stage-coach days had been great. Their property owners, later, visiting the other towns called "fortunate" but usually more truly to be described, as enterprising—for they had worked to get the railways—were acutely regretful. Their pocketbooks felt ill.

So Edwin Marshall, a writer in "Forbes" sometime back observed in an article on the subject, "Get Ready for the Air Rush."

He went on to remark: "Something comparable is happening, or is about to begin to happen today in American communities, which do not, but if they would, might get airlines. Today, as then while some citizens are hustling, others are poohpoohing, neglecting, or with their hammers out knocking the new."

Communities that are dead today will be made prosperous by air traffic, this writer contends. That is if their citizens have the foresight to vision its possibilities and to begin today to prepare for it.

Aviation and air traffic in general opens alluring possibilities to Kentucky. For mountain communities like Harlan and Hazard, Whitesburg and Lynch, Whitesburg and Middlesboro, none of them more than half an hour apart by air, but all more than 200 miles apart by rail and unconnected by modern highways, over the mountain ranges, it is not difficult to imagine what it would mean, to say nothing of the two-hour flight that would take them to Louisville or other cities equally distant.

Aviation, except for an isolated flight now and then, may not come to the majority of Kentucky cities

today, or tomorrow, or even this year, but there can be little doubt, that it's coming in the not-distant future and those that begin to make some preparation today by providing adequate airfields that need not be expensive, will be in a position to get on regular lines of flight tomorrow.

During the past year, Louisville, which for a number of years has had Bowman Field, has established that airport on a permanent basis and although it is classed as A-1-A, according to Department of Commerce specifications,

it is rapidly undergoing improvements that will make it one of the country's most attractive landing fields with every accommodation for service to visiting ships.

The year has also seen Paducah, Lexington, Ashland, Owensboro, Harrodsburg, Hopkinsville, Boonesboro, Tompkinsville, Carrollton, LaGrange and Madisonville establishing airports.

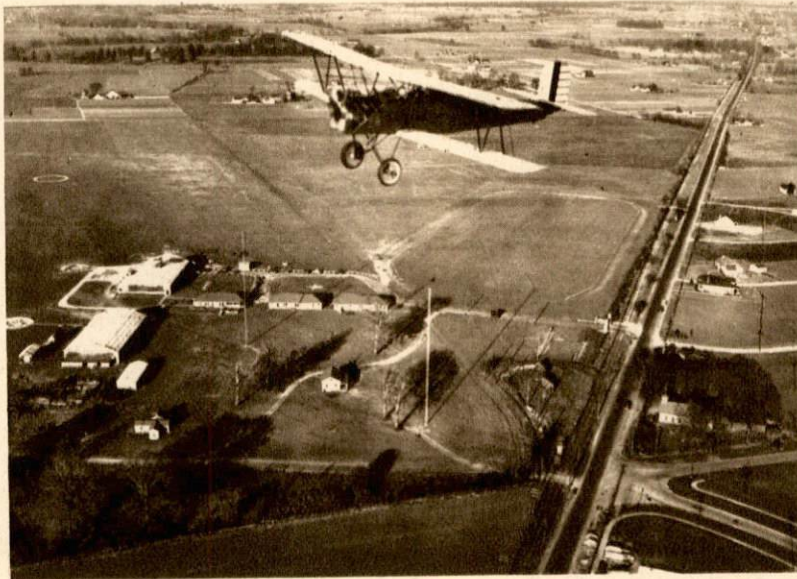
Furthermore, airports are contemplated or arrangements have been made for securing them in Bowling

Green, Elizabethtown, Morganfield, and Burkesville. It is also not unlikely that other Kentucky cities and towns are giving consideration to airfields, but those named are the only ones of which the writer has information at the present time.

The voting of a \$1,500,000 bond issue by citizens of Louisville for parks, including an airport, made it possible for the city during the past year to acquire Bowman Field on a permanent basis and extensive improvements and changes are being made and will continue to be made.

In the last Kentucky General Assembly, an act was secured creating the Jefferson County Air Board, which supervises and regulates Bowman Field.

Co-incident with the development of Louisville's



A view of Hangars and Planes at Bowman Field, Louisville.

Photo by Bowman-Park Aero Co., Louisville.



Iseman Flying Field, Paducah.



Renshaw Airport, Hopkinsville.

airport, has been the establishment of air mail service between Louisville and Cleveland by way of Cincinnati, Dayton, Columbus and Akron, connecting with the transcontinental air route at Cleveland.

During the present year, there is excellent reason to believe the United States Post Office Department will ask bids on a route from Louisville to Dallas by way of Nashville, Memphis, Little Rock and Texarkana. At Nashville and Dallas, this line would make important connections, opening up the entire southeastern and southwestern sections of the country to Louisville and not unlikely ere long, Mexico and other Latin American countries to the South. The Louisville Board of Trade has been working with the Louisville post office in the interest of this route and Chambers of Commerce in Dallas, Little Rock, Memphis and Nashville are seeking it. Recent news dispatches have indicated that the Government is disposed to establish it soon.

With its railway connections, this route would mean much to numerous other Kentucky cities in addition to Louisville.

Bowman Field is now in shape for night flying, lighted airways having been established at the close of the year between Louisville and Cincinnati and from there on to Cleveland. This airmail route is operated by the Continental Airlines, Inc.

On December 1st, the Interstate Airlines, Inc., which opened a route from Chicago to Atlanta, with a branch from Evansville to St. Louis, established a passenger service from Evansville to Louisville. A

passenger line is also operated from Louisville to Lexington.

Arrangements are being made for air connections between the Louisville & Nashville and the Southern Railways and Louisville and the Transcontinental Route at Columbus, Ohio. A passenger route from Louisville to Chicago and one from Louisville to the South is also contemplated.

One large commercial company, the Cardinal Flyers, started operations in Louisville during the year, their activities consisting of instructions in flying, sale of planes, local passenger carrying and taxi service to any part of the country. Three additional flying schools are being conducted in Jefferson County.

Probably twenty individuals in Kentucky have purchased private planes and at least one-half of them have learned to fly.

The 465th Pursuit Squadron of the Air Reserves, located at Louisville, have received two of the latest types of primary training planes and one observation-type plane.

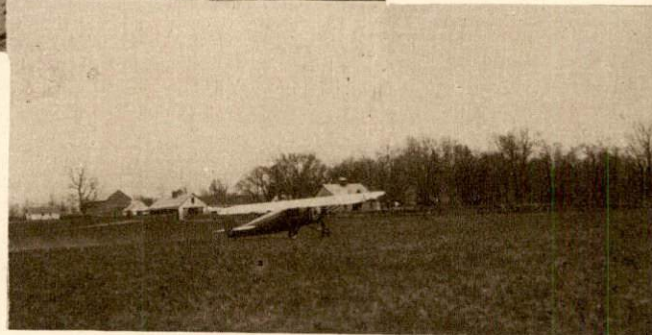
An entirely new air map of the City of Louisville was completed during the year by the Bowman Park Company. This company has been very active during the year, doing work in Kentucky, West Virginia, Oklahoma, Indiana and Illinois.

The Fairchild Company, Inc., made an aerial survey of the Tennessee River for the Federal Government for flood control purposes.

Many things are in the air that cannot be called achievements of 1928, but 1929 seems certain to bring about an even more interesting array of developments.

Those Kentucky cities and towns that may be interested in establishing airports can receive technical advice and assistance in laying them out from the Aero Club of Kentucky, of which Addison Lee, Jr., is president. Mr. Lee is also president of the Jefferson County Air Board. He announces that the Aero

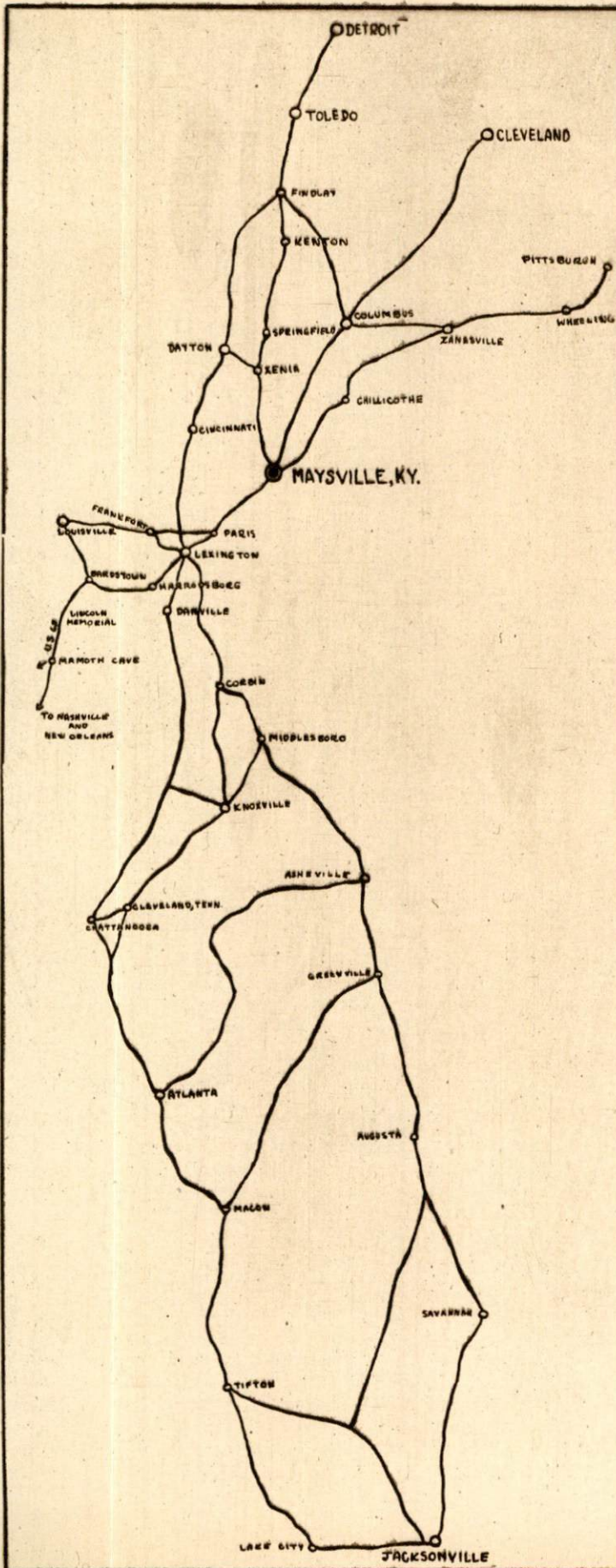
(Continued on page 48)



Black's Landing Field at Frankfort.

Three Army Planes from Selfridge Field, Detroit, Mich., at the Lexington Municipal Air Port, "Halley Field."





When driving to or from
FLORIDA
 come the short route
 through

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"The Pioneer Gateway"
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The highways from Maysville to Florida are largely over valley routes, and valley and water level grades through the Cumberlands, Smokies and Blue Ridge Mountains, and all are paved or state maintained roads. These roads also lead through the most romantic, historic and scenic sections of the Blue Grass, Cumberlands, Great Smoky Mountain, National Park between Knoxville and Asheville, Chattanooga, and Georgia Points; also to Mammoth Cave National Park, Nashville and New Orleans. ENJOY EVERY MILE of your trip to Florida or New Orleans by coming through the MAYSVILLE GATEWAY.

U. S. 68 Historic Highway
 Association

MAYSVILLE, KY.

Irvin S. Cobb

(Continued from page 36)

fore his father's death. He had married Mary Willard, daughter of Jonathan Willard, and ten years after his death she married Zadock Remington, of Rutland, Vermont. In probate proceedings he was called "Elkanah Cobb, late of Wells."

The Kentucky founder of Irvin Cobb's family was Gideon Dyer Cobb, eldest son of Elkanah Cobb, and he was born at Stillwater, N. Y., September 11, 1773. He was taken by his father when about nine years old to Pawlet, Vermont. He later lived in Fair Haven, Vermont, which was less than twenty miles distant from Pawlet. He married Modena Clark, granddaughter of Thomas Chittenden (1730-1797), first Governor of Vermont, whose son, Martin, was also chief executive of the Green Mountain state. A short time thereafter he joined that now celebrated "white canvassed caravan" of stout old Matthew Lyon (1750-1822), which the "Hampden of Congress" organized and led across the mountains of Pennsylvania in 1799. The following spring the party embarked on a "Kentucky ark" flatboat, floating down the beautiful Ohio and up the Cumberland River to Eddyville, then called Eddy Grove because of the large eddies in the Cumberland above and below the site of the settlement. A few years later the name was changed to the present Eddyville, and it became the county seat of Lyon County, named in honor of Col. Lyon's son, Chittenden Lyon, a Kentucky congressman.

Matthew Lyon was New England's pioneer Democrat; and he became Southwestern Kentucky's most remarkable character. He was a member of Congress from Vermont and Kentucky and a business man of large interests. He and Gideon Cobb were steadfast friends. Perhaps at Lyon's instance Cobb, shortly after having established his home in the wilderness of Kentucky, engaged in the river trade along the Cumberland, Ohio, and Mississippi Rivers, often taking a fleet of flat-boats to New Orleans laden with the products of his country; and occasionally he would carry runaway slaves down the river to be sold where they were unknown. Of his large and respectable family, one of his sons, Robert Livingston Cobb, is of chief interest here because he happened to be Irvin S. Cobb's grandfather.

Robert L. Cobb was born at Eddyville in 1805 and he became, after Matthew Lyon, the town's biggest business man. Tobacco planter, warehouseman, exporter of the weed to foreign parts, banker, merchant, iron manufacturer, and owner of a line of packets on southwestern waters, his home, White Hall, was for many years the show place of the lower Cumberland Valley. Practically single-handed he outfitted Cobb's Kentucky Battery, C. S. A., originally consisting of 140 officers and men, a majority of whom were related to him by blood or marriage. His son, Major Robert Cobb, was the Battery's second commander, and it was to his memory that his nephew, Irvin Cobb, dedicated his first book on the World War, entitled "Paths of Glory." The defeat of Southern arms ruined Robert L. Cobb financially; and he died at Paducah in 1876, a comparatively poor man.

Irvin S. Cobb's father, Joshua Clark Cobb (1839-1895), was born at White Hall, in Lyon County. He was a student at Georgetown (Ky.) College during the term 1860-'61. One of his professors was J. J. Rucker, who was head of the department of mathematics at the college for

more than thirty-eight years. "Josh" Cobb was not long in deciding to cast his fortunes with the Southern Confederacy, when the Civil War was declared in 1861. All of his people went with the South. He enlisted as a private but he had become a sergeant in the Eighth Kentucky Infantry when an injury to his eyes compelled him to ask for his discharge. After the war he was for many years a boatman and boatstores man on the Cumberland and Ohio Rivers.

On his distaff side Irvin Cobb is the great-grandson of James Saunders, widely known as "Jimmy Dry" Saunders because of his caustic wit, a native of South Carolina, but a member of one of the earliest North Carolina expeditions over the Wilderness Road to Kentucky, then called by the pioneers the "New State." He became noted as an Indian fighter in Kentucky. He erected one of the first if not, indeed, the very first stone house built west of the Kentucky River, six miles from Frankfort.

His son, Dr. Reuben Saunders, Cobb's grandfather, was born in that stone house in 1808. In his youth he was apprenticed to John Bradford, Kentucky's first printer and publisher of *The Kentucky Gazette* in Lexington; but he was soon engaged in the study of medicine. He located at Montgomery, Ala., in 1840, and there formed a partnership with his first cousin, Dr. James Marion Sims (1813-1883), who afterwards became one of the most eminent of American men of medicine. Dr. Saunders returned to Kentucky in 1844; and ten years later Dr. Sims moved to New York city, where he quickly won a large practice, and through the success of many original operations wrote his name in letters of gold in the history of American medicine. His monument stands in Bryant Square, New York.

Dr. Saunders settled at Paducah, Kentucky, in 1847. In the same year he erected the most impressive home-stead in the town. The noble trees that stood like sentinels in the front and side yards dated back to pioneer Kentucky. He had married Adelaide Roberts of Tennessee, a descendant of those famous women of Scotland, Flora MacDonald and Ellen Douglas.

Like the Cobbs, Dr. Saunders was an ardent Confederate partisan. Two of his sons were Confederate soldiers; and we can very reasonably imagine that he never recovered from the South's defeat. His cure for cholera, discovered when he was a young physician and known as Saunders's formula, is credited with having saved hundreds of lives during the fearful cholera plagues in Kentucky and the South in 1833, and again in 1849. For this formula he received decorations of several foreign governments, including, I have been informed, the French Legion of Honor.

On October 19, 1872, "Josh" Cobb was married in Paducah to Miss Manie Saunders, one of Dr. Saunders's daughters. The second of their four children, two sons and two daughters, is the meat of this memoir.

Irvin Shrewsbury Cobb—"Irvin," of Scotch origin, supplied by his mother's sister, Mrs. Elizabeth Austin, still happily alive, and possessed of "romantic tendencies, who probably liked the sound of it"; "Shrewsbury" (not for a river in New Jersey, as the late Rennold Wolf facetiously suggested at a certain banquet in Cobb's honor in New York) for his father's firmest friend, Major Joel Shrewsbury—was born at Paducah, Kentucky, June 23, 1876. His birthplace was his grandfather Saunders's house, 321 Locust Street, now known as South Third, between Washington and Clark streets.

(Continued next month)

An Ancient Landmark of Kentucky

By SALLIE GRAHAM STICE

Cerulean, Kentucky

JUST a few miles out from Louisville—almost under the shadow of that beautiful metropolis of Kentucky—that once a year is the mecca of sports lovers from all over these States United—or from the world, for that matter—when on a May day they descend like the locusts of Egypt into the city, filling it to overflowing—clear out in the country—to witness the Kentucky Derby—almost within “hollerin’” distance of Churchill Downs, where that great sports classic is staged yearly—stands a little water mill.

The setting of the mill is as picturesque as that of the Miller O’Dee, who cared for nobody, no, not he, since nobody cared for *he*—or more likely the miller that lived under the hill, who, Mother Goose opined, if he were not gone, might live there still. For, on approach, a jolly miller is seen, just as busy as was either of these millers of tradition.

One rubs one’s eyes. Is this the Twentieth Century? Is there a bustling city back just a-ways?

But one must credit one’s senses. Besides, it was back in the city we learned of this picturesque bit of landscape with its quaint old mill in the foreground—upon which hangs this tale.

In these perilous times when the female of the species has her finger in most any sort of pie that happens to be a-baking, one ought not to be surprised at anything she does; but you will have to admit it is a little unusual to find her running a mill—or, to be quite literal, owning one, and looking after the business end of it, only using the services of an old-fashioned “Brother Dusty” for the actual operating—unusual, and interesting. If into the bargain one learns that the miller lady aforesaid is heiress to a million or so—well, one continues to wonder.

Just the same, this is the fact. The little old water mill humming away so cheerfully down on Wolf Pen Branch of Harrod’s Creek is the property of Mrs. Robin Cooper, of Louisville, Ky., daughter of Milton H. Smith, for half a century president of the Louisville & Nashville Railroad.

Often and often I have read *Thanatopsis*, can repeat it from memory. It has helped me to express thoughts that could not otherwise have been uttered,

but never until I looked upon the scenes depicted in this series of pictures did I realize the potency of the opening lines: “To him who in the love of nature holds communion with her visible forms she speaks a various language. For his gayer hours she has a smile of gladness and a voice of eloquence and beauty. And she glides into his darker musings with a mild and healing sympathy that steals away their sharpness ere he is aware.”



Waterfall on Wolf Pen Creek.

No matter how grouchy any dweller upon this mundane plane might be, surely he could not resist the lure of this idyllic bit of Nature.

That the old pioneer who dreamed so many years of building a mill here was a true child of Nature cannot be gainsaid. He was an artist of parts—willing to wait, living on his dream until the sands of life had almost run their course, doing the most humble of tasks to bring about its realization.

The story goes that this man of dreams early in life saw the possibilities of this little waterfall on Wolf Pen Branch, both from an artistic and utilitarian standpoint—mostly utilitarian, no doubt.

He was the poorest poor, owner of two hands and a little plot of rocky ground not far from the branch—not much of a start toward building a mill. But it is hard to discourage a man that can dream.

He was close to Louisville, that flourishing town of the 1800’s—Louisville must be fed. He would help feed her. His little plot of ground would grow something—but what? It must be something not easily discouraged. While he thought he spaded and pulverized the soil.

By the time it was done he decided on butter beans. They were hardy, good to eat, green or dry. Planted early enough, they bore two full crops. Nuff said. Louisville should have butter beans.

By this humble means the dreamer planned to build a mill by the little waterfall.

The truck patch was carefully tended—how he managed about the rotation of crops, the tradition does not relate. Geoffrey Morgan not yet being on the scene to remind him, he probably ignored that important feature—which caused all the delay in

building. However that may be, it is related that the butter beans were raised, gathered and sold until the tiller of the soil came to be known as "Butter Beans Miller." Note the surname and consider that, as the old Saxon chroniclers have it, a man was known by the name of his occupation. Thus is his dream explained.

As time went on, the butter bean hoard increased, but so slowly that sympathizing neighbors began to be troubled and, as neighbors had a way of doing "in them days," they decided to take a hand.

So over they came one morning, bright and early—it must have been for so friendly an undertaking!—and got busy.

One man cut and hewed the massive beams—with help, of course—others cut the logs to be made into the heavy timbers—yet others cut out the rock for the dam, foundations and walls, and presto! here was the house ready for the housing of the mill equipment.

The butter bean hoard went over to France to get a set of buhrs. The other equipment they made among them. Here, then, was "Butter Beans Miller" at last installed in his mill—his dream come true.

The neighbors who had rallied to his support reaped a reward of battercakes, hoecakes and hot "cawn pone" made from what soon came to be known as the finest meal in the country.

The son carried on the good work of the father—and his son. The little mill acquired quite a reputation.

Farmers came for miles around—brought their "turns"—"chewed their tobacker" and swapped yarns while the miller tolled and ground their corn—for the "tolling" using a measure called a toll dish which was dipped down into



A heavenly place to rest—Mrs. Cooper on the bank.

the sack's mouth and filled up to the miller's thumb. It all depended on how long the miller's thumb was whether he got rich or not! It is not related whether or not this miller had a thumb of gold!

For three generations the mill flourished—contributing, no doubt, to the hardihood of our forbears—when the march of progress proved too much for the old buhrs.

Louisville, the erstwhile fort, had long since become a thriving city. Steam-driven wheels had superseded the gigantic old waterwheels—and diminutive rolls came to supplant the stone buhrs.

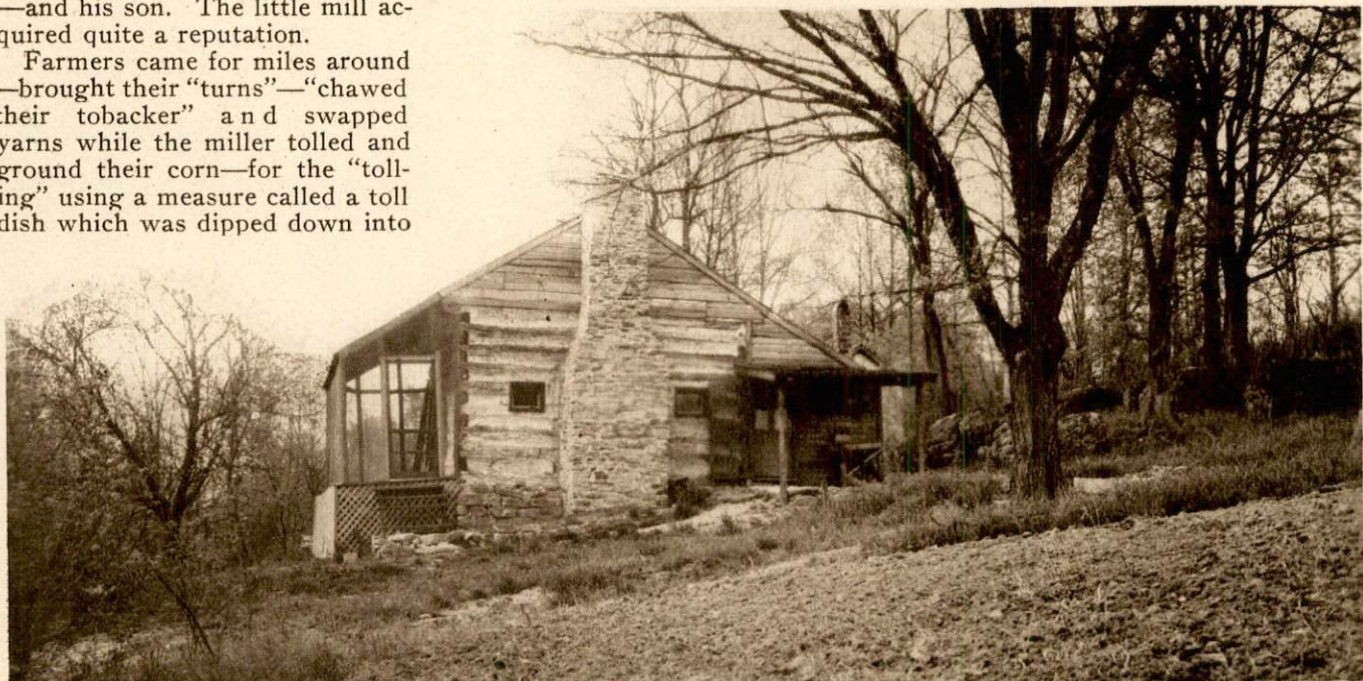
The old mill fell into disuse—became a trysting place for the birds and wild creatures of the forest. It was whispered even more sinister trysts!

The caressing finger of time made of the old mill a subject for artist's crayons.

It was the scene of much light-hearted merrymaking—much loving by the old stone well. The old mill sat and dreamed its pensive dreams.

Then evil days fell upon it in good earnest. No conjecture this time. Folks of not too scrupulous morals saw in it an ideal moonshiner's habitat—right under the shadow of the city and yet in a primeval forest—it was just the place.

The amateur distillers got busy immediately—and installed therein the "worm" that has turned and bitten so many misguided folks—running true to Kentucky tradition!



The old log cabin—rendezvous of moonshiners and bootleggers

The old mill lost its peaceful, happy existence and became the scene of lawlessness and violence—whereupon the revenue officers descended upon the invaders of all this tranquility and threw them out, neck and crop.

But the site was too tempting. Again it was equipped with "the mill made up to distill the juice of the forbidden fruit" to be again raided—and yet again—until finally, it was beaten into the thick heads of the desperadoes that this was an unhealthy place for them.

Once more the old mill settled back to dream in peace.

Once again came the nature-loving, artistic children of men—discovered it and loved it as had their ancestors of old.

Thither came the heroine of this narrative—mentioned in the beginning. Oh, yes, she qualifies with the artist folk—she is the chairman, president, patron saint, or what have you, of the Arts Club of Louisville.

But for all her artistic appreciation she is a canny Scot. She wouldn't be her distinguished father's daughter otherwise. She saw there were possibilities other than mere adorning the landscape in this old stone structure.

Like the miller of the butter beans, she had a vision of usefulness for it as well as beauty.

Often she had heard the praises of old-time water ground meal sung by her elders. Why shouldn't this old mill make it again?

True, the old mill was in a sad state of repair, but wonders had been wrought with old mills. If Henry Ford could make them over, what was the reason she could not?

The lady is a person of decision. She would at least see if it could be done.

Forthwith she investigated as to its owners—and bought the mill and surrounding terrain *toute-de-suite*, as our French cousins would say, immediately.

Now to the business of rebuilding. This kind of mill building was about out of date, but she canvassed around the country and in time located men who knew the *modus operandi*.

The house, with a few repairs, would do. She didn't want a new mill!

The stout beams and masonry of "Butter Beans" neighbors had withstood the ravages of a century amazingly—were about as sound when put in the building.

The old waterwheel, though, had to be rebuilt, but there was enough of the ruins left for a pattern.

Well and good. At it they went, using all the good parts—as per Mrs. Cooper's stipulations, and soon it was like the Irishman's knife that, in spite of having several new blades and at least one new handle, was the same old knife—just as good as ever.

The giant old buhrs, cobwebbed and dusty, were the next facer. The man who thought he might fix them discovered buhr picks had gone out of style along with bustles, hoopskirts and things.

Never say die, though. They rustled around and found a blacksmith who knew how to make the things. Where there's a will, etc.



John Klein, T. C. Tyler, who cut the heavy timbers for "Butterbean Miller"—John Wheeler, present miller.

Thus the difficulties were met and conquered, and soon the old mill was humming away just as busy and happy as ever it was in the days of its youth. The miller whistled away at his job—oh, surely! The lady found the miller too, who knew how to take a peavy pole, or whatever we used to call the heavy iron rod—and lift up the gate of the forebay which opened up the sluiceway—the water rushed out on the majestic wheel, started it to revolving—the pulleys inside to spinning—the hopper to shaking and lo! here was the water-ground mill of our grandmother's days.

And Louisville was not long finding it out. It was immediately quite the thing to have battercakes made of Mrs. Cooper's meal for breakfast. At the Pendenis Club—to feed the Derby crowd—at the Somebody Inn. Who has not heard of and longed for some of the "lacy aided batty cakes" at homefolks' "Batty cake breakfast"? The humble necessity has become a dainty luxury.

"Ten cent a pound—a dollar for a ten-pound sack," said vivacious lady miller. "Pooh, they can afford it"—at my look of consternation, doubtless. "At that, we can't fill the orders, they come in so fast."

There is no advertising, either, other than the novelty of the goods. The capacity of the mill is quite limited, of course.

"We are making one concession to modernity. Hitherto, our meal was put up in hand-labeled bags until I found it was working my poor miller to death—so I'm plunging to the extent of a thousand or so printed bags"—with a whimsical smile.

It was not long until Mrs. Cooper's mill became news. Numerous papers and periodicals sought out the millionaire's daughter, who enjoys running a mill.

But she pooh-poohed the idea of making much of so small a matter—didn't see any reason why a woman shouldn't run a mill. Seemed a pity for the old mill to sit there idle when it might be useful.

So enthusiastic is she about her mill in its sylvan setting that she has restored even the old cabin that

(Continued on page 48)

The Western Kentucky State Teachers' College

(Continued from page 23)

made an appropriation for the construction of a new dormitory and an industrial arts building. The magnificent new dormitory which will be known as the West Hall, is four stories high, built of Warren County white stone and is modern in every way. When completed the building will have rooms sufficient to accommodate two hundred girls. A handsome parlor, artistically furnished, study hall, which may be used for committee meetings and conferences, are among the attractions of the building. On the top floor is a small infirmary, including isolation ward for any contagion that may occur, convalescent ward, rooms for the graduate nurse, kitchenette and other necessary features that combine to make the unit as perfect as possible.

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Ky.'s Agricultural Development

(Continued from page 28)

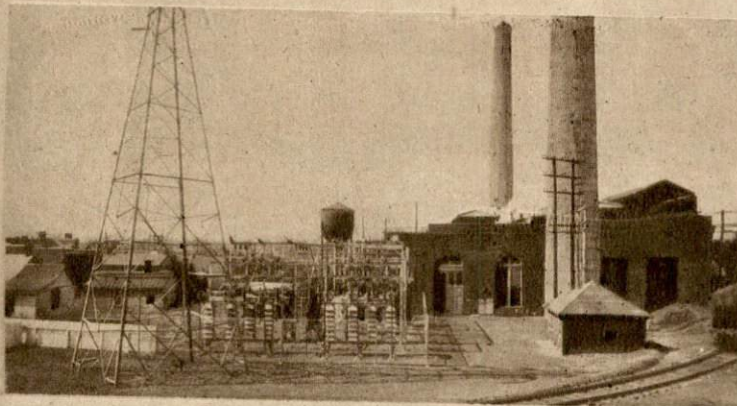
to more than 200,000 acres in 1928. Alfalfa and sweet clover, grown fifteen years ago, only in about twenty counties and sown to the extent of about 3,000 acres annually, now have increased to 50,000 acres of each sown in 1928. Lespedeza, of which approximately 500 acres were sown in 1920, has increased to the point where not less than 300,000 acres were sown in 1928.

Four farm enterprises, namely: Horticulture, dairying, poultry and sheep, have shown a decided increase during the past year.

Western Kentucky has led in the production of horticultural products. Additional peach and apple orchards have been set out, and orchards planted during the last five years have come into production, with the result that the fruit industry during the past year has returned an income exceeding one and a half million dollars. The strawberry and small fruit industry, which has been centered about such counties as McCracken, Christian, Graves and Warren, has produced, in 1928, to exceed one million dollars.

The largest public interest has been in dairying. The possibility of a daily income appeals not only to the farmer, but to the business man. In 1926, Kentucky dairy cows were valued at \$19,000,000; in 1928, due to increased values, as well as numbers, dairy cows were worth nearly \$32,000,000. As the dairy industry has grown, the markets within the state have increased. Where only a short time ago, a large proportion of Kentucky dairy products were marketed in the form of butterfat through the more than one thousand cream stations in the state, now an increasing

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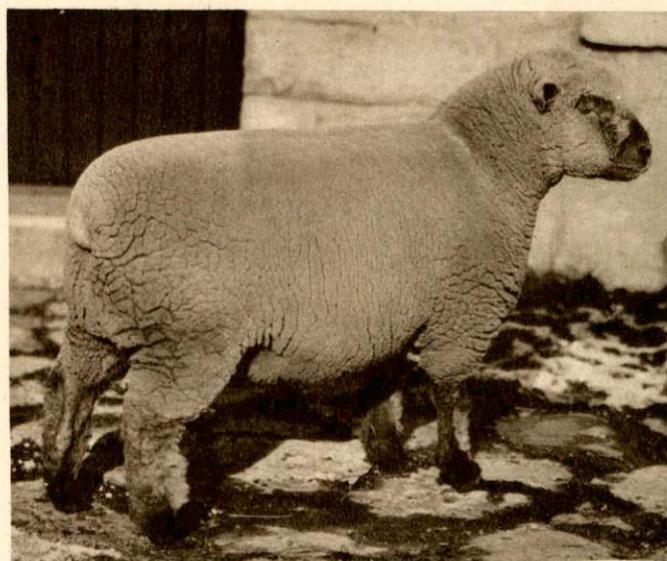
Lexington Water Co.

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LEXINGTON, KENTUCKY

amount of these products is going to condensaries and raw milk plants. During the past year, a condensary has been located at Maysville, and plants are also operating at Hopkinsville, Madisonville, Bowling Green, Danville, Lebanon, Lawrenceburg and other towns, so that not only has the possible market for dairy products widened, but their manufacture is taking place within Kentucky's borders. Thirty-five creameries are manufacturing 20,000,000 pounds of butter annually.

Poultry represents one of Kentucky's rapidly growing industries. The value of poultry products ex-



Purebred Southdown Wether lamb. Bred, fed and shown by the Experiment Station of the University of Kentucky. This lamb was first in class and champion wether of the Southdown breed; also grand champion wether over all breeds, crossbreds and grades at the 1928 International Live Stock Exposition, Chicago.

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ceeded \$22,000,000 in 1924, and there is every evidence that this figure has been considerably surpassed in 1928. Many poultrymen have become interested in purebred fowls, and shipments of superior birds are being made to all sections of the country. Coincident with the interest in poultry has been the development of commercial hatcheries, which provide a market for thousands of eggs, annually, from purebred flocks.

The Kentucky sheep industry, especially with reference to the production of high-class spring lambs, has shown steady progress each year. Kentucky spring lambs have an established market, and this industry now represents an income of approximately \$10,000,000 annually. At the recent International Livestock Exposition, Kentucky, through its Agricultural Experiment Station, won the grand champion and the reserve champion awards for lambs, demonstrating that this state can and does lead in the breeding and production of the highest type lambs.

Much more might be said concerning the developments which are occurring in Kentucky's agriculture, but limitation of space prevents a further recounting. However, one may not close a statement of this kind without again referring to Kentucky's tobacco production, the crop which brings in its largest cash income. The total production in 1928 is estimated at 306,000,000 pounds, with a probable value of about \$70,000,000.

Growth of Aviation in Kentucky During 1928

(Continued from page 40)

Club of Kentucky will not only give advice and assistance in laying out airports in Kentucky, but it will assist Kentucky communities in arranging appropriate programs marking their opening. Incidentally, the United States Department of Commerce, Washington, D. C., will gladly give valuable information on the establishment of airports. Those who wish to get in touch with the proper department officials, can obtain the necessary information, if they so desire from the Louisville District Offices of the Bureau of Foreign and Domestic Commerce, U. S. Department of Commerce, with offices in the Board of Trade Building, Louisville.

(Editor's Note—The Air Board of Kentucky, created by the 1926 Legislature, has supervision over flying operations in Kentucky and may be communicated with at the State Capitol, Frankfort, for advice on establishing and financing municipal air ports. The Kentucky Air Board has assisted several cities in launching plans for air fields.)

An Ancient Landmark of Ky.

(Continued from page 45)

was once the rendezvous of moonshiners and bootleggers. Here she and the boys rusticate through the summer. "The boys are wild about it." Any boy would be! That is, she stays all the time she can. For she is a very busy person, what with her milling, taking care of her family and being a patron of the Arts.

The lady has really done something quite worth while. Not only has she revived an old-time delicacy, which has contributed to the pleasure of thousands, but she is helping to preserve the history of early Kentucky.

Long before "Butter Bean Miller" built his mill, there had been a mill on this site. The men who went to help him, found part of their work already done. Parts of a primitive dam which the oldest inhabitants declared were put in by the first settlers more than a century ago, were as solid as when the rough stones were placed in order there.

The original deed held by Mrs. Cooper refers to the site as the "Postlewaithe Hill," or Jacob Trace Mill, going back, one surmises, to the days when the courtly Captain Postlewaithe entertained Aaron Burr, his beautiful daughter, Theodocia Burr Alston; her husband and the equally celebrated Blennerhassett at his delightful tavern in Lexington—the site of the present Phoenix Hotel.

There are many stories current of the old mill in its several stages of existence—the most thrilling being those of its long decay, when the moonshiners' cabin and the old mill were the scenes of many adventures.

Even the names of the streams testify to the age of the community—Harrod's Creek, into which Wolf Pen Branch flows—Wolf Pen itself—are names indicative of pioneer times.

Harrod's Town, only a few miles south, is the oldest settlement in Kentucky. No doubt, the creek was named for some scion of James Harrod, if not for the pioneer hunter himself. Certain it is that his restless feet roamed over most of this section of Kentucky.

Anyway, folks interested in Kentucky history will find this old landmark worth adding to their list of interesting places to see.



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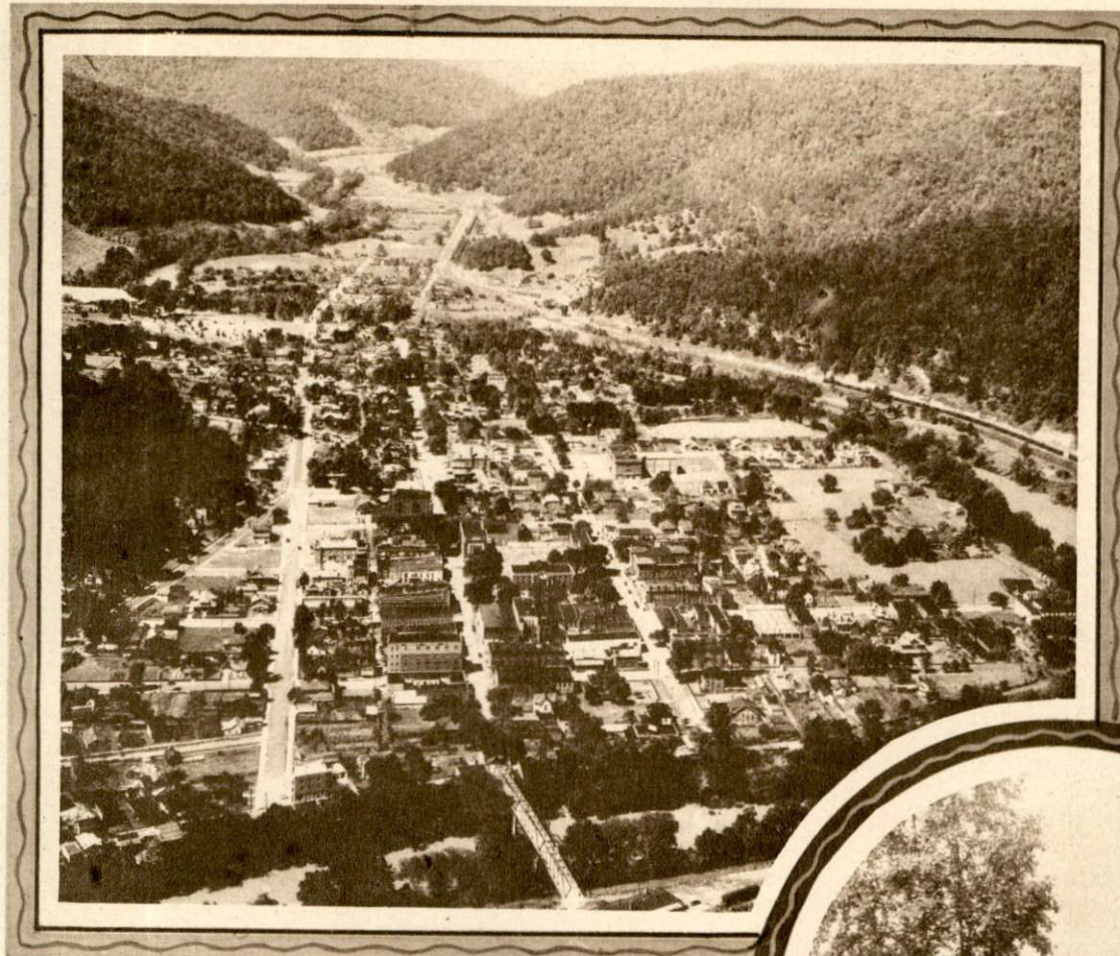
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Birds-eye view of Pineville, Ky.



(Below)—A typical mountain home in Eastern Kentucky.



Clear Creek.

In the mountains near Pineville.

Estimated Statistical Summary of Kentucky's Mineral Resources Calendar Year 1928

By WILLARD ROUSE JILLSON, Director, State Geological Survey

	Volume		Value
Asphalt (Natural Rock)	292,777	tons	\$ 2,342,216
Carbon Black	2,800,000	lbs.	123,500
Clay (raw)	120,000	tons	663,000
Clay Products			7,750,000
Coal	67,659,000	tons	115,020,300
Fluorspar	71,840	tons	1,365,000
Gasoline (from Natural gas)	8,000,000	gals.	600,000
Hydro-Electric Power	290,000,000	k. w. hrs.	730,000
Iron (pig)	185,000	tons	4,550,000
Natural Gas	18,750,000	M. cu. ft.	6,000,000
Limestone	2,700,000		2,950,000
Petroleum	7,325,291.11	bbl.	9,338,738
Sand and Gravel	3,500,000		2,500,000
Miscellaneous			5,500,000
Total value			\$159,432,754

Henderson Apples To South America

Shipments of Henderson County apples during the season just ended, included a large consignment to South America. Winesaps and Staymans comprised the shipment to the southern countries.

A total of 38,000 bushels of apples produced from orchards in this county are now in storage here, in addi-

tion to several thousand bushels in storage in Evansville warehouses.—*Dawson Springs Progress.*

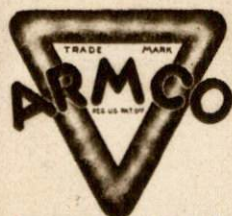
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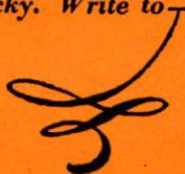
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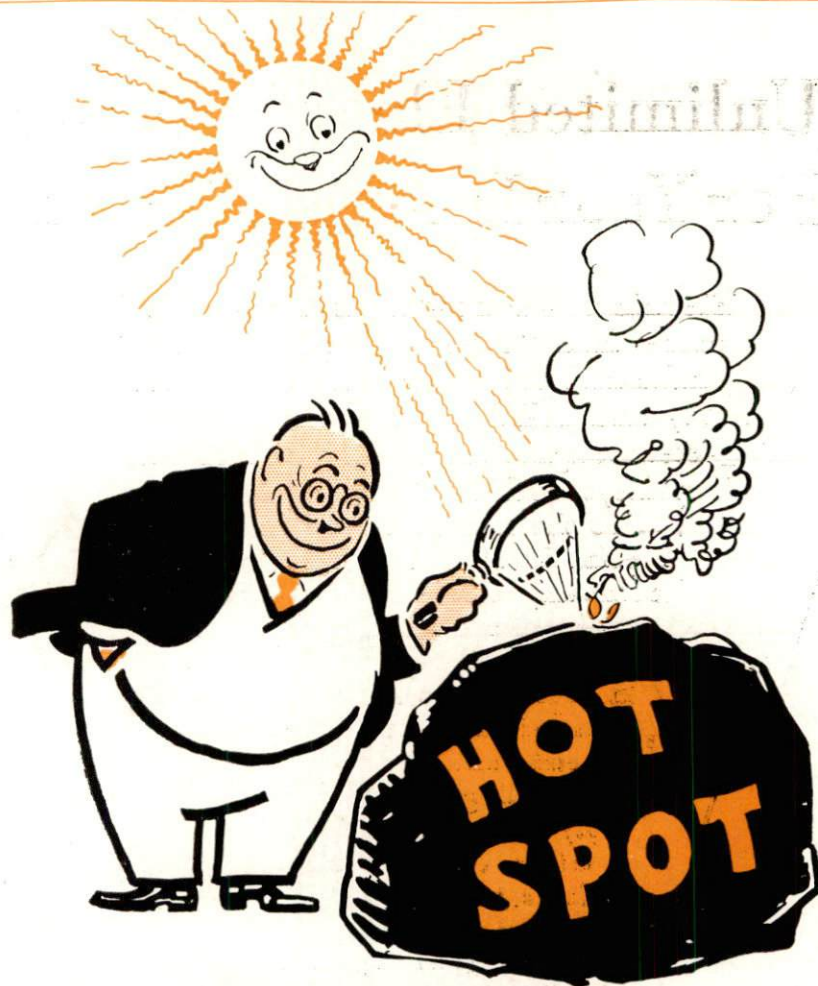


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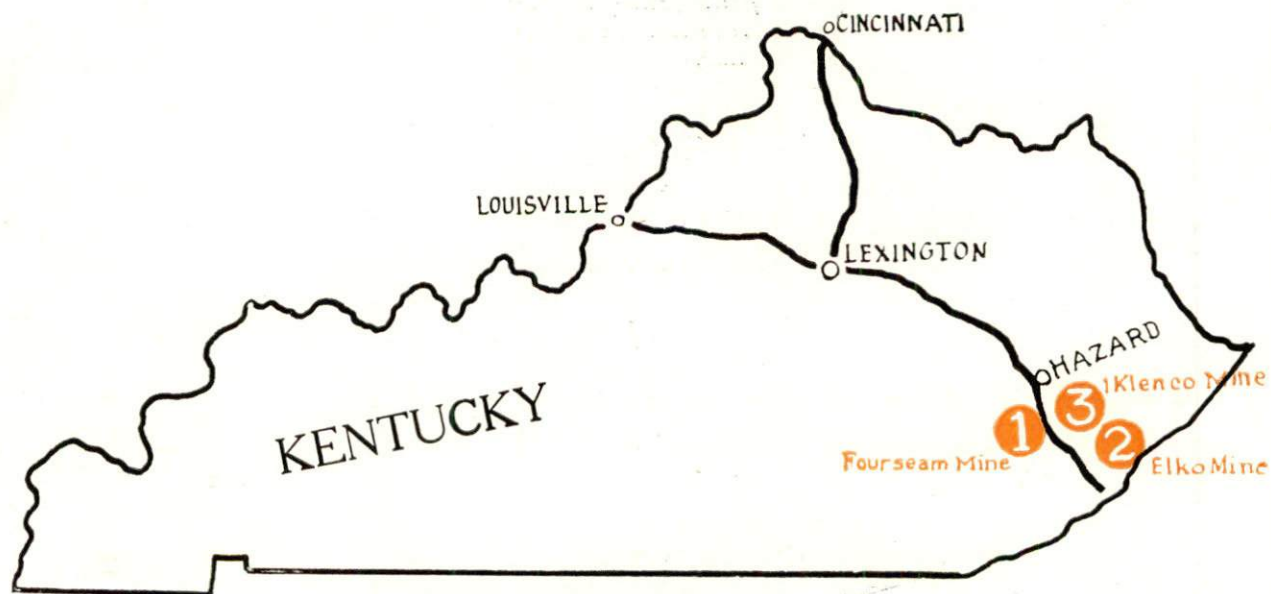
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