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# KENTUCKY PROGRESS MAGAZINE



**APRIL, 1929**

**Vol. 1 No. 8**

**OFFICIAL PUBLICATION OF THE KENTUCKY PROGRESS COMMISSION**

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and  
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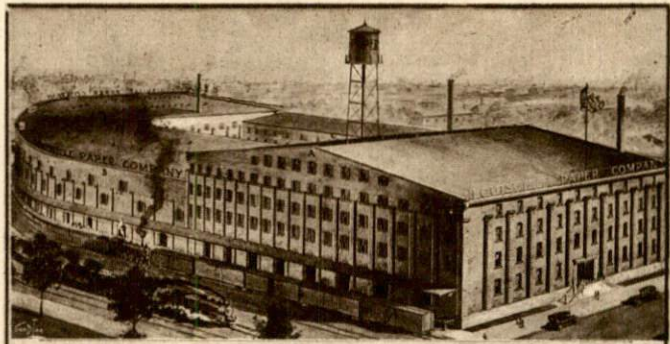
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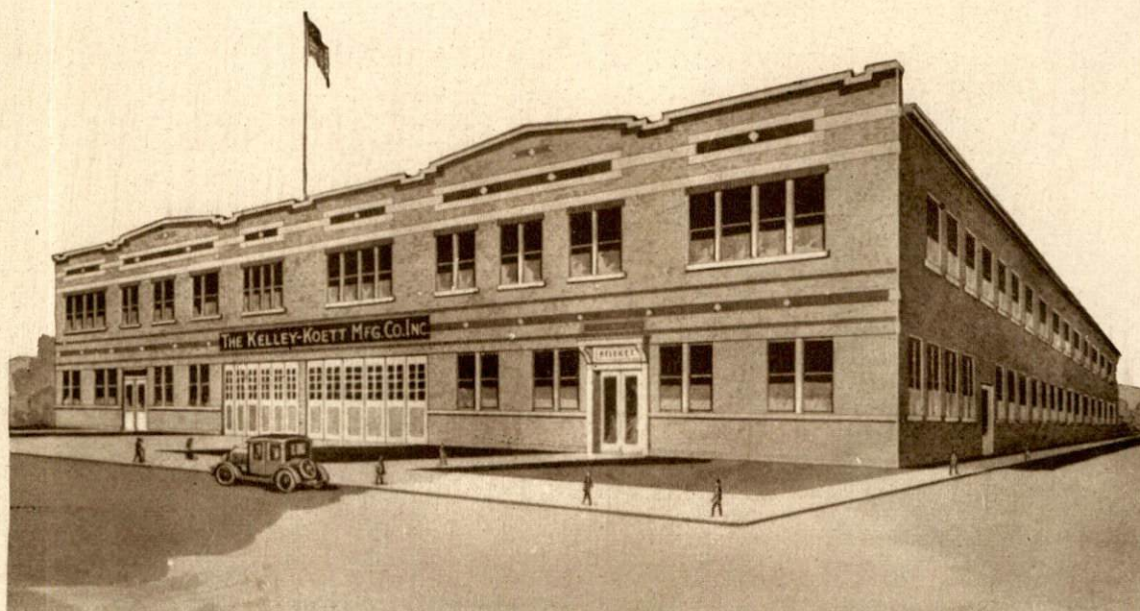
*For further information, write to*

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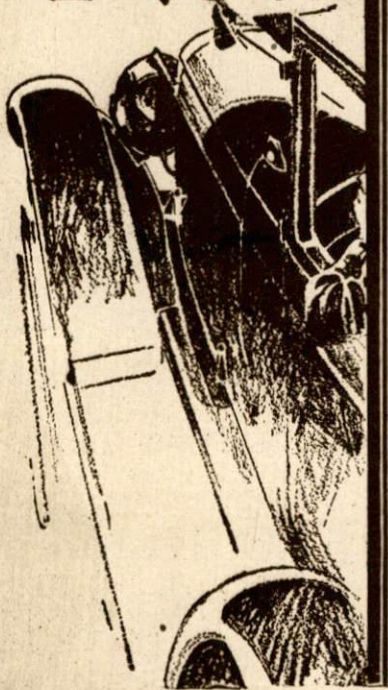
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Manager

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.



For any information on Kentucky, address  
**KENTUCKY PROGRESS COMMISSION**  
STATE CAPITOL, FRANKFORT, KY.

VOL. I

APRIL, 1929

NO. 8

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*Kentucky—right now!*

—Caufield & Shook.

# The Present Job In Kentucky

By GOVERNOR FLEM D. SAMPSON

**M**ENTION the name of dear old Kentucky anywhere and people respond with interest. This is a great asset which can be and will be capitalized.

Visualize Kentucky, consider her geographical location coupled with the fact that of the political sub-divisions of the world, Kentucky stands out as one of the most distinguished.

What wonderful opportunity for increased population in Kentucky!

If one were endeavoring to appraise the advantages and opportunities to be found in Kentucky, he would class among the first items to be considered, the fact that farm lands in Kentucky, considering productivity and accessibility to markets, are among the most desirable in the world, and yet they can be purchased at very reasonable prices.

Former generations had no such opportunity for progress, prosperity, health, happiness, success, as the present generation in Kentucky.

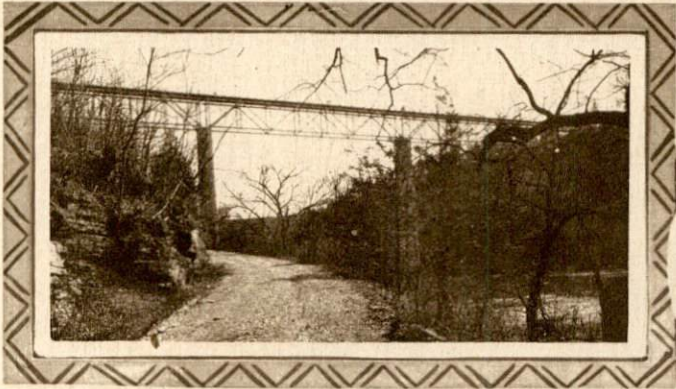
Fortunate in climate, beautiful in its natural scenery, favorably located geographically, rich in soils and in minerals, blessed with modern means of transportation to every nook and corner, how could Kentucky, among the most distinguished of the States of the civilized world, fail to grow by leaps and bounds in population and wealth?

The present job of every citizen in Kentucky is to co-operate with the Progress Commission which is already producing remarkably tangible and concrete results in the advancement of Kentucky.

It is to the advantage of every person who now lives in Kentucky that still other industries and worthy people come to live among us.

Other States, in years gone by, have undertaken definite campaigns to attract more people to live within their borders. Kentucky is now engaged in the same kind of effort. Abundant reward is attending our efforts. In order to make an even greater success, the outstanding need of the Progress Commission is the united and enthusiastic help of the people of Kentucky.

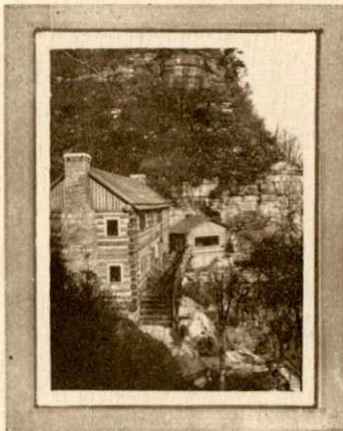
# Include These In Your Summer Tour



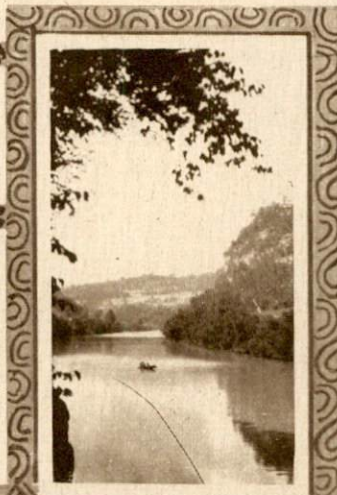
Kennedy Bridge, Dix River.



(Above) — Kentucky River scene near Camp Nelson.



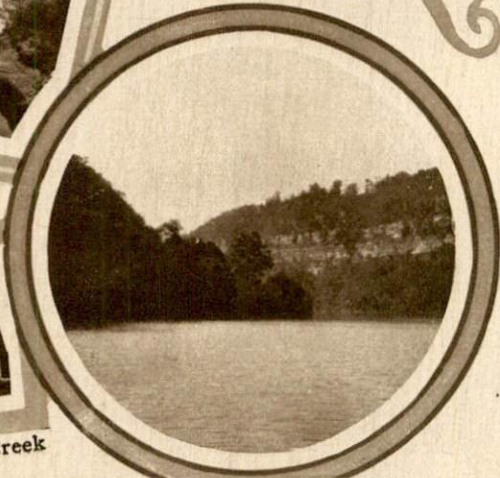
The Nighway at Camp Nelson.



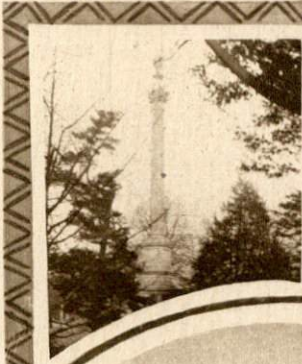
(Left) — The Kentucky River.



(Left) — Scene near Kentucky River.



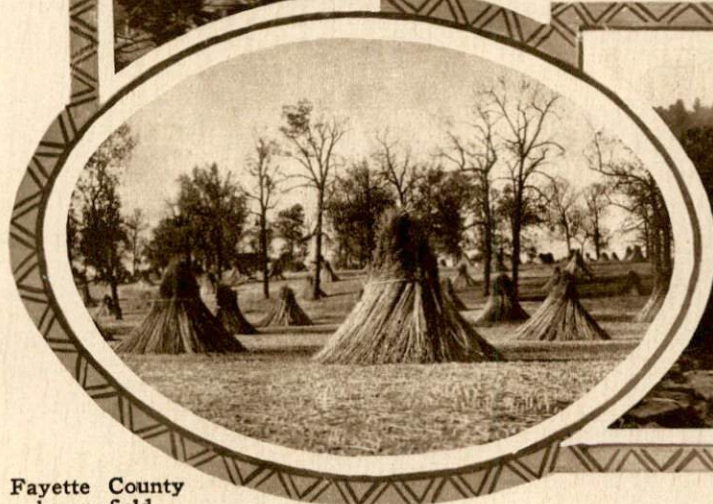
Kentucky River Palisades.



Henry Clay Tomb and Monument, Lexington.



Grimes Mill on Boone Creek near Clay's Ferry.



Fayette County hemp field.



Cumberland Falls.

# EDITORIAL

C. FRANK DUNN, Editor

## Air Marks of a Live Town

**C**HAMBERS of Commerce not so long ago advanced certain physical features of their cities, including handsome public buildings, modern looking hotels, splendid streets, etc., as the "ear marks" of a good town.

Today it is the "air marks" that count. Your city looks like any other city of the same size from an airplane, and airplanes are growing more popular every day as a means of transportation for the potential investor, money-spending tourist and whatnot. Chambers of Commerce please take note.

The Air Board of Kentucky at a meeting early in March set as its first goal, in plans to expand aviation operations in the Bluegrass State, an appeal for the marking of all cities in Kentucky for the benefit of those who are using the air for either commercial or pleasure travel.

It later developed that the Oklahoma State Chamber of Commerce had launched a similar campaign to be "the first one hundred per cent marked state in the Union," the very hope that the Kentucky Air Board had expressed for Kentucky.

Oklahoma's appeal to its cities, quoted in part, is as follows:

"Enough has been said in behalf of aviation in the establishment of a nation-wide, standardized system of air markings. It is only necessary to repeat that on the new air maps being compiled by the Federal Department of Commerce, the big commercial map-makers and the State Chamber of Commerce, only those cities will appear which have provided aerial markers. The importance of this is obvious. Out State is being observed from the air every day by men of national and international importance. You are familiar with the tremendous progress of commercial aviation in the past year.

"From now on, men of affairs will view your city from the air. If your city is marked, it not only commands direct observation from overhead, but demands national and international attention through listing in Department of Commerce air guides. This listing puts your city before substantial interests of the type you desire to reach. It is impossible to obtain more or better advertising at such small expense by any other means.

"Will Rogers, Oklahoma's own humorist and greatest advertising asset, flew into his native state not long ago. His pilot became lost. They wandered around over much of Oklahoma before they could 'shoot' a railroad station to learn their whereabouts. Upon landing, Rogers asked: 'What's the matter with you folks? Are you ashamed of your town? I ask you and plead with you again to paint the name of your town on the top of some building.'"

Clarence Chamberlain, overseas flyer, in a short but

emphatic speech before the national meeting of the American Automobile Association a year ago stressed air-marking almost exclusively. He said that while flying over Europe he noticed that Poland was the only country where every city was marked. The name of the town was painted on the railroad station, and as cross-country pilots follow railroad lines this was the ideal marking. Chamberlain said he could not speak the language of Poland but nevertheless had no difficulty in distinguishing the names of the cities.

The largest commercial map makers in this country are making air maps, for sale the same as highway maps, and they are a revelation. They are issued by states and do not lack for information of every kind. Cities that are still dreaming of the day they are going to make up a "pot" to issue a highway map and log, directing tourists to their town, will probably not arrive in time to benefit from the highway map, if published, while more enterprising competitive cities have already doubtless grabbed a "paint pot" and gotten on the national map with the name of their town air-marked.

## Building Highways

**T**HE Kentucky Progress Commission was not created to criticize the work of other State departments but to co-operate with them in the development and advancement of Kentucky.

The progress commission has not been asked and is not expected to popularize the achievements of any State departments or defend them from criticism should there be critics.

However, it is charged with the job of advertising Kentucky, her attractions, resources and accomplishments, to the outside world and in this capacity keeps in close touch with the progress of the State, from official departments to civic organizations and even individuals, as is noted from articles published in the KENTUCKY PROGRESS Magazine.

The Progress Commission has noted from time to time letters addressed to editors of newspapers, asking somebody (usually nobody answers) why the Kentucky Highway Commission has not built all of the roads that they can think of in the State, and where the funds for highways is going.

The favorite indoor sport, during dull evenings, seems to be writing these letters, which almost invariably cite the discrepancy between the motor license taxes of Ohio and Kentucky. The letter-writer wants to know, also, why Kentucky has not as many roads as Ohio. Kentucky has more, but the public does not seem to know it.

The facts, obtained from reading published reports and not from the highway commission, which has enough to do without being forced to establish a publicity bureau at additional expense to the taxpayers, should be laid be-

fore an inquiring public, as they are entitled to know, so here they are:

Ohio has more than 2,000,000 automobiles taxable for road revenues; Kentucky has 270,000.

Ohio has a primary system of approximately 4,000 miles; Kentucky has approximately 12,000 miles.

Ohio has just completed her primary system of 4,000 miles, much of it in traffic bound macadam roads; Kentucky has under maintenance about 5,000 miles, some of it in traffic bound macadam roads.

Ohio started before Kentucky but when Kentucky did start she rapidly knocked the undeserved stigma "The detour State" so far nobody can find it.

Progress has been so rapid in Kentucky that it is hard to conceive of the actual system of roads built in one year—1928—shown in graphic form in the construction map published in the January issue of KENTUCKY PROGRESS Magazine.

And as for highway bridges, Kentucky has assumed leadership in the nation for a unique, sound plan of constructing all needed bridges, in this State that has the greatest number of miles of navigable streams in the country, within the shortest possible time and throwing them open to the public for free use.

#### Motorcade Ready to Invade "Sunny South"

**K**ENTUCKIANS will go visitin' this month to their neighbors in the States of Tennessee, North Carolina and South Carolina.

A motorcade, headed by Mayor W. O. McIntyre, of Danville, will start on a tour, rolling up a party as they go, to Charleston, S. C. Two hundred Kentuckians have signed up for the jaunt, representing jolly junketeers from Danville, Harrodsburg, Nicholasville, Lexington, Frankfort, Louisville, Stanford, Mt. Vernon, London, Corbin, Barbourville and Middlesboro, the report says.

Mayor McIntyre made an advance trip arranging for the motoramble and was assured a warm reception all along the route. At Middlesboro a big banquet will be held. A delegation will meet the motorcade at Morristown, Tennessee, and escort the visitors into the city. Here a delegation from Asheville will take charge of the party and will be their hosts until they reach Spartanburg, where a committee from Greenville will assume charge. After a banquet to the Kentuckians, Charleston will take the visitors in hand for the remainder of the program.

"The purpose of the tour is to tell the outside world about the glories and the grandeur of the Bluegrass State," Mayor McIntyre said. "The motorcade will follow in great part the route of the old Wilderness Road, blazed into Kentucky from North Carolina by Daniel Boone and his intrepid pioneers."

Judge Jay W. Harlan, of Danville, and T. Russ Hill, of Middlesboro, members of the Kentucky Progress Commission, will accompany the party and are assisting Mayor McIntyre in the arrangements. Fifty Central Kentucky Club women have made reservations for the trip.

Newton Bright, Commissioner of Agriculture; William Jennings Price, for eight years minister to Panama; President Charles J. Turck, of Centre College; "Red" Roberts, former Centre football star; J. Sherman Porter, manager Lexington Automobile Club; Eugene Stuart, manager Louisville Automobile Club; D. M. Hutton, editor *Harrodsburg Herald*; J. Curtis Alcock, secretary, Kentucky Press Association, and many others will make the tour.

#### The Kentucky State Flag

**R**EQUESTS from all parts of the country, usually from ex-Kentuckians, for copies of the Kentucky State Flag, are received by the Progress Commission. Small copies, obtainable at a nominal price, are the ones desired.

The Progress Commission has taken the matter up with flag manufacturers, not with a view to purchasing the flags for the Commission's use or distribution, as the appropriation for advertising made by the Legislature would hardly come under this head, but for the information of any organization or societies desiring to sell the flag. In Texas local patriotic organizations sell thousands of their state flag annually. Mrs. John L. Woodbury, of Louisville, historian-general of the U. D. C., has volunteered the help of the U. D. C. in handling small copies of the Kentucky flag.

The State of Kentucky at the present moment owns only one copy of the official State flag and has placed it in the Kentucky Historical Society collection in the old Capitol at Frankfort. Two other copies were authorized by the Legislature—one to be presented to the Philadelphia Sesqui-centennial for a permanent display of State flags and the other for the Adjutant General's office. The latter flag disappeared last fall at Chicago and a duplicate, paid for by the hotel where it was used in connection with the University of Kentucky-Northwestern football celebration, is now being made.

The Progress Commission has had made, however, a three by five silk flag for use in any advertising projects where it would be suitable. It is for the Commission's own use, so the need for small copies to meet public demand still exists.

The KENTUCKY PROGRESS Magazine will publish in colors a reproduction of the State flag in an early issue.

#### More Progress in Dairying

**U**NKOWN as a dairy county two years ago, Calloway County now occupies the premier position from the standpoint of progress in the entire United States.

At the National Dairy Show at Memphis last fall Calloway County Junior Club members won the championship on five Jersey heifers.

Hilson Guier, a fifteen year old Calloway County club boy established a new world's record for senior three-year-old Jersey heifers when his cow produced 784 pounds of butter-fat and 12,600 pounds of milk in 305 days.

During the past two years the number of cows in Calloway County increased from 4,600 to 7,000. In order to provide an outlet for this tremendous increase in milk a dairy products plant has been established at Murray that gathers milk at the farmer's front gate every day and ships sweet pasteurized milk to eastern markets by carlots. All surplus milk is separated, the cream being converted into butter and the skim milk into powder.

In recognition of these achievements Calloway County has been awarded a cup offered by the American Jersey Cattle Club of New York for making the greatest progress in dairying of any county in the United States last year. County Agent, P. H. Wilson and the citizens of Calloway County, who supported him in his efforts, de-

(Continued on page 40)



*Nature, the Great Architect*

—Caufield & Shook.

# My Old Kentucky Home

By KINCAID HERR,  
L. & N. Railroad Employees' Magazine



The song that thrills the soul of every Kentuckian

**MY OLD KENTUCKY HOME, GOOD-NIGHT**

The sun shines bright in my old Kentucky home,  
'Tis summer, the darkies are gay;  
The corn-top's ripe and the meadow's in the bloom,  
While the birds make music all the day;  
The young folks roll on the little cabin floor,  
All merry, all happy and bright,  
By-a-by hard times comes a-knocking at the door,  
Then my old Kentucky home, good-night!

**CHORUS:**

Weep no more my lady,  
O weep no more today!  
We will sing one song for the old Kentucky home,  
For the old Kentucky home far a-way.

They hunt no more for the 'possum and the epon,  
On the meadow, the hill, and the shore,  
They sing no more by the old cabin door,  
On the bench by the glimmer of the moon,  
The day goes by like a shadow o'er the heart,  
With sorrow where all was delight;  
The time has come when the darkies have to part,  
Then my old Kentucky home, good-night!

Weep no more my lady, etc. Cho.—

The head must bow and the back will have to bend,  
Wherever the darkey . . . may go;  
A few more days and the trouble all will end,  
In the field where the sugar-cane grow;  
A few more days for to tote the weary load,  
No matter 'twill never be light,  
A few more days till we totter on the road,  
Then my old Kentucky home, good-night!

Weep no more my lady, etc. Cho.—



At the top left is Stephen Collins Foster, author of the immortal song. Top right are the words that stir the pulses of all Kentuckians.

Bottom: My Old Kentucky Home at Bardstown, Ky., as it appears today. Foster was visiting at the home when he was inspired to write the song.

—Caulfield & Shook.

# The Story of a Song and Its Setting

THE unveiling of a bronze bust of Stephen Collins Foster at Cincinnati and the dedication of a monument to him at Fargo, Ga., just recently recalls to the mind of a romantic turn the fact that the place where that genius received the inspiration for at least two of his famous songs lies just a few minutes' walk from the heart of Bardstown, Ky., a thriving little community situated on the Louisville Division of the L. & N. Railroad. It is also on U. S. Highways Nos. 68 and 168.

"Federal Hill," the name of the old Rowan homestead where Foster wrote his immortal masterpiece, "My Old Kentucky Home," was made a shrine by the State of Kentucky about five and one-half years ago. Since that time, such has been the affection for and the interest displayed in this charming symbol of a vanished day, that over 200,000 people have visited the "Home" and left tangible proof of their pilgrimage by signing their name in the register. These people come from not only every state in the Union, but from every nation on the face of the globe, and Colonel Ben LaBree, distinguished author and curator at the Home, assured us that on some days in the summer the number of visitors mount as high as 1,600. In fact, on one particular day last summer forty-three States were represented on the day's register, not to mention a liberal sprinkling of foreign countries thrown in for good measure.

Colonel LaBree is one of the most charming of mentors and is a splendid advertisement for the State of Kentucky, presenting as he does, an appearance of the typical Kentucky Colonel, which, coupled with a kind manner and attractive personality, is bound to leave in the mind of the departing visitor a most pleasurable memory. Colonel LaBree, as before mentioned, is an author and has written many books, among them being "Pictorial Battles of the Civil War," "The Confederate Soldier in the Civil War," and "Camp Fires of the Confederacy."

"My Old Kentucky Home" was completed in 1795, work having been begun on it in 1789 and it has, among other distinctions, that of being one of the oldest houses in Kentucky. The hand of man and the touch of time have dealt gently with both it and the surrounding countryside. Its owner was Judge John Rowan, one of the first residents of Kentucky and was built by him to be used as a summer home and game

lodge for the entertainment of distinguished visitors to Louisville. In those days, of course, there were no railroads or macadam highways, and the existing roads, hardly worthy of the name, were miserable; in dry weather, rough and bumpy; in wet weather, a mere mass of sticky mud between the ruts worn by the wheels of carriages and wagons and well-nigh untraversable. All in all, it took about two and a quarter days to make the trip from Louisville to Bardstown, a journey that can be made nowadays in about an hour and a half by train or auto. In those days Louisville and

Bardstown were about the same size and it was thought, as at various times has been freely predicted for other cities of Kentucky, that some day the latter would be the metropolis of the State.

Once arrived, the visitors settled down to a round of pleasure and gaiety which more than compensated for the discomforts endured in transition. It must have been a rare thrill for the blase Easterner or Englishman or Continental to hunt deer and rabbit

and other game on the estate of Judge Rowan, the thrill not being supplied by the pugnaciousness of the wild life, especially, but rather by the Indians, probably devitalized Cherokees, who acted in the capacity of guides, for there was always the chance, never very remote, that the redskins might revert to type, and the hunters would become the hunted.

"My Old Kentucky Home" as Judge Rowan built it originally had an added part-story and was a reproduction of Independence Hall, at Philadelphia, so you see it was of noble descent and there must be something in the theory of heredity after all. Judge Rowan, as before mentioned, was one of the first settlers in Kentucky and was later one of the founders of the State. He held at different times the offices of secretary of state and judge of the Court of Appeals, and was also United States Senator from Kentucky. His son, John Rowan, Jr., was related to Stephen Collins Foster, hence Foster's visit to the home. The younger Rowan was at one time United States Minister to Italy during the administration of President James K. Polk.

During the one hundred and thirty-three years of its existence "Federal Hill" has been, until its acquisition by the State a few years ago, solely in the hands of the Rowans, only three generations in all. Judge Rowan was very



Bedroom on second floor of "My Old Kentucky Home."—Caufield & Shook.



patriotic, as is evidenced in many little incidents. The name of the estate, "Federal Hill," runs back of course, to Revolutionary War days, and is not, as many have supposed, indicative of the sympathies of the family during the Civil War, indeed, quite the contrary. Every flight of stairs in the Home consists of thirteen steps, no mere flaunting of superstition, but symbolic of the original thirteen states of the United States of America. In the center of the main hall downstairs is an arch and in the middle of this is a keystone representing Pennsylvania, the keystone state and the state of Judge Rowan's birth. (In the old wood-cuts the original thirteen states were represented in the form of an arch with Pennsylvania occupying the position of the keystone, hence its nickname). The Home proper contains besides the two large halls, upstairs and down, six large rooms, each twenty-two feet by twenty-two feet, all high-ceilinged. One explanation of the extremely high ceilings is that the rooms were built thus so that practice with the broad-sword might be freely indulged in.

No additional furniture has been added to the Home since its creation into a Shrine, a fact that immediately makes it unique from other historical shrines, and every piece of furniture it contains was brought in by Judge Rowan. And to grow lyrical, such furniture! The house is a veritable antique shop, with the decided difference, that every item it contains is a genuine antique. Sofas by Hepplewaite, chairs by Chipendale, tables by Sheraton, various pieces by Duncan-Phyfe, all are present. Colonel LaBree told us that the ecstasy of many women on beholding these marvelous and beautiful examples of the cabinetmakers' art is truly astounding. "Ohs" and "Ahs" rend the air and perhaps it is just as well that an inoffensive rope protects the rooms from yearning hands. Men, being made of sterner stuff, are probably just as ap-



—Caufield & Shook.  
Bedroom, second floor, rear front.

preciative, we believe, but hide their emotions better. Most of these pieces are from 165 to over 300 years old, and it is interesting to reflect that the creation of some of them was contemporaneous with the settlement of Jamestown. The furnishings of the Home on which atmospherical conditions and ordinary usage would have a destructive effect, such as rugs, curtains, draperies, etc., are, of course, not the original ones, but are faithful reproductions.

Breathe the word *Ambler* to an antique dealer and he will sigh reverently. Whisper in his ear that you know where there is a piano made by that master, of the vintage of 1830 with mother-of-pearl keys, and he will clutch your arm in ecstasy. But imagine his disappointment when you tell him that this particular one is not for sale, and is, in fact reposing in the parlor of "My Old Kentucky Home." It was on this piano that Foster probably played many of his completed pieces—all his actual composing being done with the aid of a small flute. Prolonging our exploration into the private lives of the various items of furniture we come to a bed in one of the down-stairs bed rooms in which, it is said, eight presidents have slept, chronologically, as it were, of course, and not simultaneously. These eight were—William Henry Harrison, Zachary Taylor, Andrew Jackson, James K. Polk, James Monroe, John Buchanan, Abraham Lincoln and Jefferson Davis, president of the Confederacy. The foregoing gives some idea of the distinguished visitors to the home in days gone by, but at this time it constitutes only a very small per cent. Especially worthy of mention in this regard are the Marquis Lafayette and the young Prince Louis Phillippe, later King of France. Further detailing of the rare objects at "My Old Kentucky Home" would probably be tiresome in print to any save the zealot in such matters, but we wish to state that the originals are far from deserving that adjective and have to be seen to be appreciated.

(Continued on page 41)



—Caufield & Shook.  
Reception Hall, Federal Hill, Bardstown, Ky.

# Rich in History Is Bardstown

**B**ARDSTOWN not only has an attractive present and future with its splendid transportation, educational and natural facilities, but it also has a most charming past.

After the casual visitor to the average small town has viewed the monument erected in honor of the soldiers of the Civil War and gazed with lack-lustre eyes at a dubious tavern (now, probably, "Ye Olde Colonial Gift Shoppe") wherein General Grant or General Washington or General Lee or General Jackson is supposed to have once spent the night, then the existing symbols of that town's supply of history is quite exhausted, and the pilgrim may resume his journey, rejoicing. Not so with Bardstown, the Queen of Nelson! In fact, there is scarcely a city in the entire country whose memorable chronicle of yesterdays portrays in so remarkable a degree the four-fold combination of education, science, patriotism and religion, as the annals of historic Bardstown. First, it has the distinction of being one of the oldest towns in the State, having been incorporated as such by an act of the Legislature of Virginia (of which State Kentucky was then a part) on November 4, 1778, and in its youth rivaled Louisville and Lexington as a center for social activities west of the Alleghenies. The first Federal census,

evidently a very modest undertaking, included the names of only five cities in Kentucky, among which was that of Bardstown. Its population was listed as 216 people, which gave it a total of sixteen people more than that small upstart of a river town, Louisville. Its present name is a corruption of Bairdstown, which was its original name and was so-called in honor of David Baird, who was one of the owners of the 100 acres on which it was first laid out.

From the very first, Bardstown has been an educational center and in 1788, James Priestly, who had been teaching school there for two years, founded an institution of learning known as Salem Academy. The Cistercian Monastery at Gethsemane, the school for nuns at Loretto, and Nazareth Academy, all near Bardstown, were all three founded in the early part of the nineteenth century. In addition, what is now St. Joseph's College, a school for boys, was in those days one of the finest ecclesiastical seminaries in the country.

'Twas in 1803 that the hardy citizenry first enjoyed the thrill of combining the news of the day with the matutinal

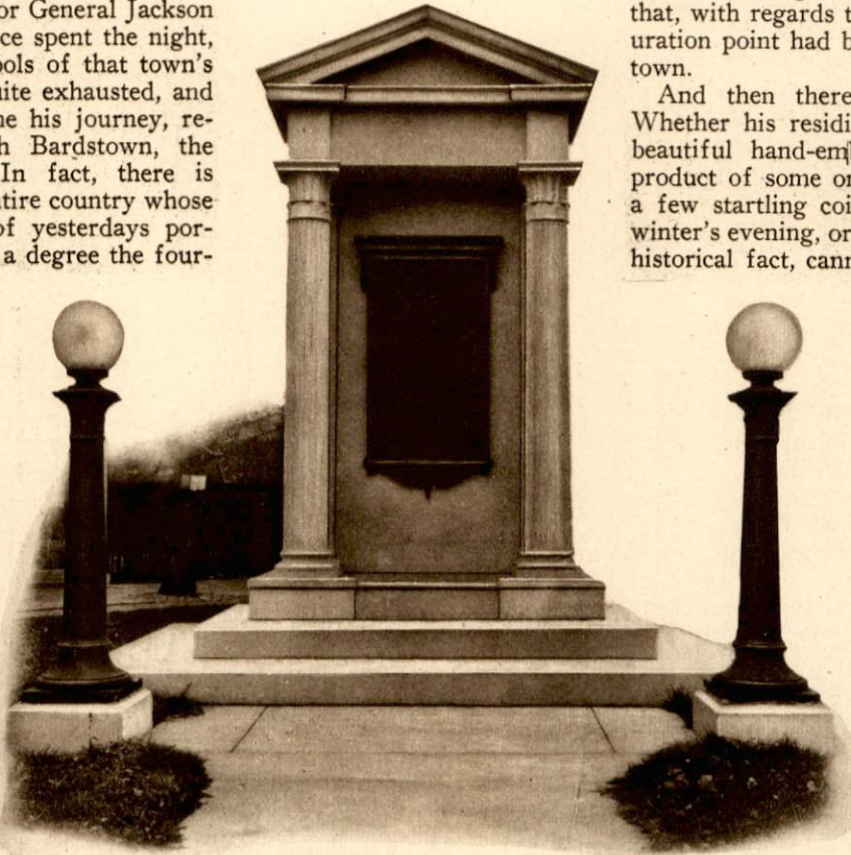
eggs and bacon, for it was in that year that the Western American, Bardstown's pioneer newspaper, made its initial bow. Whether it was a weekly or a daily, we are not informed, but it is extremely likely that the former classification is the correct one. In 1806, two more newspapers bearing the fine open-and-above-board names of the *Impartial Review* and the *Candid Review* began to soil good white paper with black ink. In the language of the advertising experts, it would seem that, with regards to newspapers, the saturation point had been reached in Bardstown.

And then there is Louis Phillippe! Whether his residing in Bardstown is a beautiful hand-embroidered legend, the product of some one's vivid imagination, a few startling coincidences, and a long winter's evening, or whether it is an actual historical fact, cannot be definitely deter-

mined at this late date, but at any rate, it is certain that in 1793 affairs in France were at the proverbial sixes and sevens, the proletariat were in the saddle and the nobility wisely looked both ways before crossing any streets. Strange to say, however, Louis Phillippe, Duke of Chartres, and afterwards King of France, had renounced his titles and was an ardent supporter of the new regime. Nevertheless, after Dumouriez, under

whom Louis Phillippe fought, had been defeated at Neerwinden, the Convention issued an order for the arrest of both Dumouriez and Louis Phillippe, and the latter fled to Switzerland. He remained there until 1796, when he came to America. Indisputable it is that Louis Phillippe was in Bardstown for at least a day or so, for we learn from that personage's own diary of his American trip that on April 30, 1797, he, his two brothers and his servant arrived at that city and put up for the night at Captain Bean's Tavern. They left the next day and whether the "Citizen King" ever returned to Bardstown for a more prolonged stay of from four to five years is a matter for interesting conjecture. At any rate whether he did or did not doesn't make a great deal of difference in our opinion. Bardstown has the legend, true or false, and it is not every community that can boast of even a glamorous legend.

According to the legend he lived in Bardstown until 1800, at which time he journeyed to England. He was supposed to have been accompanied by a Jesuit missionary,



—Caufield & Shook.

The memorial at Bardstown to John Fitch, inventor of the steamboat.

and on arriving in this country the pair made their way to Bardstown. How long the young noble remained in Bardstown is not known, but it is said that during his residence there he whiled away the time by teaching French and giving dancing lessons to the children of the gentry. And, as a matter of course, he was often a visitor at "Federal Hill," the home of Judge John Rowan, one of the towns most prominent men.

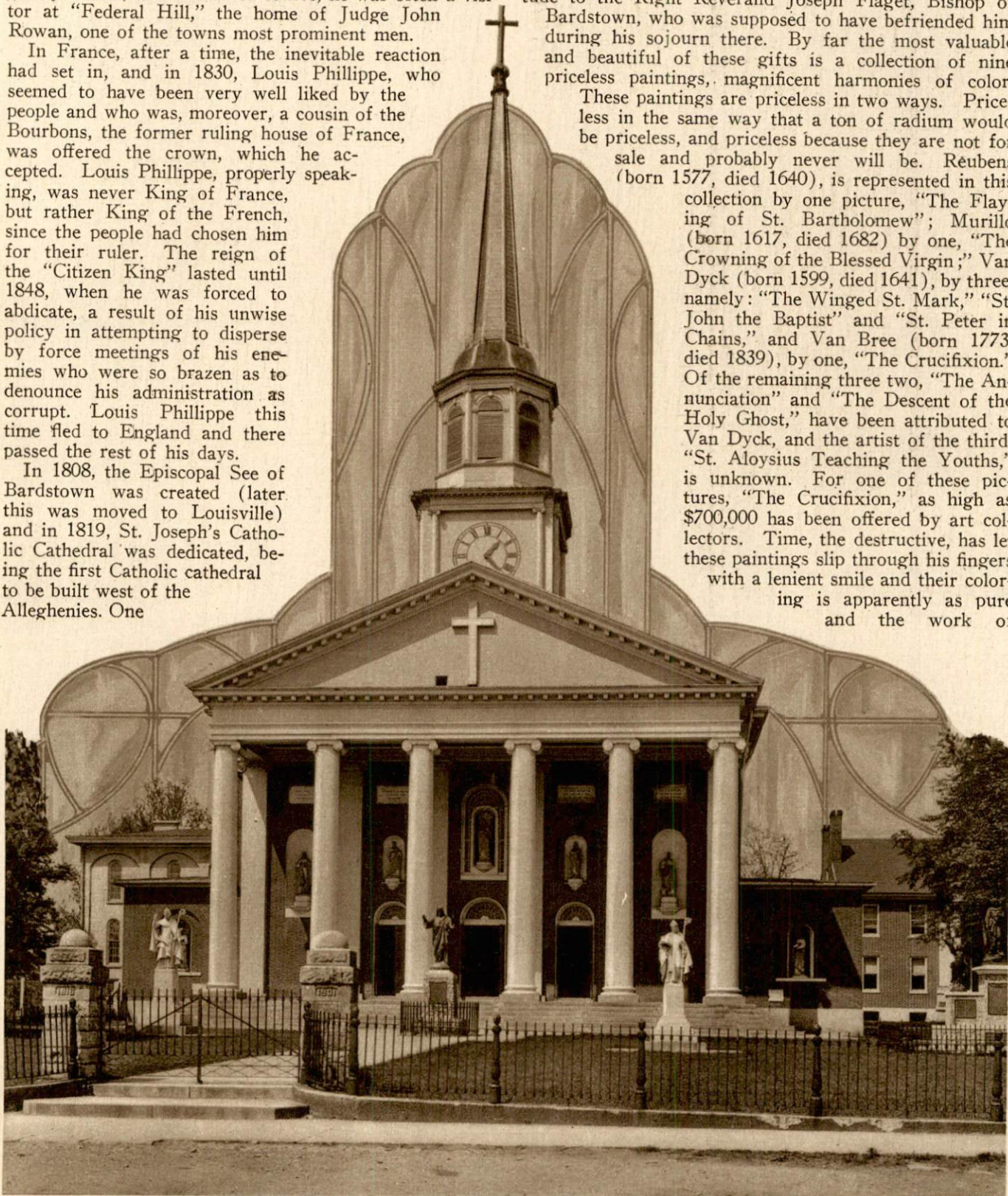
In France, after a time, the inevitable reaction had set in, and in 1830, Louis Phillippe, who seemed to have been very well liked by the people and who was, moreover, a cousin of the Bourbons, the former ruling house of France, was offered the crown, which he accepted. Louis Phillippe, properly speaking, was never King of France, but rather King of the French, since the people had chosen him for their ruler. The reign of the "Citizen King" lasted until 1848, when he was forced to abdicate, a result of his unwise policy in attempting to disperse by force meetings of his enemies who were so brazen as to denounce his administration as corrupt. Louis Phillippe this time fled to England and there passed the rest of his days.

In 1808, the Episcopal See of Bardstown was created (later this was moved to Louisville) and in 1819, St. Joseph's Catholic Cathedral was dedicated, being the first Catholic cathedral to be built west of the Alleghenies. One

of the main things that leads one to believe that Louis Phillippe's residence in Bardstown was no mere old wives' tale is the fact that after that personage became king he made a number of gifts, expensive and gorgeous, to the Cathedral of St. Joseph, apparently out of gratitude to the Right Reverend Joseph Flaget, Bishop of Bardstown, who was supposed to have befriended him during his sojourn there. By far the most valuable and beautiful of these gifts is a collection of nine priceless paintings, magnificent harmonies of color.

These paintings are priceless in two ways. Priceless in the same way that a ton of radium would be priceless, and priceless because they are not for sale and probably never will be. Reubens (born 1577, died 1640), is represented in this

collection by one picture, "The Flaying of St. Bartholomew"; Murillo (born 1617, died 1682) by one, "The Crowning of the Blessed Virgin"; Van Dyck (born 1599, died 1641), by three, namely: "The Winged St. Mark," "St. John the Baptist" and "St. Peter in Chains," and Van Bree (born 1773, died 1839), by one, "The Crucifixion." Of the remaining three two, "The Annunciation" and "The Descent of the Holy Ghost," have been attributed to Van Dyck, and the artist of the third, "St. Aloysius Teaching the Youths," is unknown. For one of these pictures, "The Crucifixion," as high as \$700,000 has been offered by art collectors. Time, the destructive, has let these paintings slip through his fingers with a lenient smile and their coloring is apparently as pure and the work of



—Causfield & Shook.  
St. Joseph's Church at Bardstown, Ky., the first Catholic Church west of the Alleghenies. Inside this church are many priceless paintings said to have been presented by Louis Phillippe, one time King of France.



JOHN FITCH  
INVENTOR OF THE STEAMBOAT  
DIED AND BURIED  
IN BARDSTOWN, KY.  
IN 1798



ONE OF HIS STEAMBOAT MODELS IN 1790

*I know of nothing so perplexing and tedious to a man of feelings, as a turbulent life and steam boat building, I experienced the former and spent in season, and had been in my right senses I should undoubtedly treated the latter in the same manner, but for one man to be teased with both, he must be looked upon as the most unfortunate man of his World,*

Specimen of a. H. H. H. H. H.

genius as discernible and unmarred as the day when the master turned away from his canvas with a satisfied sigh. We regret very much that it is impossible for us to reproduce any of these pictures in the Magazine and give our readers an idea, however faint, of what they resemble.

Also included among the king's gifts to the cathedral, and which are still there, are the tabernacle, upon which is engraved the royal French Coat of Arms, and the vestments, consisting of chasuble and dalmatics. These latter are supposed to have been the handiwork of the king's wife, Queen Amelie, and the needlework represents the kings of Israel.

The style of architecture of the church is chiefly Corinthian and the roof is supported by tall and slender columns of poplar frescoed to resemble Italian marble. It is worthy of note that all the materials used in the construction of the church were obtained in the immediate vicinity. The present rectory adjacent to the church is over one hundred years old and was at one time used as an ecclesiastical seminary.

And then, too, we must not forget that John Fitch, the steamboat inventor, lived and died at Bardstown. True it is that Robert Fulton is generally recognized as the Deucalion of the race of steamboats, but then Fulton's efforts met with more spectacular success than Fitch's and the spotlight of history, like the moth is always attracted to that which glares most brilliantly. Nevertheless, in 1787, some few years before Fulton's attempt, Fitch tried out his invention, a steamboat with paddles, whose motion was somewhat similar to that one uses in propelling a canoe, on the Delaware River. The project was not entirely abortive; after a time it was decided that the packet was really moving and finally the terrific speed of three miles per hour was attained. However, Fitch could find no one who would finance him, all regarded his invention as impractical, and he is supposed to have committed suicide in Bardstown in 1798, a heart broken man.

A monument has been erected to him by the Congress of the United States and is located just opposite the Court House.

Also, as everyone knows, just outside Bardstown is "My Old Kentucky Home,"

which is described elsewhere in the Magazine. Bardstown has been the home or birthplace of many famous men, among whom might be mentioned former Governors Charles A. Wickliffe and J. C. W. Beckham; Ben Hardin, the famous lawyer, and the Rowans, father and son, famed and prominent politically, owners of "Federal Hill."

During the Civil War the sound of hoofbeats re-echoing through the night was a familiar one to the people of Bardstown, for the cavalry of General John H. Morgan, swiftly-moving, dust-creating, gray-clad centaurs, often swept through there on their spectacular raids. In fact, the boys of the daring Confederate often skirmished with the Federal forces at or near Bardstown. General Morgan, as will be remembered, is mentioned in the poem, "Kentucky Belle"—"For Morgan, Morgan, the raider, and Morgan's terrible men with Bowie knives and pistols, are galloping up the glen"—and was one of the most picturesque leaders that the war produced. His saga rivals that of Richard, the lion-hearted.

General Braxton Bragg, that procrastinating General of the Confederacy, also, in 1863, penetrated into Kentucky as far north as Bardstown. Here he made a speech to the assembled inhabitants, informing them that his invasion of Kentucky was not so much for the purpose of conquest as it was to give the citizens an opportunity to enlist in his army. Bardstown, of course, like every other Kentucky community, was divided in its allegiance, some of its sons wearing the blue and some the gray.

Probably no article having as its subject historical Bardstown, could with any justice, lay claim to completeness, unless it made mention of the fact that in the days of yore the city was the center of a region noted for its production of a commodity now alas! extinct. (Don't laugh—the two don't compare.) Need I say that I refer to the chief ingredient of the mint julep, that drink of glorious memory. O tempora! O mores!

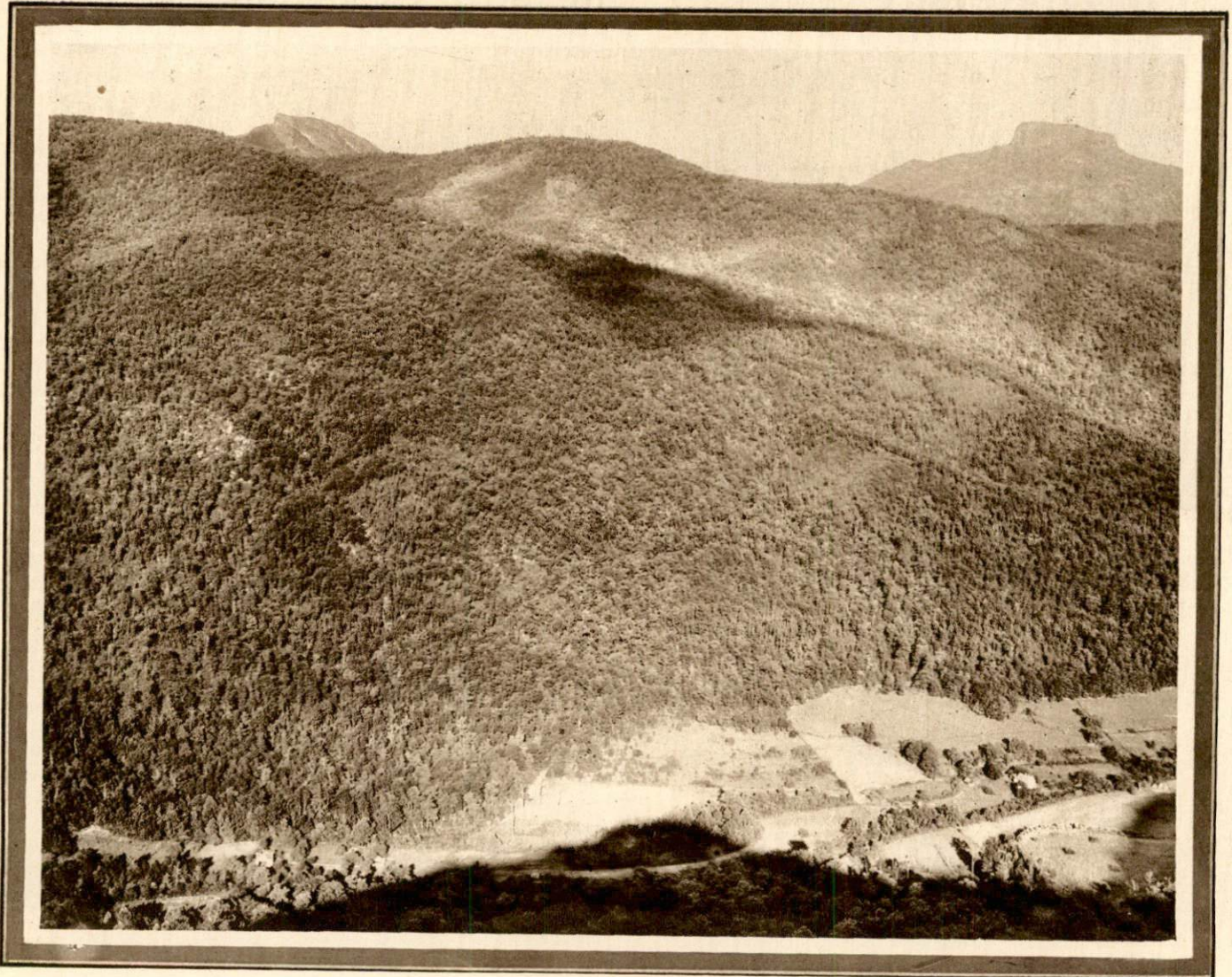
(Editor's Note—The above article, as well as the story of "My Old Kentucky Home" are published by courtesy of the *L. & N. Railroad Magazine*, which also furnished the illustrations that accompany the two excellent articles written by a member of the *L. & N. Magazine* staff.)



The old Talbott Hotel at Bardstown. In the rear is the oldest structure in the town.



Entrancing is the mountain scenery in Harlan County, rich with bursting buds on trees and shrubs.



A panorama of woodland beauty.

# A Trip Through the Mountains of Harlan County With the Artist in the Spring Time

Rhododendron and Mountain Laurel Clothe the Landscape

By ANNIE WALKER BURNS

THE very pleasant task I have now set myself is to take the artist through those varied scenes which have supplied me with inspirations. There are many scenes and many places for the study of artists in the county.

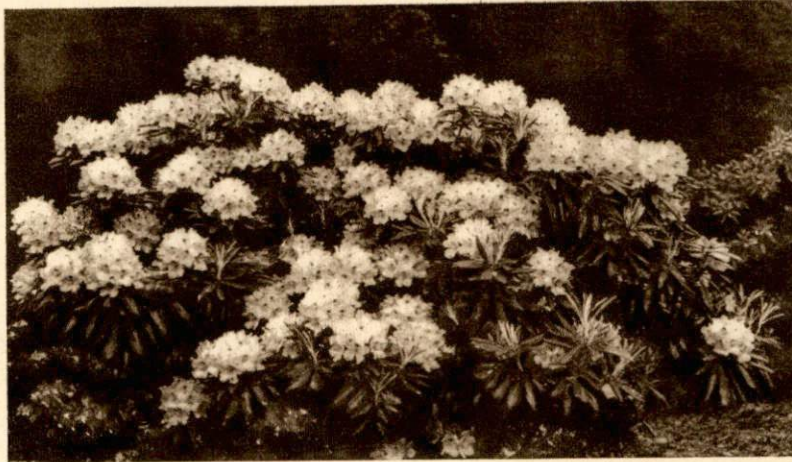
Spring is the blithsome season of the year and entrancing is the mountain scenery in Harlan County, rich with bursting buds on trees and shrub. It is indeed the most gladsome season and mankind, tired of winter, is in a receptive mood. Spirits rise with the increasing temperature and we stroll abroad to enjoy the balmy air laden with the fragrance of opening flower and leaf. Vegetation awakens refreshed from a long winter's sleep, yawns, stretches itself, springs up and with order and rapidity, commences a season's work. Roots, never profoundly asleep, become wide awake and energetically active,

drawing in from the surrounding earth water and food-salts in solution which are transported through specially organized tissues to the growing points of trees, shrub and herb. The sap commences to rise and, like warm blood courses through the body, gives to twigs, shoots and stems a fresh and healthy hue, like the blushes that suffuse a maiden's cheek. Plants of all kind, leaves green, and stems preparing to bud, are very colorful.

As we wander through and over the different valleys and mountains, occasionally by-paths may be visited which are only distantly related to the subject in hand. These particular grounds and mountains are the most varied in the United States, with the cliffs, the beautiful Cumberland River and its valleys, the distant views of the city of Harlan and many other mining towns dotted here and there far down in the valleys.

A landscape of alluring loveliness is that from the overlook on Big Black Mountain in Harlan County, somewhat to the East, rising to an elevation of 4,150 feet on the head of Clover Fork and Poor Fork, which is the highest elevation in the State of Kentucky, according to the State Geological Survey. Looking over the mountains, covered with rhododendron and mountain laurel, dressed in their snowy white and pink blossoms, and through the trees on the mountain tops, the oak trees on top of the mountains with their unfolding leaves, clothed in light grey and rose-tinted down-like hairs, capping myriad twigs, and the dark green of the many pine trees beyond

the scenes, are strikingly beautiful. The trunks and major branches stand clear against the sky, but their crowns are decked with gossamer-like webs of color. More extensive is the view from the summit of the above mentioned mountains than from any other point in Harlan County, since from this eminence a large part of the county is spread before one, and marked is the contrast between the small wooded mountains below of deciduous



Rhododendron—Most beautiful of exotic species with clusters of pure pink flowers. Copy of painting by Annie Walker Burns.

trees with their variously-tinted, unfolding leaves and the dark forms of pines and cedars and other coniferous trees. It is a panorama of woodland beauty, nature undefiled and inspiring to the artist, and a responsive heart and mind throbs with delight and gratitude at a view of such mountain scenery.

These mountains have never been painted by noted artists, but when they are, their glories will never be exhausted, and never will their

sweet enchantment grow less.

The trees on the mountain sides and further down in the valleys are thrusting forth their bright green leaves all wrapped in pale grey. Bursting buds and opening flowers scent the air.

On every mountain side the rhododendron flourishes. In early spring it presents one of the prettiest pictures in the whole county. Before any sign of leaves appears, the stems of this rhododendron are crowded with exquisite rosy pink bells. The plants, though not very large, are old and picturesque. Framed against a clear blue sky and beneath the sombre shadow of the pine trees, the wealth of blossoms makes a fascinating scene. Its flowers are remarkably resistant to frost and should be grown extensively in all flower gardens.

The rhododendron has bold evergreen foliage crowned with clusters of handsome flowers and varies enormously in size, embracing many different shades from snow white to darkest pink and from the darkest pink to the palest. 'Tis no wonder that the desire to possess them is so general among garden lovers. These plants announce that spring has come. A blaze of gorgeous colors lights every rhododendron bush and one confesses that with all their faults one loves them better every year, wilful, wayward, ungrateful though they are, and covering every open space they can crowd into among the rocky places, the cliffs, and the green trees. There is truly no resisting

(Continued on page 47)

# Kentucky Inter-collegiate All-State Football Team

By LUCIAN ROBINSON, Kentucky Wesleyan

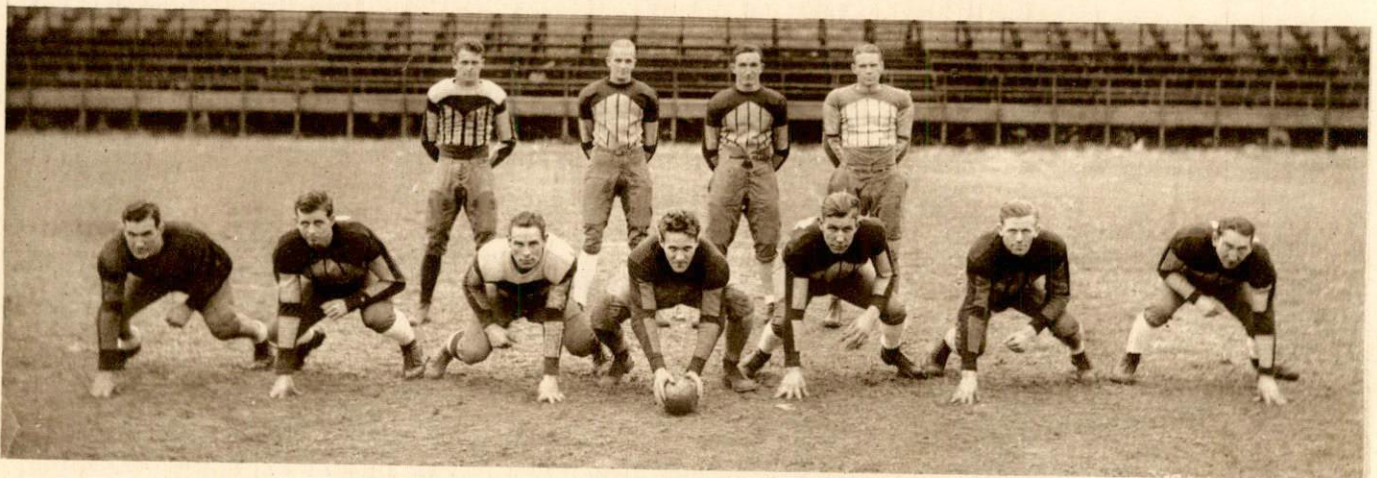


The names of the players in the order in which they appear in the photograph, are as follows:

Name	Position	Weight	College	Birthplace
1. Will Ed Covington	halfback	142 lbs.	University of Ky.	Mayfield, Ky.
2. Ernest Crutcher	halfback	160 lbs.	Transylvania	Lexington, Ky.
3. Baldy Gilb	quarterback	165 lbs.	University of Ky.	Newport, Ky.
4. Cy Williams	fullback	178 lbs.	Western Normal	Greenville, Mich.
5. James Carnes	end	180 lbs.	Georgetown	Pineville, Ky.
6. Pete Drury	tackle	195 lbs.	University of Ky.	Lexington, Ky.
7. Shorty Falkenstein	guard	190 lbs.	Transylvania	Missouri
8. Ralph Mills	center	170 lbs.	Georgetown	Birmingham, Ala.
9. Red Forquer	guard	210 lbs.	University of Ky.	New Castle, Ky.
10. Japah Vaughn	tackle	200 lbs.	Georgetown	Georgetown, Ky.
11. Dutch Treiber	end	175 lbs.	University of Ky.	Lexington, Ky.

Crutcher and Williams were tied with sixty-eight points for high point honors of the State this year. Crutcher was one of the best triple threat men of the season. Covington, also a triple threat man, received favorable mention for All-American. "Baldy" Gilb was the outstanding blocker of the State. The passing and punting of

Williams together with his sensational line plunging marked him as a great offensive player. Carnes' place-kicking was very notable, as he has missed only one in the last three years. Drury's aggressive playing was praised by the Nashville newspapers following the Kentucky-  
(Continued on page 47)



# Morehead State Normal School and Teachers' College

By J. VIRGIL CHAPMAN, *Director of Field Service*

**WE REJOICE** that this is distinctively an age of progress and that we live in a land of progress. What was recently only a typical mountain town is now a thriving, hustling, forward-looking little city, the seat of Morehead Teachers' College. A hardy, substantial, patriotic, home-loving, God-fearing people provide a suitable background and congenial atmosphere for such an institution.

This new member of the sisterhood of Kentucky Colleges occupies the site of the old "Morehead Normal College," which was founded in 1887 by General William T. Withers, of Lexington, Mrs. Phoebe Button and her young son, Frank. For a third of a century it was supported and controlled by the Kentucky Christian Missionary Society and the Christian Women's Board of Missions. The Kentucky General Assembly of 1922 provided for two additional State normal schools for Kentucky, and one of these was subsequently located at Morehead.

When the Commission announced this decision, many

citizens of other communities contesting for this honor were displeased, but virtually all good people of this wonderful section of Eastern Kentucky are now of one accord in their commendation and loyal support of this splendid institution. Its marvelous growth is a constant source of pride and satisfaction to those who are familiar with its achievements.

Situated on the Midland Trail (U. S. No. 60) and the Chesapeake and Ohio Railroad at the junction of the North Fork, midway between Lexington and Ashland, the Morehead State Normal School and Teachers' College, with its magnificent new buildings of classic design, cannot fail to attract the attention and elicit the admiration of thousands who travel these thoroughfares. The

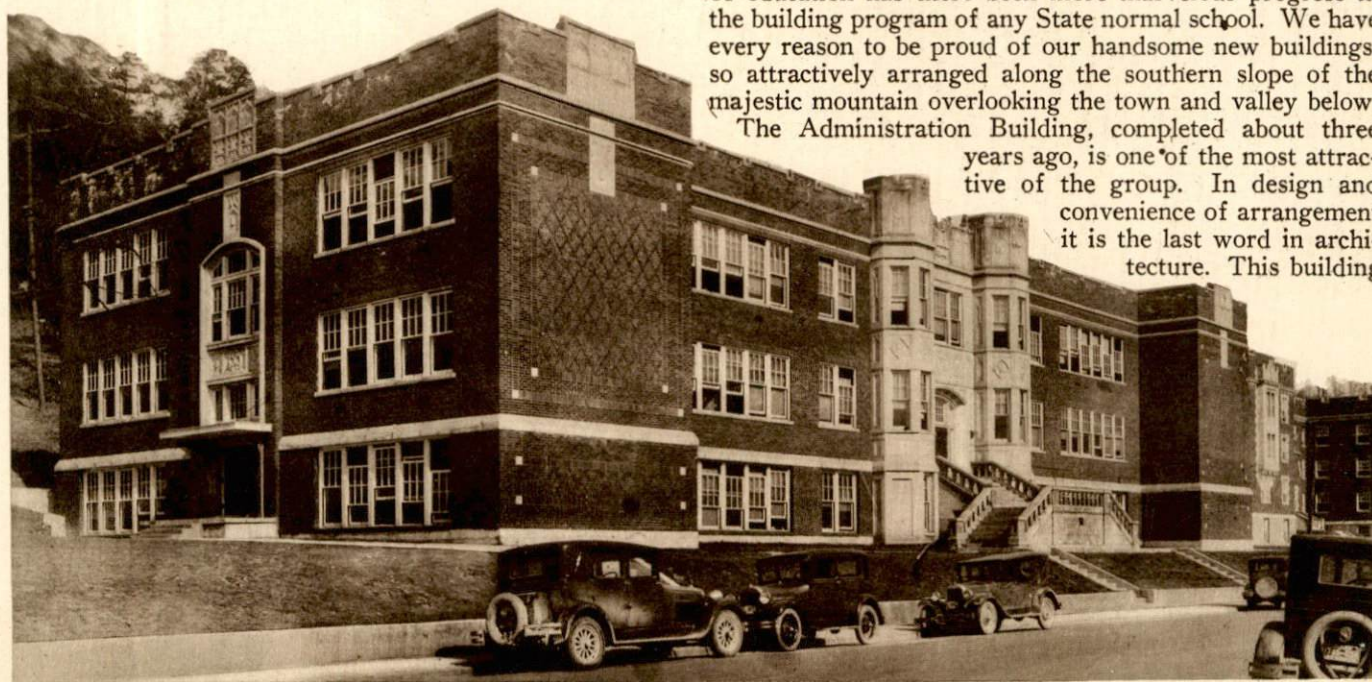
mountain background and the stately forest trees, with hundreds of bright, happy and hopeful young men and women actively engaged in the pursuit of knowledge, add charm to the picture.

Speaking of progress, rarely if ever in the history of education has there been more marvelous progress in the building program of any State normal school. We have every reason to be proud of our handsome new buildings, so attractively arranged along the southern slope of the majestic mountain overlooking the town and valley below.

The Administration Building, completed about three years ago, is one of the most attractive of the group. In design and convenience of arrangement it is the last word in architecture. This building



Allie Young Hall, Morehead.



Administration Building, Morehead.



provides not only administrative offices but also class rooms, laboratories and a valuable and workable growing library; a popular place for instructors and students. An attractive and commodious library building is already planned.

The three dormitories are as handsome, comfortable, convenient, and well furnished as any in the State. In many respects they are probably not excelled in the South. Allie Young Hall accommodates one hundred and forty-five women; Fields Hall accommodates one hundred and sixty-five, and Thompson Hall for boys provides adequate room for the same number. All these structures are of fire-proof construction, and all have modern conveniences. The parlors and reception rooms are well arranged and beautifully furnished.

Burgess Hall, the oldest building on the campus, is really a relic of former days. It forms a connecting link between the past and the present. It now serves as a home for the president and provides a temporary auditorium and the book store. The new home for the president and family will be finished this spring.

Nearing completion is our new auditorium-gymnasium, which is being constructed on the west end of the campus, thus adding symmetry and beauty to the picture as viewed from the Midland Trail or from the fast "air mail" line soon to pass over our interesting community. This is the sixth splendid building erected here in the past six years. When it is completed Morehead Teachers' College can boast of the finest and best equipped "gym" in this section of the country. In fact, we doubt that one could find its superior in the South.

The exterior is of Tudor Gothic design, of brick walls and white stone trimmings. The entrance lobby, with grand stairway to the balcony, immediately attracts attention of the visitor by the terrazzo floor and stairs and ornamental plaster ceiling.

The auditorium seats fifteen hundred people on the first floor and balcony. The stage is twenty-five feet deep and eighty feet wide, the proscenium opening thirty-four feet wide and nineteen feet high. It is provided with an orchestra pit, dressing rooms, and all modern equipment such as footlights, dimming arrangements, motor generator set and motion picture apparatus.

One of the "major objectives," as set forth by the National Education Association and other authorities, is health education. More stress is now placed upon this feature of modern education than ever before. More-



President's home, Morehead.

head's progress along this line has been phenomenal.

Late in the season of 1924 our first football practice was held. Only two boys on the squad had ever seen a football game. Out of the five games played that year we won three. Interest in this sport, strength of the team, and success in contests have grown steadily from year to year. Last year our team won seven college games out of the nine games scheduled.

Baseball has been very popular from the beginning, and Morehead has every year won the majority of games with the strongest teams that could be scheduled.

But, speaking of athletics, really, as Al Jolson says, "You ain't seen nothin' yet." With our splendid new gymnasium, we are expecting to make things hum in basketball and track activities. In addition to this, we have planned a thorough course in physical education for all the boys and girls in the institution. The purpose of this course is two-fold: first, to build strong and healthy bodies for the teacher-students themselves; second, to train them that they may go into the rural districts and graded and high schools of the country and put these same methods into practice among the children in their schools. Thus may be materialized and vitalized the old Latin slogan, *Mens sana in corpore sano*.

The hill country of Eastern Kentucky has long been retarded in its development. For many years bad roads and the lack of modern transportation facilities prevented wholesome contact with people of other sections. This isolation, poor soil, inadequate and inconvenient markets

(Continued on page 48)



Fields Hall—dormitory for girls, Morehead.



Left wing of Thompson Hall with end of Administration Building at left.

# Points of Interest and Highways

On or near which point is located is shown, also key number for map next page

## A

Abbey of Gethsemane, U. S. 68 (5-C)  
 Allen, James Lane, Home, U. S. 68 (6-B)  
 Audubon, John J., Site of Store, U. S. 41 (3-B)

## B

Black Mt., Highest Point in State, U. S. 23 (8-D)  
 Boone Tunnel and Brooklyn Bridge, U. S. 68 (6-B)  
 Boone, Danl., Grave, Frankfort, U. S. 60 (6-B)  
 Boone, Graves of Brother, Son and Nephew of Daniel, at Athens, U. S. 25 (6-B)  
 Boonesboro, Site of Boone's Fort, U. S. 227 (6-B)  
 Blue Licks State Park, U. S. 68 (6-B)  
 Blue and Gray State Park, U. S. 68 (3-D)  
 Bryant Station Memorial, near Lexington, U. S. 68 (6-B)  
 Big Bone Lick, near Burlington, U. S. 25 (6-A)  
 Berea College, U. S. 25 (6-C)  
 Breaks of Sandy, U. S. 23 (8-C)  
 Bradford, John, Home, Lexington, U. S. 68 (6-B)  
 Breckinridge, John C., Home, Lexington, U. S. 68 (6-B)  
 Battle Grove Cemetery, Cynthiana, U. S. 25 (6-B)

## C

Clay, Henry, Home, Lexington, U. S. 25, (6-B)  
 Cross Keys Tavern, U. S. 60 (5-B)  
 Cumberland Falls, U. S. 27-25 (6-D)  
 Carter Caves, U. S. 60 (7-B)  
 Cascade Caves, U. S. 60 (7-B)  
 Cumberland Gap, U. S. 25 (7-D)  
 Cumberland State Park, U. S. 25 (7-D)  
 Camp Nelson, U. S. 27 (6-B)  
 Crab Orchard Springs, U. S. 168 (6-C)  
 Churchill Downs, Louisville, U. S. 31 (5-B)  
 Centre College, Danville, U. S. 168 (6-C)  
 Clark, Gen. Geo. Rogers, Grave, Louisville, U. S. 60 (5-B)  
 Clay, Henry, Monument, Lexington, U. S. 60 (6-B)  
 Chimney Rock, Kentucky River, U. S. 27 (6-B)  
 Clear Creek Springs, U. S. 25 (7-D)  
 Calmes, Marquis, Home, U. S. 25 (6-B)  
 Clark, Gov., Home, Winchester, U. S. 60 (6-B)  
 Crittenden, John J., Birthplace (log cabin) U. S. 60 (6-B)  
 Camp Dick Robinson, U. S. 27 (6-C)

## D

Davis, Jeff, Birthplace, (Home and Monument) Fairview, U. S. 68 (3-D)  
 Dix Dam and Lake, U. S. 68 (6-B)  
 Dishman Springs, U. S. 25 (7-D)  
 Dawson Springs, S. R. 50 (2-C)  
 Doyle's Spring, Paris, U. S. 27 (6-B)  
 Deer Park, near Owensboro, U. S. 60 (3-C)  
 Dudley, Dr. Benj. Winslow, Home, Lexington, U. S. 27 (6-B)

## E

Elixir Springs, U. S. 27 (6-C)  
 Estill Springs, S. R. 52 (6-C)

## F

Fitch, John, Monument, Bardstown, U. S. 68 (5-B)  
 Falls of the Ohio, Louisville, U. S. 31 (5-B)  
 First Cabin Built in Ky. (near Barbourville) U. S. 25 (7-D)  
 Fox, Jr., John, Home, Near Paris, U. S. 227 (6-B)  
 Fern Lake, Middlesboro, U. S. 25 (7-D)

## G

Great Saltpeter Cave, Near Mt. Vernon, U. S. 25 (6-C)  
 Grayson Springs, S. R. 50 (4-C)  
 Graham Springs, U. S. 68 (6-C)  
 Governors, Home of Two, Lancaster, U. S. 27 (6-C)

## H

High Bridge, U. S. 68 (6-B)  
 Hart, Joel T., Grave, Frankfort, U. S. 60 (6-B)  
 Hall's Gap, U. S. 27 (6-C)

## I-J

Indian Falls, Clinton Co., S. R. 90 (5-D)  
 Indian Lake, Hawesville, U. S. 60 (3-B)  
 Indian Old Fields, S. R. 15 (6-B)  
 Johnston, Albert Sidney, Home, U. S. 68 (7-A)

## K

Kentucky State Fair Grounds, Louisville, U. S. 60 (5-B)  
 Kenton, Simon, Home, Maysville, U. S. 68 (7-A)  
 Knob Lick (near Salt Lick) U. S. 60 (7-B)  
 King's Mill, Williamsburg, U. S. 25 (6-D)  
 "Keeneland," (where Gen. Lafayette stopped over night), U. S. 60 (6-B)  
 Kentucky Association Racetrack, Lexington, Oldest in America, U. S. 60 (6-B)  
 King Solomon's Cave, U. S. 25 (7-D)  
 Kentucky Trotting H. B. A. Track, Lexington, U. S. 68 (6-B)

## L

Lincoln's Parents' Marriage Record, Springfield, U. S. 68 (5-C)  
 Lincoln Birthplace, Hodgenville, U. S. 68 (5-C)  
 LaChaumiere du Prairie, U. S. 68 (6-B)  
 Lloyd Reservation (Crittenden, Ky.) U. S. 25 (6-A)  
 "Longfellow's" Burial Place, (6-B)  
 Liberty Hall, Frankfort, U. S. 60 (6-B)

## M

My Old Kentucky Home, Bardstown, U. S. 68 (5-B)  
 Man o' War, U. S. 25-27 (6-B)  
 Mammoth Cave Nat'l Park, U. S. 68 (4-C)  
 McDowell, Dr. Ephraim, Home, Danville, U. S. 168 (6-C)  
 Morgan, Gen. John H., Home, Lexington, U. S. 68 (6-B)  
 Monte Casino Church, Covington, U. S. 25 (6-A)  
 Munfordville Inn, (where Andrew Jackson stopped), U. S. 31 (4-C)  
 Mill Springs Water Mill, S. R. 90 (6-D)

## N

Natural Bridge State Park, S. R. 15 (7-B)

Natural Bridge, Carter Co., U. S. 60 (7-B)  
 Natural Bridge, McCreary Co., U. S. 27 (6-D)  
 Nation Carrie, Home, Lancaster, U. S. 27 (6-C)  
 "Nancy Hanks" Burial Place, U. S. 60 (6-B)

## O

O'Hara, Theo., Grave, Frankfort, U. S. 60 (6-B)  
 Owing's House, Owingsville, U. S. 60 (7-B)  
 Olympian Springs, (7-B)

## P-Q

Pioneer Memorial State Park, Harrodsburg, U. S. 68 (6-C)  
 Palisades of Kentucky River, U. S. 68 (6-B)  
 Perryville Battlefield, U. S. 68 (6-C)  
 Pilot Knob (Powell Co.), S. R. 15 (7-B)  
 Pilot Rock (Christian Co.), U. S. 41 (3-D)  
 Pine Mountain (Letcher Co.), S. R. 15 (8-C)  
 Pinnacle Mt., Cumberland Gap, U. S. 25 (7-D)

## R

Royal Spring, Georgetown, U. S. 25 (6-B)  
 Reelfoot Lake, S. R. 94 (1-D)  
 Railroad, First in West, Lexington, U. S. 27 (6-B)

## S

State Capitol (new) Frankfort, U. S. 60 (6-B)  
 State Capitol (old) Frankfort, U. S. 60 (6-B)  
 State Fish Hatcheries, near Frankfort, S. R. 40 (6-B)  
 State Historical Exhibit, Frankfort, U. S. 60 (6-B)  
 St. Joseph's Cathedral, Bardstown, U. S. 68 (5-B)  
 Shakertown, U. S. 68 (6-B)  
 Slate Run Furnace, Owingsville, U. S. 60 (7-B)  
 Squire Boone Stone, Richmond, U. S. 25 (6-B)  
 State Monument to War Heroes, Frankfort, U. S. 60 (6-B)  
 Shelby, Gov. Isaac, Grave, near Danville, S. R. 35 (6-C)

## T

Todd, Mary, Home, Lexington, U. S. 60 (6-B)  
 Transylvania College, Lexington, U. S. 68 (6-B)  
 Taylor, Zachary, Grave and Home, near Louisville, U. S. 60 (5-B)  
 Todd, Levi, Home, Lexington, U. S. 25 (6-B)  
 "Tenbroeck's" Burial Place, (6-B)

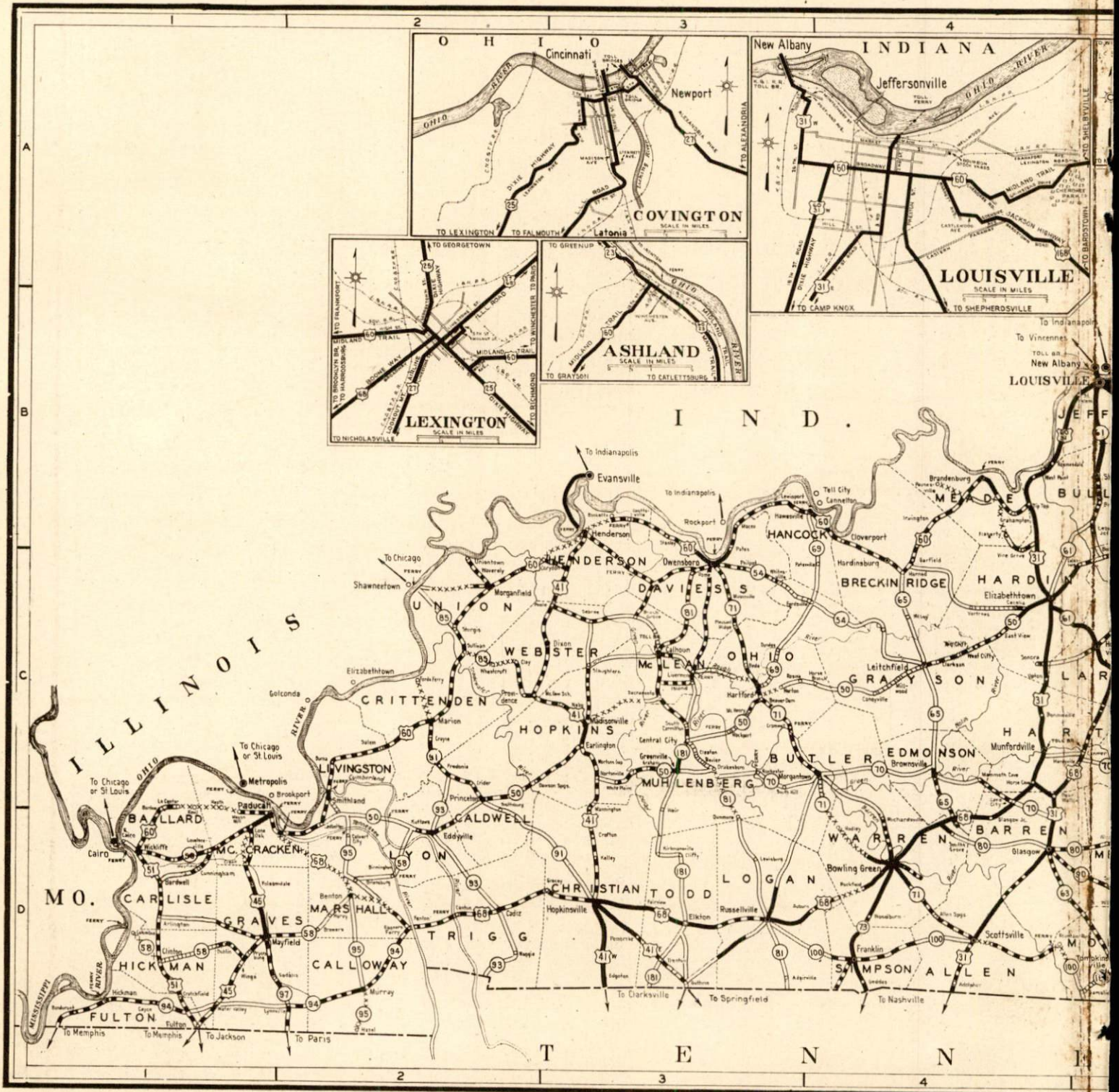
## U-V

University of Kentucky, Lexington, U. S. 27 (6-B)  
 "Uncle Tom's Cabin," near Lancaster, U. S. 27 (6-B)  
 "Uncle Tom" Slave Block, near Maysville, U. S. 68 (7-A)

## W

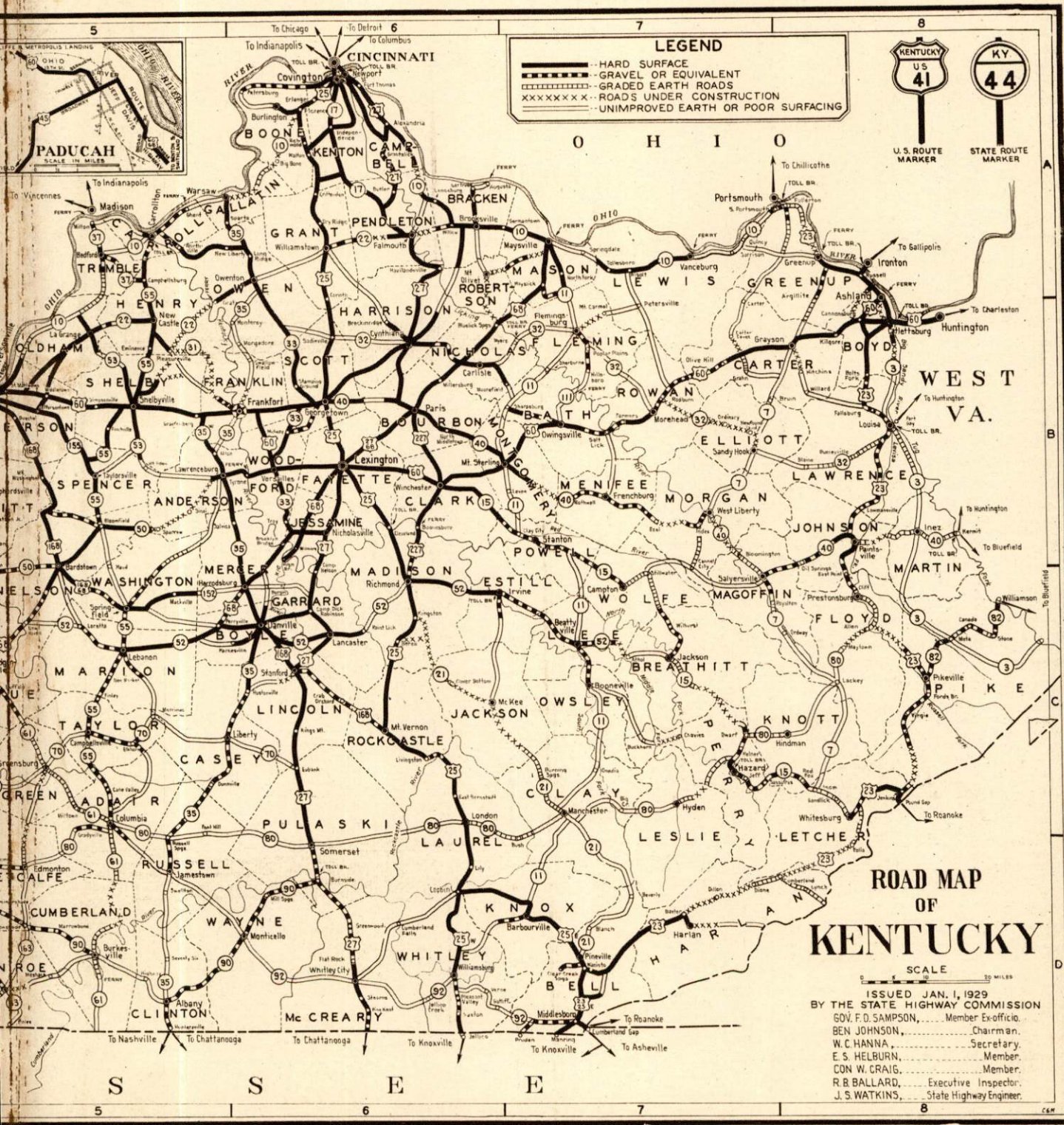
Whitley, Col., Home, near Crab Orchard, U. S. 168 (6-C)

# Highway Map



On the preceding page points of interest in Kentucky are keyed with the above map. Corrections and Progress Commission will have a special map made for permanent use in the magazine. The map is published by tourists and others interested.

# of Kentucky



additions will be made from time to time until all accurate information is assembled, when the Kentucky in the center of the magazine so that the pages may be lifted and the information published on the back used

# U. S. Highway Logs

## From Kentucky Highway Map

**Distances On Through Routes**

"Ch." denotes a Court House.

**U. S. HIGHWAY No. 60**

Catlettsburg to Wickliffe via Lexington and Louisville.

Midland Trail to Louisville—Ohio River Route to Paducah. Former is Kentucky link in Highway from Newport News to San Francisco.

Log.	Town	Population, 1920
0.0	Ky-W. Va. State Line	
6.5	Big Sandy River Bridge	
1.0	Catlettsburg, ch.	4,183
22.2	Ashland	14,729
33.1	Kilgore	67
33.1	Grayson, ch.	822
49.6	Olive Hill	1,395
69.9	Morehead, ch.	981
77.9	Farmers	316
82.4	Salt Lick	70
93.1	Owingsville, ch.	781
107.4	Mt. Sterling, ch.	3,995
123.5	Winchester, ch.	8,333
142.8	Lexington, ch.	41,534
150.3	Pt. Spring	54
156.4	Versailles, ch.	2,061
165.9	Jett	163
171.4	Frankfort, ch.	9,805
177.0	Bridgeport	75
180.7	Graefenberg	135
184.6	Peytona	107
187.2	Clay Village	113
193.7	Shelbyville, ch.	3,760
201.2	Simpsonville	189
208.7	Eastwood	61
212.7	Middletown	315
219.2	St. Matthews	142
225.2	Louisville, ch.	320,100
247.2	West Point	724
255.6	Tip Top	34
273.7	Brandenburg, ch.	503
302.7	Hardinsburg, ch.	810
325.6	Hawsville, ch.	829
356.8	Owensboro, ch.	17,424
386.8	Henderson, ch.	12,169
411.5	Morganfield, ch.	2,651
442.9	Marion, ch.	1,718
470.7	Smithland, ch.	559
489.1	Paducah, ch.	24,735
524.2	Wickliffe, ch.	969

**U. S. HIGHWAY No. 41**

Henderson to Tennessee Line, via Madisonville and Hopkinsville.

Kentucky Dixie Bee Line, part of route extending from Houghton, Mich., through Illinois, Indiana, Tennessee and Georgia down West Coast of Florida to Ft. Myers.

Log.	Town	Population, 1920
0.0	Ohio River	
0.5	Henderson, ch.	12,169
17.1	Pooletown	(not given)
28.0	Dixon, ch.	716
43.1	Nebo	265
46.8	Manitou	87
52.8	Madisonville, ch.	5,030
56.9	Earlington	3,652
60.6	Mortons Gap	1,061
64.4	Nortonville	773
70.9	Mannington	124
76.9	Crofton	527
82.7	Kelly	227
90.6	Hopkinsville, ch.	9,696
107.7	Ky.-Tenn. Line	

**U. S. HIGHWAY No. 168**

Entire route within the State.

Louisville to Mt. Vernon, via Bardstown, Springfield and Danville.

Distance	Town	Population, 1920
0.0	Louisville (5th & Jefferson St.)	320,100
8.5	Buechel	69
12.8	Fern Creek	360
21.4	Mt. Washington	420
24.7	Salt River Bridge	
41.2	Bardstown, ch.	1,717
41.9	Old Kentucky Home	
50.0	County Line	
60.0	Springfield	1,529
72.3	County Line	
76.8	Perryville	631
87.5	Danville, ch.	7,500
99.0	Stanford, ch.	1,397
110.0	Crab Orchard	493
117.3	Brodhead	555
124.5	Mt. Vernon, ch.	719

**U. S. HIGHWAY No. 31**

Louisville to Tennessee Line, via Elizabethtown, Glasgow and Scottsville.

(Part of Western Dixie Highway)

Log.	Town	Population, 1920
0.0	Louisville, ch.	320,100
19.5	Kosmosdale	67
22.0	West Point	724
30.5	Tip Top	34
33.7	Camp Knox	320
49.4	Elizabethtown, ch.	2,530
67.0	Upton	369
73.9	Bonnville	278
81.7	Munfordville, ch.	583
90.1	Horse Cave	864
	(To reach Mammoth Cave, go to Cave City.)	
94.1	Bear Wallow	113
106.3	Glasgow	2,559
131.7	Scottsville	2,179
142.0	Ky.-Tenn. State Line	

**U. S. HIGHWAY No. 68**

From Maysville to Paducah, via Lexington.

"The Historic Trail" lies entirely within Kentucky, extending from Maysville on the Ohio, via Paris, Lexington, Harrodsburg, Springfield, Bardstown, Hodgenville, Bowling Green, Russellville, Hopkinsville, and Cadiz to Paducah, touching Old Kentucky Home, Lincoln Memorial, Davis Monument, etc.

Log.	Town	Population, 1920
0.0	Maysville, ch.	6,107
3.7	Washington	600
12.6	Mayslick	366
19.3	Fairview	332
24.7	Blue Lick	55
27.9	Ellisville	46
38.1	Millersburg	1,117
46.6	Paris, ch.	6,310
64.8	Lexington, ch.	41,534
71.1	South Elkhorn	121
76.3	Nealton	36
84.6	Kentucky River	(not given)
90.2	Shakertown	(not given)
98.4	Harrodsburg, ch.	3,765
108.1	Perryville	631
112.6	County Line	
124.9	Springfield, ch.	1,529
134.9	County Line	
143.0	"Old Kentucky Home"	
143.7	Bardstown, ch.	1,717
149.7	Balltown	19
158.2	New Haven	468
158.9	County Line	
160.3	Athertonville	320
169.6	Hodgenville, ch.	1,100
172.5	Lincoln Memorial	
175.2	Buffalo	35
180.6	Magnolia	110
181.7	County Line	
190.7	Rio	
196.2	Hardyville	173
204.4	Bear Wallow	113
208.8	Horse Cave	864
212.8	Cave City	690
	(Mammoth Cave is on side road, 10 miles.)	
219.4	Glasgow Junction	307
244.4	Bowling Green, ch.	9,638
263.3	Auburn	715
274.4	Russellville, ch.	3,124
290.6	Elkton, ch.	1,009
299.7	Jefferson Davis Memorial	
311.1	Hopkinsville, ch.	9,696
323.5	Gracey	282
332.5	Cadiz, ch.	897
342.5	Cumberland River	
351.9	Eggers Ferry	
366.9	Benton, ch.	897
384.2	County Line	
394.7	Paducah, ch.	24,735

**U. S. HIGHWAY No. 45**

From Ferry at Paducah to Tennessee Line Near Fulton.

Kentucky portion of route which runs from Chicago for 917 miles, via Paducah, Fulton, Kentucky, and Trenton, Jackson, Tennessee to the Tennessee-Mississippi line, north of Corinth.

	Miles
Ferry opposite Metropolis	0.0
Paducah	10.0
Mayfield	38.0
Fulton	62.0
Tenn. Line	63.0

**U. S. HIGHWAY No. 25**

Kentucky portion of U. S. 25, the great north and south route from Sault Ste. Marie, Michigan, Miami, Florida, formerly known as Dixie Highway, beginning at Covington and extending through Williams-town, Georgetown, Lexington, Richmond, Mt. Vernon and Corbin to the Tennessee line and Virginia State line.

Distance	Town	Population, 1920
0.0	Covington, ch.	*58,500
4.7	South Fort Mitchell	(not given)
8.0	Erlanger	711
10.0	Florence	268
16.0	Richwood	43
20.0	Walton	64
23.9	Bracht	85
27.0	Crittenden	185
31.0	Sherman	275
34.8	Dry Ridge	129
38.7	Williamstown, ch.	836
43.7	Mason	132
50.3	Corinth	241
72.7	Georgetown, ch.	3,903
85.5	Lexington, ch.	41,534
101.1	Kentucky River	
112.8	Richmond, ch.	5,622
120.8	Kingston	137
127.7	Berea	1,640
138.2	Roundstone	(not given)
146.1	Mt. Vernon, ch.	719
156.4	Livingston	703
180.4	London, ch.	1,707
194.8	Corbin	3,407

\*1926 Census Bureau Estimates

**U. S. Highway No. 25 (East)**

194.8	Corbin	3,407
212.1	Barbourville, ch.	1,877
231.5	Pineville, ch.	2,908
245.2	Middlesboro	8,041
248.1	Ky.-Va. State Line	

**U. S. Highway No. 25 (West)**

194.8	Corbin	3,407
213.6	Williamsburg	1,767
222.8	Saxton	118
228.5	Ky.-Tenn. State Line	

**U. S. HIGHWAY No. 27**

U. S. 27, Kentucky portion of route extending from Cheboygan, Mich., through Cincinnati and Newport to Chattanooga, formerly known as Lookout Mountain Air Line or LLL route. Newport to Tennessee line, via Falmouth, Cynthiana, Paris, Lexington, Nicholasville and Somerset.

Distance	Town	Population, 1920
0.0	Newport, ch.	*29,317
13.1	Alexandria, ch.	316
31.8	Greenwood	(not given)
39.8	Falmouth, ch.	1,330
64.7	Cynthiana, ch.	3,857
79.9	Paris, ch.	6,310
98.1	Lexington, ch.	41,534
110.9	Nicholasville	2,786
119.6	Camp Nelson	50
124.8	Bryantsville	204
134.3	Lancaster, ch.	2,166
143.3	Stanford, ch.	1,397
164.1	Eubanks	312
172.6	Science Hill	331
180.1	Somerset, ch.	4,672
188.6	Burnside	1,078
213.1	Whitley City	495
216.4	Stearns	1,119
221.1	Pine Knot	728
225.6	Ky.-Tenn. State Line	

\*1926 Census Bureau Estimates

**U. S. HIGHWAY No. 51**

From Wickliffe, Kentucky, to Tennessee Line South of Fulton.

Kentucky portion of U. S. Route 1,350 miles beginning at Hurley, Wis., via and extending through Beloit on the Illinois state line and via Rockton, Rochelle, Blooming to the State Line at Cairo and south from Fulton via Memphis and Mississippi-Louisiana, to New Orleans.

	Miles
Ferry opposite Cairo	0.0
Wickliffe	5.8
Bardwell	14.6
Clinton	28.6
Fulton	40.6
Tenn. Line	41.6

# Governor Metcalfe Was Colorful Character

(1828-1832.) Old Stone Hammer, as Governor Metcalfe was nicknamed, built several court houses and numerous other buildings in Kentucky, including the Old Governor's Mansion at Frankfort.

By COL. JAMES MARET, *President Boone Way Association*

ONE of the most interesting characters in Kentucky history was Governor Thomas Metcalfe, who was governor during 1828-1832. His old home and the monument in the private graveyard adjoining the home, located on the Maysville Pike (U. S. 68) where the road forks to Carlisle, will doubtless attract the attention of many tourists as they travel over U. S. 68, the historic trail from Maysville across the State.

A. B. Campbell, great grandson of Governor Metcalfe, contributes the following interesting information in connection with the scenes shown with this article. Governor Metcalfe was known as "Old Stone Hammer." As a stonemason he built the foundation of the old courthouse at Paris, since destroyed, the present courthouse at Greensburg, several other courthouses and residences in the State, and the old governor's mansion still in use at Frankfort, and which Governor Metcalfe himself occupied. Mr. Campbell has a small hatchet that was used by Old Stone Hammer. The hatchet has a notch on the handle, marking off six inches. The writer measured the handle to see if Old Stone Hammer's estimates were correct, and he had a six-inch measurement down to a gnat's eye. Strange to say, Lieutenant-Governor Breathitt, who served with Governor Metcalfe exactly one hundred years ago, was a great uncle of the present Lieutenant-Governor James Breathitt, according to Mr. Campbell.\*

The home and grounds surrounding the home of Governor Metcalfe, shown in an accompanying photograph, were known as "Forest Retreat" and many noted visitors stopped there, to accept the hospitality of Old Stone Hammer, and also as a necessity in those days when there was only one road from the Ohio River, where the pioneers entered Kentucky, to the central part of the State.

James G. Blaine made his home at Forest Retreat when he taught military school at Lower Blue Lick Spring. Andrew Jackson stopped there in 1829, on his way to Washington, D. C., to be inaugurated president. One of the houses at Forest Retreat was an old inn in Andrew

Jackson's time, and they changed horses here on the stage-coach route between Lexington and Maysville. Mr. Campbell says that the next morning after General Jackson stopped at Forest Retreat, Old Hickory took his servants as far as Blue Licks and sent them back, saying "Metcalfe fed them better than any one he had ever met."

President William Henry Harrison, who was inaugurated in 1841, stopped at Forest Retreat for some time in 1840, and Old Stone Hammer stumped the country with him in behalf of his candidacy.

Henry Clay was a great friend of Governor Metcalfe and a frequent visitor on his way back and forth between Lexington and Washington, D. C. Mr. Clay often stopped for "refreshments" (Mr. Campbell says the barrel was kept under the stairway).

Collins' History of Kentucky says of Governor Metcalfe:

The tenth governor of Kentucky, Gen. Thomas Metcalfe, in honor of whom the county of Metcalfe was named, was born in Fauquier County, Va., March 20, 1780. His mother was the Sally Metcalfe who was shot from her horse, on the nineteenth of January, 1781, by a British sentinel—whilst endeavoring to make her escape from the Elk Run neighborhood, in that county,

where the American traitor, Gen. Benedict Arnold, with 1,800 British soldiers, was "exercising the most unheard-of cruelty, indiscriminately on men, women and children, and committing wanton destruction of every kind of property." (Letter of Capt. Horace Randall to Gen. George Washington, Philadelphia, dated January 20, 1781. It was found at the home of Washington, Mt. Vernon, in repairing, in 1853, a mantelpiece behind which it had fallen. What was most remarkable, the writer, Mr. Randall, was still living close by, 105 years old; and upon being shown the letter, related many other circumstances which happened at that time.) She recovered from the wound, and with her brave husband, a captain in the Revolutionary war, and "an acquaintance of George Washington," emigrated to Kentucky in 1785, and settled in Fayette, but removed in a few years to Nicholas county. They were poor and humble. In his early youth, young Metcalfe was sent to school only long enough to obtain a knowledge



—LaFayette Studio.

"Forest Retreat," showing Gov. Metcalfe's home far left, store house built by Gov. Metcalfe near left, and old stage coach (white house) at right.

\*If any one doubts that history repeats itself, see the notes from Collins' History about Governor Metcalfe and John Breathitt, which is a parallel to the election of Governor Sampson and Lieutenant Governor Breathitt a century later.



Monument to Gov. Metcalfe in family burial ground at roadside near home.

of the rudiments of an English education—sufficient, however, to inspire an ardent love for knowledge. At sixteen, he was apprenticed to an elder brother, a stonemason. While learning his trade, his otherwise leisure hours were assiduously devoted to study and books. What to other boys was labor and irksome, was to him relaxation and full of promise in the future.

At nineteen, his father died; and upon him fell a large portion of the burden—to him a cherished filial privilege—of caring for his mother and several children. As a mason he built of stone, several courthouses—at West Union, Adams County, Ohio, at Greensburg, Green County, Kentucky, in 1806 (still standing in 1873), and others, and laid the foundation of that at Paris, Bourbon County, which was burnt down May 8, 1872, but of which his uncle, John Metcalfe, built the superstructure. From his trade and his great earnestness afterwards as a public speaker, he received the sobriquet of the “Old Stone Hammer,” by which he was familiarly and proudly known for forty-five years.

In 1809, he made his first public speech. A requisition had been made upon the State to vindicate the honor of the nation in the contemplated difficulties with old Spain. His own fire and enthusiasm was quickly communicated to the crowd, and volunteers flocked to his standard in numbers above his complement. He had twice before raised volunteers for contemplated service against Spain, and now for the third time was disappointed. He quietly doffed his military title and took up his stone hammer. In 1812, he was elected to represent Nicholas county in the lower branch of the Kentucky legislature; and re-elected, 1813, '14, '15, '16, and '17—in 1813, while absent as a soldier, receiving every vote in the county but thirteen! In the spring of 1813, he raised a company of volunteers, and at the battle of Fort Meigs, was under Col. Boswell, on the left flank of the line on this side of the river, which defeated more than double its number of Indians; his intrepidity and gallantry secured the favorable notice of the commander-in-chief, Gen. Wm. H. Harrison, afterwards president of the United States. In 1818, he was elected to congress, and re-elected four times; but during the last term, in 1828, he resigned to make the race for governor as the candidate of the National Republican (or Adams) party—being elected by 38,940 votes, to 38,231 for the able and popular Maj. Wm.

T. Barry, the Jackson candidate. The latter party elected John Breathitt lieutenant-governor over Judge Jos. R. Underwood, by 1,087 majority.

In February, 1827, Gen. Metcalfe was challenged to fight a duel, by George McDuffie, of South Carolina, for offensive language used in a newspaper article; he accepted, and named rifles as the weapons, at ninety feet. McDuffie, insisting on pistols, dropped the matter rather than fight with rifles.

Gov. Metcalfe served four years in the State senate, from Nicholas and Bracken counties, 1834-38; in 1840, and for some years, was president of the State Board of Internal Improvement; and in 1848-49, filled by appointment of Governor Helm the unexpired term of John J. Crittenden in the United States Senate. He died at his home at Forest Retreat, of cholera, August 18, 1855, aged seventy-five years.

The following incident, illustrative of the times and the man, was published shortly after the death of ex-Governor Thomas Metcalfe, the most prominent citizen of Nicholas county:

About the year 1795, there arrived in Nicholas county, a proud young Virginian, riding a noble steed. He was given to boasting, and by assumed airs of importance highly irritated the wild boys of the Licking hills. Confident of the fleetness of his horse, he bantered the neighbors for a race. It was known to a few that a couple of the best racers in the county had been repeatedly run against one another, and were of about the same speed. A poor boy of the neighborhood had, for the amusement of the owners, run them against one another—he riding both horses at the same time. The young Virginian was notified that if he would ride himself, they would run *two* horses at the same time against his, and would bet on their success what they could afford, which was mostly the skins of various wild animals, against anything of equal value. The challenge was accepted and a meadow in a creek bottom selected for a half-mile race. The day arrived; the three horses were brought forward. For the rider of the two, appeared this same poor boy, about half-grown, barefooted, bare-headed, dressed in a tow-linen shirt, pantaloons of the same

(Continued on page 44)



Home of Governor Thos. Metcalfe on Maysville-Lexington road (U. S. 69). Governor Metcalfe, known as “Old Stone Hammer,” built several of the old stone courthouses in Kentucky, some still standing and in use, one hundred years ago.

# To Plant Trees and Shrubs on State Highways

Highway Commission and Horticultural Society Interested in Project.

**M**ILES of model planting of trees and shrubs along State highways in various sections of Kentucky will be established as the result of the co-operation of the Kentucky Horticultural Society and the State Highway Commission.

According to the plan, the highway commission will designate the areas for model planting, will do the planting and maintain the stock once it is put out. The question of furnishing the trees and shrubs must be met by local garden clubs, conservation associations, civic improvement clubs, women's clubs, and similar organizations interested in the beautification of the State's highways and countryside.

Walter Hillenmeyer, of Lexington, is president of the State Horticultural Society, with Ben Niles, of Henderson, executive secretary. The society for some time has interested itself in the State-wide project, which could not be carried out until approved by the highway commission. Only roads which are suitable for planting, are wide enough and have road work finished, will be beautified now. This agreement was reached at a meeting of commission and horticultural society members held at Frankfort recently.

The first planting will take place in the near future at Florence in Boone county, where a stretch of road will be planted with wooded plants and trees. Other sections ready for planting and approved by the highway commission, are at Bowling Green, Paducah and Henderson.

The first State highway out of Lexington which will be approved by the commission will be the Winchester pike, it is understood by members of the society.

Others will be approved when the roadway conforms to the federal highway idea of right-of-way for such projects. Highways cannot be approved promiscuously until they meet necessary qualifications and there is assurance that the plantings will not be dug up when a new road is constructed, it was said.

According to the plan of the horticultural society, the planting will be general, mostly of deciduous trees and shrubs.

## Sturgis for Highway Beauty

Added impetus to the movement launched by the Kentucky Progress Commission to beautify the highways was given at a recent meeting of the Sturgis Woman's Club, where a paper on the subject was read by Mrs. H. C. Dedman.

Excerpts from the paper are quoted for the benefit of other sections of Kentucky which are interested in the same subject so well handled by the Woman's Club in Western Kentucky communities:

"You will recall that this Highway Tree Planting project was first brought to our attention by the D. A. R. Chapter of Morganfield. This organization purchased and planted one hundred Sycamore trees in the spring of 1927, planting them just below the Wm. Hammer place, and I am sure all of you have noticed how quickly they

are growing. It is the desire of the Morganfield Clubs who are interested in this project to make a "Sycamore Drive" to our town, however, if we are unable to get the sycamore trees, as we were last spring, I'm sure any of the trees recommended by the Forest Service would be suitable. The important thing is to plant the trees.

"I am sure that we, as a club, have not given this matter the thought it deserves. In fact, many of us have never thought what it would really mean to put forth energy and effort enough to buy and plant these trees;

to realize that the beautifying of our own highway will not only furnish shade for the "way-worn traveler," but will be a feast for the eye and that future generations will surely rise up and call us blessed.

"We all know what it means to be on a motor trip and come to a nice shady stretch of road, or to see some shrubs or flowers planted along the roadside; to see a fence covered with fragrant blooming honeysuckle, or see a Dogwood tree in bloom. I'm sure many of you enjoyed the Hollyhocks which bloomed so profusely last summer on a hillside between Corydon and Henderson; the planter of those flowers probably never realized or thought of the enjoyment they would give to the passing motorist or traveller.

"California buys poppy seed by the ton to plant along its highways. Florida plants Australian pines, mangoes, palms, hibiscus and many other fruits and flowers along their roads. This is not done by the State, but individually by small towns on the highway. The effect is beautiful and will be cumulative, getting bigger and better every year. A citizen of Lancaster, Kentucky, at his own expense, planted a mile and a half of daffodils on one of the highways near his town. We are told that they were a great delight to everyone that motored by. Next year they will come again, and so will lilies, cosmos, larkspur and many others if only given a start. Imagine a half mile



—Caufield & Shook.

When the dogwood is in bloom. Possible on any highway in Kentucky.



# Kentucky Shearman Concrete Pipe Company

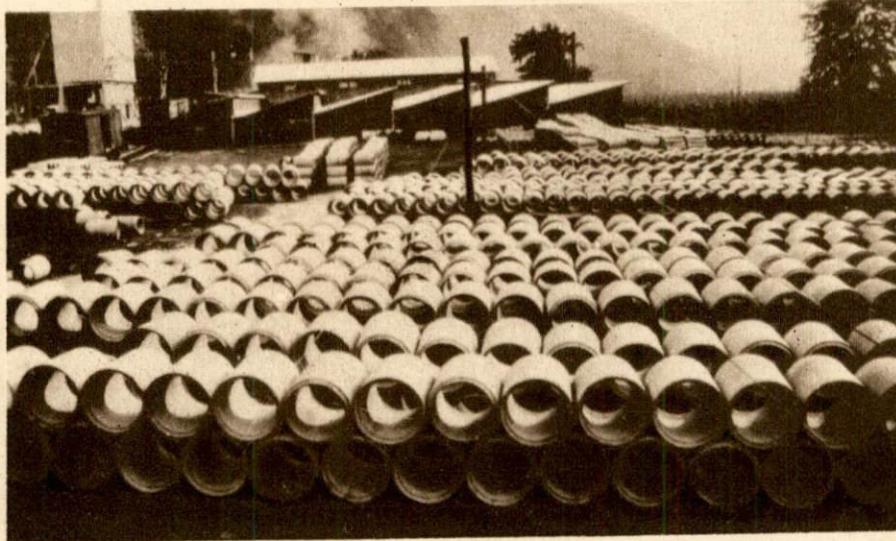
INCORPORATED

Offices and Plant: FRANKFORT, KENTUCKY

Kentucky Stockholders

Kentucky Labor

Kentucky Materials



PART OF FRANKFORT YARD

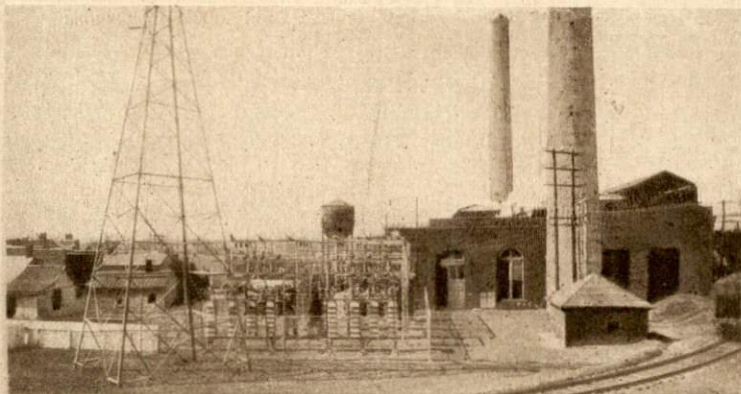
SIZES—4 INCHES TO 96 INCHES

*The Only Permanent Drainage* :: SANITARY—STORM—HIGHWAYS—RAILWAYS

## THE AREA of GREATEST PROMISE! TO INDUSTRY and AGRICULTURE.

### Lexington, Kentucky

*The Center of the  
Blue-Grass Section*



HEALTHFUL CLIMATE  
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*Our modern and efficient power station supplies an abundance of cheap dependable electric power.*

MODERN, EFFICIENT, TRANSPORTATION SERVICES

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## LEXINGTON UTILITIES COMPANY

LEXINGTON

INCORPORATED

KENTUCKY

here and there of hollyhocks along the highway. Year after year they will appear in many colors in glorious array, and while our own particular road may not be suitable for shrub and flower planting at the present time, we can visualize what can be done in the future and we can at least make a background by planting trees.

"When we see pictures or view the roads in foreign countries, we can have a better conception of what it really means to beautify our own highways. The charm of rural England lies chiefly in its magnificent trees, the hedges along the highways, its shrubs and velvet green turf always fresh and green on account of the moist climate. The highways are old—some of them very, very old and the trees and hedges lining them have had long opportunity to develop into magnificent growth.

"The same thing is true on the continent. The highways are lined with ancient Lombardy poplars now possibly one hundred and fifty feet high. They call them Napoleon's soldiers; there they stand in regular formation,



—Caufield & Shook.  
Larue county. Scene on road between New Haven and Howards-town, Kentucky.

straight, erect and look very much like soldiers on parade. We are told that the French soldiers, since the time of Napoleon, have planted trees when they had no fighting to do, and it is said that if you wish to hurt a Frenchman's heart, destroy his trees. Many of our soldiers have told us stories of how the French people would resent their cutting trees during the late war, even though they were being used for warfare. The same boys will tell you how much easier it was to hike mile after mile under the shade of these friendly trees.

"Do you know why the people of these foreign countries love their trees so devotedly? Every possible inch of ground in France, Germany and parts of Italy is cultivated. There are no wash-outs, rendered barren by the washing away of the productive top soil. Steep hillsides are terraced to prevent this and many fields and vineyards remind the visitors of traveling up and down a stepladder. There are no weedy fence corners and there is no waste, consequently the trees that are planted by the roadside are enjoyed and protected to the utmost.

"Rural Kentucky is not unlike rural England. There is here the same opportunity for highway beauty. Just a



—Caufield & Shook.  
Cherokee Park. Road to Big Rock.



—Caufield & Shook.  
The road to Clifton from Versailles, Kentucky.

little effort, just a little expense and it can be done. Of course, this effort will take proper organization and the intelligent planting of trees, hedges, shrubs and flowers. A judicious arrangement in planting would supply beautiful blooms along our highways from very early spring until frost comes.

"We know that our Highway Department has made more progress toward building roads in our State this past year than ever in the history of our State. We are fortunate indeed to be located on one of the main highways in the State and will soon be served by connecting roads which will result in the liberation of many small communities, and the connecting up of hitherto incommunicable points. With a permanent State Highway at our door, which we will all no doubt see become a hard-surfaced road, can we not, as a Woman's Club, add to the beautifying of this road by planting a few trees this spring and increase our efforts in that direction in the coming years? Most of our Kentucky roads are new, many of them are actually barren of trees and shrubs. Our Governor heartily applauds the idea of highway beautification. The Kentucky Progress Commission says 'Let's beautify the highways now. Let us organize in Kentucky, a Highway League for the purpose of beautifying the highways. Every town and village in the State should have membership chapters to help this idea along. This organization could be completed through the schools, churches, Parent Teacher Association, civic clubs and the newspapers. Local pride will compel a competitive interest everywhere, in making each neighboring highway the most beautiful. The effect would be magical. Every neighborhood, every road would in a very short time be beautiful. Just a little effort and a little expense very quickly will make a wonderful transformation in Kentucky.'

"In quoting from the KENTUCKY PROGRESS Magazine, I wonder how many of you realize what the Kentucky Progress Commission is doing and expects to do for our State. I wish that all of you could read the Magazine referred to; it is beautifully illustrated with views of all sections of our lovely State and is devoted to advertising Kentucky to Kentuckians as well as to other States. We will all no doubt become more familiar with the word "Progress" by seeing it on our automobile license and this word alone should be a great incentive and inspiration to individuals, as well as civic organizations, to get

behind every worthwhile movement and put forth an earnest effort to make it successful. The personnel of the Kentucky Progress Commission is composed of twelve of the biggest business men in the State of Kentucky and they have already accomplished much toward bringing new industries into our State and advertising Kentucky throughout the whole United States. Keep your eye on what the Kentucky Progress Commission is doing for our State and feel assured that any undertaking or movement in which they are interested is of vital interest to every man, woman and child in the State. I might add that the very first issue of their Magazine contained an interesting article on Highway Beautification, from which I have quoted.

I think that I shall never see  
A poem lovely as a tree.

A tree whose hungry mouth is prest  
Against the earth's sweet-flowing breast.

A tree that looks at God all day  
And lifts her leafy arms to pray.

A tree that may in summer wear  
A nest of robins in her hair.

Upon whose bosom snow has lain;  
Who ultimately lives with rain.

Poems are made by fools like me,  
But only God can make a tree.

"In conclusion, and to return to the business end of this subject. It is a work in which we should all be vitally interested and one which warrants the co-operation and earnest efforts of the Woman's Club as a whole, so let's all work together to make our 'Highways Happyways.'"

#### Arbor Day and Arbor Week

The first week in April has been set aside as "Arbor Week" in Kentucky, and April 5, in conjunction with the other States of the Union, has been designated "Arbor Day."

Arbor Day this year, in this new Kentucky of ours, should be of more than usual significance. With our vir-

(Continued on page 44)



—Caufield & Shook.  
This is just a road in Kentucky, intelligently planted when completed years ago. Any highway in Kentucky could be just as beautiful in time.

# State Fair To Have Southern Jersey Exhibit

Visitors will see largest and finest Show of this class of cattle ever held in South—Club's Regional Show awarded to Kentucky—Added stimulus to development of dairy industry is seen.

**T**HE Kentucky State Fair has been designated by the American Jersey Cattle Club as the location for the regional Jersey show of the southern states. The awarding of this show to Kentucky means that fair visitors will have an opportunity to see the largest and finest exhibit of Jerseys that has ever been held in the South.

In an effort to arouse greater interest in Jersey shows during the coming season, the American Jersey Cattle Club districted the United States and set aside funds that were to be added to the prize list of the fair which was designated to hold the show. This is the first year that the American Jersey Cattle Club has divided the United States into districts. For the purpose of concentrating their efforts in the improvement of this breed of cattle, four districts have been outlined and \$1,000.00 premium money will be awarded to each district. By selecting the Kentucky State Fair as the location for this regional Jersey show, a great deal of interest will be added to the fast-growing dairy industry in Kentucky, and farmers who visit the fair this year will see the best representatives of this popular breed of dairy cattle from all of the southern states.

One of the main factors which enabled the State Fair to secure this show is the fact that so many dairy calf clubs in the State have been using Jerseys. The dairy calf project of the 4-H Clubs has grown until hundreds of boys and girls in all sections of the State are raising purebred Jerseys. Only a short while ago Hilson Guier, Farmington, Ky., made a world's record test with his club heifer. The 4-H Club exhibit of Jerseys at the 1928 Kentucky State Fair was so large that a special barn was required to house the animals.

Recently Calloway county was awarded the Jersey Cattle Club cup for making the greatest progress in dairying of any county in the United States.

Newton Bright, Commissioner of Agriculture, accompanied by W. S. Campbell, of Louisville, a member of the Kentucky Progress Commission, and R. C. Tway, prominent Kentucky Jersey breeder, presented Kentucky's claims to the Jersey Cattle Club meeting in New York and the show was awarded to the Bluegrass State.

Mr. Bright's splendid presentation to the directors of the Jersey Cattle Club follows:

In conformity with your announced policy of selecting four Regional Jersey Shows to be held in the United States in 1929, I appear before you as the Commissioner of Agriculture of my State, Kentucky, by virtue of which office I am also Chairman of the State Board of Agriculture; as a representative of the Kentucky Jersey Cattle Breeders' Association, and a breeder of Jersey cattle, to present the claims of the Kentucky State Fair, located at Louisville, as the most logical and best

sited location for the Show to be held in Group Three, composed of the following States:



Newton Bright, Commissioner of Agriculture and Chairman of the Live Stock Sanitary Board.



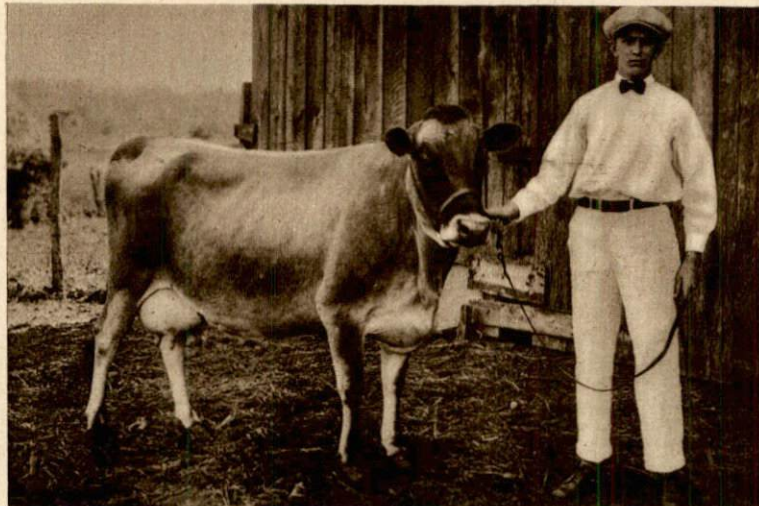
Scene on a Kentucky dairy farm.

—Caufield & Shook.

Kentucky, Tennessee, Alabama, Mississippi, Louisiana, Arkansas, Texas, North Carolina, South Carolina, Georgia and Florida.

In presenting our claims, I do it in the finest spirit of sportsmanship, enumerating the advantages of my own State, hoping to win on its fitness and suitability, rather than on the shortcomings or demerits of others. In fact, all of these States I am sure can and will advance arguments why the Regional Show should be located within their borders. State pride and self-respect would compel such action, but on those points of especial fitness or unusual advantage do we base the claims of KENTUCKY and on these we shall dwell.

In this venture on the part of the American Jersey Cattle Club, I am sure that you entertain some degree of uncertainty as to the best-suited location. Your purpose as I understand it is to create a greater interest in the dairy business in general and to especially promote more interest in the growth of the Jersey breed, by a larger and wider ownership, by bringing their usefulness as a dairy breed more prominently before the public, and by establishing in the minds of the people the proper type not only from the production viewpoint, but the show-yard point of view as well and to concentrate your contribution to one place rather than distribute it among many shows. Very naturally then your attention should be called to the location where the greatest good may be accomplished looking toward that end.



A world champion and her owner—Proud Prince's May, world record senior three-year-old Jersey tested for 305 days. On this official production test she yielded 784.04 pounds of butterfat and 12,624 pounds of milk. Owned by the fifteen-year-old Helson Guier, of Farmington, Ky. He is the first calf-club boy to own and test a world champion.

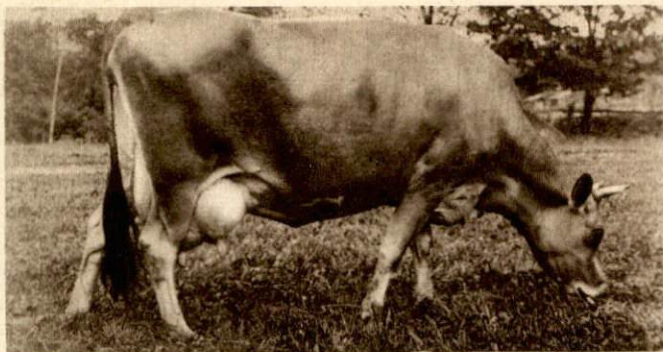
Louisville, the home of the Kentucky State Fair, is the largest city, with one exception, within the borders of any of the eleven States in Group Three, and is by far the largest one that will be a contender for this show. Its population in 1920, according to the Federal Census, was 234,891. As per the Federal estimate in 1927 it was 320,100. Caron's Directory, published annually, estimates it at 355,048 in 1928, showing an increase in population of 120,157 or fifty-one per cent in eight years. The

population of contending cities, according to the 1920 census and the same per cent of increase over the same period of time, will still leave Louisville as the largest contending city in the area of Group Three.

Louisville is properly called the "Gateway to the South," "The Crossroads of the Nation," lying as it does near the center of the population of the United States, within twenty-four hours run of seventy-two per cent of the commerce of the United States and 42,000,000 people. It is the receiving and distributing point for nine trunk railroad systems, all of which deliver their freight to one great terminal system, the K. & I. Terminal Co., which handled in 1927, 1,900,000 cars, or a daily average of 5,204 cars, and whose tracks pass alongside of the Kentucky State Fair grounds. They have facilities for loading and unloading fifty cars at one time, and have located on our State Fair grounds a freight station for the convenience of shippers, who can handle their billings on the ground and buy their passenger tickets or receive and send express, without the annoy-



Live Stock Pavilion, Kentucky State Fair, Louisville, Ky.



Raleigh's Jolly Sunbeam 658513. World's Champion Sr. Two yr. old Jersey. 11448 pounds milk, 659.01 pounds butter fat 305 days. Owned by James W. Huey, Union, Ky. Fortuna Feed used.

ance of going to the city. Their tracks and unloading platforms are lighted at night with flood lights, so that loading can be as safely done at night as by day, making it an ideal location from a transportation standpoint for the show.

By agreement as to dates in the State Fair circuit, Kentucky holds an enviable position, following Indianapolis and other large State and Regional Fairs. Shipment to Louisville would not be more than a ten or twelve hours run, making an easy shipment and permitting northern herds to be returned home and their show season shortened, whereas, if the Regional Show in Group Three were held later or further South or West, many, to avoid expense and distance doubtless would not invade southern territory. Then, too, southern herds entered at the Regional Show at Louisville for Group Three would be getting closer to home after each succeeding show.

The Kentucky State Fair can, I believe without fear of contradiction, lay claim to have given the Jersey breed as good a show in the past as any State within the Group. Kentucky stands first in amount of money offered and second in number of cattle shown in 1928. These comparisons alone should be appealing to this Club. But in addition to that we go further and show that only one state produced more milk or had more cows in 1925 than Kentucky, that no state produced more gallons per cow than Kentucky, and that, in the percentage of farms to State's area, Kentucky ranked first, being seventy-six per cent—all of which shows the possibilities for enlarged dairying activities.

We claim for Kentucky more natural advantages than any state in Group Three. She has more bluegrass than all combined, has crushed and spread more limestone within the past five years than any other, preparatory to producing alfalfa, clover and legumes. Her corn crop surpasses any state in the Group. She is splendidly watered and shaded. Her interest in dairy development shows an increase of 47,000 cows within the past two years as against a general decrease within the United States. Valuation per head increased from \$41.00 to \$62.00 per head. The valuation

January 1, 1929, of dairy cows was \$32,000,000. Her production of butter has grown from 13,000,000 pounds in 1924 to 20,000,000 pounds in 1928. In the past three years there have been located within the State five plants for the condensation of milk. We claim over 1,000 cream stations, seven major creameries—a new one in 1928 and another contemplated in 1929—eight important pasteurization plants, one cheese factory with three others contemplated or under construction, and local consumption has greatly increased in her growing cities. Louisville alone consumed 8,000,000 gallons of milk in 1928 and 10,000,000 pounds of butter were made and handled by local concerns, to say nothing of quantities of milk and cream shipped to out-of-State markets, such as Cincinnati, Washington C. H., Ohio, Indianapolis, Vincennes and Evansville, Ind., Cairo, Ill., Nashville, Knoxville and Memphis, Tenn., and Huntington, W. Va. No estimate was obtainable of cities of Eastern Kentucky such as Ashland, Harlan, Corbin, Middlesboro, Jenkins, and McRoberts, growing cities in our fast-growing mineral area. Much dairy interest is being developed in those border mountain counties.

The State is thrilled with the dairy interest. This fact is recognized by our competitors as never before, for in the past several years the Holstein Association has given twenty per cent of our premiums at the State Fair, local breeders have contributed \$250.00 yearly to local classes, the number of entries has increased from seventy in 1927 to one hundred and eleven in 1928. Against this the American Jersey Cattle Club has given nothing to open classes, and local breeders only \$333, in spite of the fact that it is unofficially claimed that eighty-five to ninety per cent of the registered dairy cattle in Kentucky are Jerseys.

The Guernsey breed has established friends among our people and there has recently been formed a Kentucky Guernsey Club. So it is apparent that for the *Interest of the Breed*, the American Jersey Cattle Club should heed the Macedonian cry of the Kentucky Jersey breeders and come ere 'tis too late.



A registered Kentucky Jersey herd.

# *Kentucky for Progress!*

THAT phrase, now echoing across the United States from the Statue of Liberty to the Golden Gate and from the St. Lawrence to the Rio Grande, takes on a definite meaning that you will appreciate and understand when you visit Jefferson County. Here you will see the utmost in modern agricultural development, twentieth-century good roads and industrial and commercial progress second to none in the entire South.

Come to  
*Jefferson  
County*  
Kentucky

HENRY I. FOX, FRANK J. HUMBERT, DR. BEN L. BRUNER, BEN F. VOGT, Commissioners

Our climate is the best—no excessively long winters but long enough to kill the deadly germ and parasite; no excessively long and hot summers but enough heat and sunshine to afford a long and luxuriant grazing season—to put nutrition in our grasses and legumes and to paint our natural forage grass with a tinge of blue that has made our State famous. C. F. Marvin, chief of the U. S. Weather Bureau, Washington, recently summed up a statement as to Kentucky's climate as follows:

"Kentucky holds an enviable mean between the extreme cold and long winters of the northern states, and the equally long, heated summers of those to the southward . . . Without going into more details, it is conceded from the weather records of this Bureau that Kentucky enjoys on the whole a climate considered about as good as the country affords."

Of the thirty-six National Champions of the Jersey breed, five are in Group Three—two of these five are in Kentucky. Kentucky claims not only two National Champions of the Jersey breeds, "Raleigh's Jolly Sunbeam," senior champion two-year-old, and "Proud Princess May," champion senior three-year-old, but has the only 4-H Club boy ever to produce a National Champion. That same Kentucky county produced the National Dairy Show Champion calf club at Memphis in 1928 and only recently the American Jersey Cattle Club awarded to Calloway County, Kentucky, a silver cup, for making the greatest progress of any county in the United States in the Jersey breed. Todd County, Kentucky, successfully holds claim to the record for the largest Calf Club in the world, numbering one hundred in 1928, and is striving for one hundred and fifty members in 1929.

Summing up the facts as I see and have presented them for your consideration, and to further show our interest in this matter, I am presenting herewith letters of invitation to you and endorsements of active support from our Governor, our State Fair Board, leading daily papers, the Kentucky Press Association, Chambers of Commerce, milk condenseries and cheese factories and miscellaneous organizations, also the Kentucky Bankers' Association, a strong and potent factor in livestock improvement, dairy development and club work financing in our State. To substantially demonstrate our great interest in this matter, our State Fair Board in the face of financial reverses, now offers to increase our prize money very materially from \$2,000.00 to \$5,000.00, leaving our State and Calf Club money as it is. The money consideration should by no means be the controlling factor in the location of this show, however. We have offered as cash prizes a sufficient amount to appeal to showmen and at the same time not put it beyond the limit that we hope to maintain at succeeding shows, in which event we would create a reaction that would be detrimental to the Jersey interests of the State.

We offer you one of the best show arenas in America; ample and comfortable barns and facilities to insure comfort for any probable number of entries; unsurpassed loading and unloading facilities at our freight terminal, a genuine Kentucky hospitality and the most inviting field for greater growth of the Jersey business of any State in the South.

I close this appeal by quoting the following from

one of Kentucky's adopted sons:

"Kentucky, not the oldest, nor yet the youngest; not the richest, nor yet the poorest; not the largest, nor yet the least, but take it all in all, for men and women, for flocks and herds, for fields and skies, for happy homes and loving hearts, the best place outside of Heaven the good Lord ever made."

Eight hundred Jersey breeders, twenty-five of whom are members of the American Jersey Cattle Club, who registered 2,846 head of cattle, and transferred 2,583 head for the year ending March 31, 1928, are watching with interest your action in the matter. If successful in this, we will begin our publicity on Wednesday night by announcing over the radio to the breeders of Kentucky as well as the world, that we "will come home with the bacon" and give to Kentucky and the world one of the greatest Regional Jersey Shows to be held in 1929.

### Why Advertise Kentucky?

(Louisville Herald-Post)

**I**F THERE are any who do not quite understand what the Kentucky Progress Commission is doing, they at least grasp that it is at work advertising the State. Kentucky has gone into the field extensively.

We were in the field early.

Other states follow.

Here comes the Empire State—though one would say that it is moderately well known, it has its problems.

Albany, N. Y.—The New York State Legislature has been asked to appropriate \$300,000 to advertise industrial, recreational and agricultural resources of the Commonwealth.

The request was made by the New York Development Association, Inc., an organization of civic associations, devoted to this purpose.

Such a policy of exploitation, the association pointed out, is formulated on sound economic theory.

And it could be said that the New England states as a group are spending \$1,000,000 for advertising and promotion.

Has not advertising paid California, Florida and Minnesota?

The States say so in the way which is most effective. They are devoting more and more funds to that purpose. As a consequence they have from one-eighth to one-tenth of the tourist prospects within a reasonable traveling distance from the State of New York. Therefore the State of New York decides to get busy.

Advertising pays.

It is to the credit of Kentucky's Governor and a group of forward-looking citizens that Kentucky has been a pioneer in this direction. The Kentucky Progress Commission is more than a name. It is a group of men who are working.

The New York Development Association, made up of representatives of civic associations, in urging this expenditure of \$300,000 upon the Legislature, states:

"With respect to our manufacturing industries," the association told the Legislature, "careful studies of the National Industrial Conference Board very clearly show that the Empire State is gradually falling behind competing States. Certainly the State should provide some official source of information for the use of individuals, firms or corporations desiring to establish manufacturing plants."

There is the answer.



# ASHLAND OAK SOLE LEATHER

For  
Building  
New Shoes



For  
Repairing  
Old Shoes

Specify ASHLAND OAK on your  
next repair work

Made By

**Ashland Leather Co.**  
Ashland, Kentucky

*A water supply that  
is always safe and  
ample.*



**Lexington Water Co.**  
INCORPORATED

LEXINGTON, KENTUCKY

## Editorial

(Continued from page 12)

serve much credit for their notable achievements.

Milk condensaries, creameries and cheese factories are being built at many points in Kentucky all of which made it possible for Commissioner of Agriculture Newton Bright to persuade the American Jersey Cattle Club to hold their regional dairy show at the Kentucky State Fair at Louisville next September.

The eyes of agricultural America are focused on Kentucky as the coming dairy State.

### Those Tags

(From *Louisville Herald-Post*)

IT IS nearly two months since the license tag for motor cars has made its appearance bearing the legend "Kentucky For Progress." Conceived of as an adjunct of Kentucky's publicity campaign, no one can question its effectiveness.

Directly it provoked discussion. If there was a motor car owner in the State who did not have an opinion about the matter we have not heard of him. It provokes comment wherever seen.

And with each discussion comes up also the consideration of what the State of Kentucky is really trying to do.

When the conversation reaches that point the tags are left behind to take care of themselves.

Immediately comes up a larger thing.

Men are of two sorts.

One variety says he does not care whether Kentucky prospers.

Perhaps he is satisfied with his own achievements.

He can see no good in bestirring himself to change conditions.

It is nothing to him that farmers are organizing to raise their herds to a prosperous productivity; nothing to him that new industries are sought for the villages, towns and cities of Kentucky; nor that a campaign is launched to bring increasing numbers of people from other States to look us over and to see the opportunities which exist for those who wish to develop our natural resources.

But most men see that what has been the matter with Kentucky is a lack of the means to develop our natural resources, whether of mineral wealth, power, or farm products. In each some vital factor has been absent. In many cases this factor is a thing that no individual group of men can totally overcome. The State, the whole force of the Commonwealth, is required to work for the common good.

Such men see that if in turn one section of the population is made prosperous it will eventually help those who seem not directly affected. Better dairying, for instance, means more bank deposits. These resources help the mercantile and industrial life immediately.

That each and every man in the State shall be conscious of what Governor Sampson and the Kentucky Progress Commission are seeking to accomplish, is one of the first steps. Certainly the legend on the rear motor tag has called this to the notice of every man, woman and child within our borders.

It is carrying the message across state lines.

Wherever the blue tag goes this discussion—this publicity—results.

## The Story of a Song and Its Setting

(Continued from page 16)

The house itself is located on a tract of 235 acres, all of which is a part of the shrine, and has been a part of "Federal Hill" since the day when the first Judge Rowan held his house-warming. The exterior of "My Old Kentucky Home" is of brick and, like the interior, is just as it was when it was first built, with the exception that the roof is a new one. This was necessitated by a violent gale that hit the home a few years ago and completely demolished its top. Indeed, if in the old days they had not built sturdily and well, the whole place would have been destroyed.

"My Old Kentucky Home" is situated at the top of a gently rising stretch of land and is surrounded by shade-trees of great age, large and numerous. Two-thirds of the estate is covered by rare old red cedar woods, the remainder consisting of meadows and lawn. Also on the place is the Old Rowan Burying Ground some hundred yards from the house and the slave quarters of the Pre-Civil War days, at some little distance from the house itself. Incidentally both of these are closely woven in with Foster's Songs; the death of John Rowan, Jr., supposing to have been the inspiration for "Massa's in de Cold, Cold Ground" and the line in "My Old Kentucky Home"—"The young folks roll on the little cabin floor"—referring to the slave quarters.

Kentuckians, especially, are prone to regard Stephen Collins Foster as the composer of only one song. It is needful, therefore, to call attention to the fact that he composed a total of 164 songs, among which are several almost equally as famous as "My Old Kentucky Home," namely: "Massa's in de Cold, Cold Ground," "Old Black Joe," "Old Dog Tray," "Uncle Ned," "Come Where My Love Lies Dreaming," and "Old Folks at Home" (Suwanee River).

Mention of the Suwanee River song calls to mind a little anecdote that Alexander Woollcott, the dramatic critic, related in one of his essays. He was discussing great events in the lives of people and he told of what he thought were three occasions that while seemingly trivial were really very momentous to those involved. Lack of space prohibits the retelling of the first two but the third concerned an American soldier during the World War who for many weary months had lain in a German War Hospital. Hope had dwindled and he had despaired of ever seeing his native land again when one morning he was awakened by the sound of a band somewhere in the distance playing "Suwanee River." The sight later of the khaki-clad troops of Americans, a result of the Armistice which had just been signed the day before, was probably somewhat of an anti-climax.

Skeptics there are, of course, who say that Foster never saw the Suwanee River and indeed never heard of it until his song "Old Folks at Home" was almost completed. The exigencies of his song then forced him to seek for the name of a southern river containing only two syllables, and he selected that of the Suwanee River as the most euphonic from a suggested trio that also included the Pedee and the Yazoo Rivers.

Perhaps a brief sketch of Foster's life would not be amiss. Stephen Collins Foster, to give him his full name—it is a queer thing but many people persist in calling him

(Continued on page 49)

FOR 67 YEARS

1862 1929

PRICE'S  
Famous Sausage

*Has Been On The Market*

*Now Made and Sold By*

MUNNS BROTHERS  
Incorporated

LEXINGTON, KENTUCKY

Blue Grass Meat Products

A 100 Per Cent Kentucky Industry

Edw. J. Miller  
& Company

*Insurance*

STARKS BUILDING

LOUISVILLE

*he never  
gives out  
endorsements*



**BUT HERE HE MADE  
AN EXCEPTION!**

**C**OLONEL LINDBERGH  
landed at Bowman Field,  
Louisville, in the summer of  
1927, following his historic  
flight to Paris. He give un-  
stinted praise to the field as one  
of the finest in the country and  
one of the best on which he had  
ever made a landing.

**B**OWMAN FIELD is owned and operated by the City of Louisville---one of America's finest, largest, best equipped, best managed airports. It is under the direction of the Louisville and Jefferson County Airboard, which is now erecting a modern administration building and important additions to the already large general equipment. As in other important things, Louisville is among the leading cities of the United States in keeping abreast of modern air-transportation development. Whether you come by plane, dirigible, automobile, train, bus or boat, Louisville is ready to receive you!

CITY OF LOUISVILLE  
*William B. Harrison, Mayor*

## Governor Metcalfe Was Colorful Character

(Continued from page 30)

material. The dress was not assumed for the occasion, but was the best his purse could bear, although neither neat nor gaudy. He was endowed with a well-formed head, a keen, penetrating eye, a fearless, benevolent and cheerful countenance; and was animated with a noble zeal for the occasion, believing the honor of Kentucky was at stake. The riders mounted, the boy having one foot on each horse. The signal was given. Away went the racers at full speed, and for about two hundred yards, it could not have been decided who was ahead. The boy, endeavoring to run near a stump, three feet high, did not guide exactly as he intended; the stump was leaped by one of the horses, which greatly disturbed the equilibrium of the rider, but did not throw him. The Virginia horse dashed ahead. The other two ran with great fleetness and at six hundred yards it was neck and neck. At the end of the race the pair of horses were a full length ahead, amid the huzzas and shouts of the multitude.

The young Virginian paid his losses without a murmur. A big treat was proposed by those in luck, and accepted by the crowd. The successful rider was looked for, but could not be found; unaccustomed to applause, he had disappeared. The Virginian, however, avenged himself on two subsequent occasions, by beating each horse singly, they having a different rider. But he was again mortified by being beat by the boy riding at the same time both horses.

And who was that boy? At that time echo would have answered, who? It was Thomas Metcalfe, well known in after years. He held many offices of trust and honor; he was governor of Kentucky, was ten years in the House of Representatives in Congress, and a short time in the United States Senate. He fought in the War of 1812 against Great Britain, and volunteered three times against Spain. He was an eloquent man, social, hospitable, fond to the last of song, frolic, and fun.

## To Plant Trees and Shrubs on State Highways

(Continued from page 34)

gin forests falling before the ax of progress and industry, and our highways now exposed to the sun's piercing rays, the need for the conservation of what is left, and for planting of trees along our arteries of travel was never more manifest.

We are, with our new roads and our old spirit of genial hospitality, drawing thousands of tourists to our State each year. Many of these tourists come to see us and remain to be of us and it behooves us to make our State so attractive, so irresistible, that once given a view of her magnificence no men can resist her lure. We can do this in no better way than by whole-heartedly and co-operatively observing Arbor Day and Arbor Week by deeds as well as by thoughts.

Let us, therefore, lay aside any feeling of partisanship, any feeling of sectionalism that we may have, and for this one week unite in a single-minded purpose of further beautifying the State we love.

Nature was good to Kentucky. God gave liberally of His bounty to make her hillsides just a little greener, her meadows just a little bluer, her fields just a little more

productive and the notes of her song birds just a little sweeter than those of any other State. But we have seen much of Nature's work fall before industry. We have seen her trees leveled to make homes and factories. We have seen her forests dwindle to make more ground for the plowman, and now comes an opportunity this year to restore to Nature some of what we have taken from her.

From the mountains to the Purchase, through the Bluegrass and the Pennyrile, let us get together as Kentuckians and make new shade along our highways to the end that the tired tourist passing over our roads may be grateful for the boughs that keep him sheltered from the sun. Let us plant trees to the end that wherever practicable those trees that sheltered Boone and Kenton and Clark, those trees beneath whose limbs played Lincoln and Davis and Clay, may be replaced.

There is something for all of us to do in making Arbor Day this year more than a celebration, or an observance of a time-honored custom. Public officials, industrial leaders, commercial and civic organizations, educators, in fact every patriotic citizen, has a part to play.

Let grown-ups join with children in school exercises, but let us not be through when the exercises are ended. There is much to be done and it can be accomplished if we all work together, and when we have joined hands in this, as we have before in other matters of our common weal, Arbor Week and Arbor Day of 1929 will pass down the halls of time as the greatest period of our history in the forest conservation and reforestation of our great Commonwealth.

## The Land Where The Bluegrass Grows

There's a bluegrass land 'neath a southern sky  
Where blue-blooded horses roam,  
Where a man's a man, a friend's a friend,  
And every house is home.

It's a peaceful land, a quiet land,  
A place for sleep and dreams;  
Where the mammy sings and the cardinal wings  
Through sunlight's golden beams.

God clothed the hills with waving grass  
And crowned the knolls with trees,  
Then planted flowers with sweet perfume  
To scent the summer breeze.

He took the gold of burnished suns,  
The jade of shallow seas,  
Then tore the blue from tropic skies  
And covered us with these.

Now, filled with sweet contentment, next  
He wrote a happy song  
And planted it in throats of birds  
To sing the whole day long.

The earthly mold of paradise  
In beauty had been struck,  
So He gave the task so nobly done  
The Indian name Kentuck.

And way down there, I want to be  
As life draws to a close  
To rest and dream 'neath a shady tree  
In the land where bluegrass grows.

—MIDSHIPMAN W. R. SHEELEY,  
Annapolis, Maryland.  
(Chaplin, Kentucky)



# *The Blatz Company*

Incorporated

*Manufacturers of*

*Paints, Varnishes,  
Enamels, Lacquers*

*Established in 1870*

319 SOUTH SHELBY STREET

LOUISVILLE, KENTUCKY

# Comments on Magazine and Film

What a splendid publication it has become and how it appeals! The finest kind of exploitation, for it reaches the heart.

While manager of the Indiana State Chamber of Commerce, it was my privilege to help organize a State-wide movement to advertise the Hoosier State. Later as secretary of the Evansville Chamber of Commerce I came into close contacts with western Kentucky folks in our good-will trips. We co-operated with the Western Kentucky Development Association which worked out of Dawson Springs. There seemed to be a wide divergence between the interests of eastern and western Kentucky due to your mountain ranges, and we of Indiana wondered whether the Kentucky folks would get together and work as a unit for their State.

So you may judge of my amazement as a commercial executive to find that since leaving the good old State of Indiana, Kentucky had awakened, not in a small way, but with a State-wide commission, an adequate legislative appropriation and with a house organ the last word in painting the glories of old Kaintuck.—George H. Mosser, Managing Secretary Chamber of Commerce, Ashland, Oregon.

\* \* \* \* \*

This is a very fine magazine. I believe it would be worth while for official use to send this office a copy of the magazine each month to assist us in keeping in touch with the latest developments on the highways in Kentucky.—W. C. Devereaux, Senior Meteorologist in Charge, U. S. Weather Bureau, Cincinnati, Ohio.

\* \* \* \* \*

You are to be congratulated upon your splendid magazine. I enclose subscription and hope I can get some more subscribers down here in Miami, as there are many Kentuckians here.—Mrs. David D. Koger, Miami, Fla.

\* \* \* \* \*

It is splendid (magazine). Through it society will be awakened to the beauties of Kentucky. We wish to congratulate you on the splendid piece of work you are doing.—Lena B. Nofcier, Librarian, Asbury College, Wilmore, Kentucky.

\* \* \* \* \*

I am enclosing check for \$1.00 for one year's subscription to KENTUCKY PROGRESS Magazine, which I prize very highly.—C. P. Thurman, Starks Building, Louisville, Ky.

\* \* \* \* \*

Enclosed find check. This is certainly a wonderful magazine and every Kentuckian I am sure appreciates the splendid work outlined by the Progress Commission.—Mrs. N. B. Hendel, Peoria, Ill.

\* \* \* \* \*

Enclosed find subscription. One reads many laments today of the vanishing purchasing power of the dollar. It is evident that the writers are ignorant of the KENTUCKY PROGRESS Magazine! In quality of workmanship and beauty of cuts, in value of contents and in appeal to every loyal Kentuckian, it occupies a field distinctly its own.

Hamilton College wishes to acknowledge the receipts of a generous number of complimentary copies. We have put them in our library and the students from out of the State are mailing them home to friends. Thank you for this opportunity to aid in passing on such tangible proof

of Kentucky's attractions and possibilities.—Hilda Threlkeld, Dean Hamilton College, Lexington, Ky.

\* \* \* \* \*

I greatly enjoy the magazine and think you are to be congratulated upon its excellence.—Jos. S. Wade, U. S. Department of Agriculture, Washington, D. C.

\* \* \* \* \*

I sincerely congratulate the Kentucky Progress Commission for the splendid magazine you are issuing. I am a Kentuckian and more than appreciate the wonderful pictures you are putting in the magazine, and the text is most interesting.—Dr. L. Michael, City Health Officer, San Leandro, Cal.

\* \* \* \* \*

We thank you very much for sending us copies of your magazine. We have looked these over with much interest and aim to take time to read them even more thoroughly. They are intensely interesting and well gotten up.—Dan H. Otis, Director Agricultural Commission, American Bankers Association, Madison, Wis.

\* \* \* \* \*

The February number of the KENTUCKY PROGRESS Magazine is most interesting and it is appropriate that you show Abraham Lincoln's birthplace near Hodgenville.

From time to time I get magazines from various sections of the United States and to date your magazine surpasses any similar attempt in the form of a booster periodical.

Your State is bound to prosper with the elaborate program that has been inaugurated by your Progress Commission.—N. W. Armstrong, Executive Secretary, Alameda County Development Commission, Oakland, Cal.

\* \* \* \* \*

These magazines are our most valuable source of material for the project. The illustrations are beautiful. I am using the larger ones for the bulletin board and they have been admired by teachers and patrons as well as students.—Lillian Johnson, Route 2, Lexington, Ky.

\* \* \* \* \*

The magazine gets better and better every month, and I think the reel you got off showing Kentucky's progress was really extraordinary.—Samuel H. Halley, Fayette Tobacco Warehouse Co., Lexington, Ky.

\* \* \* \* \*

Last Friday I happened to be in Lexington just in time to see the Kentucky Progress Commission's film. I thought it was remarkable.

This film is going to be a good thing for Kentucky, and the Progress Commission deserves the thanks of all of us for promoting it.

I notice in the paper that you are going to solicit \$25.00 memberships to put this program across. Here is my check. I was born in Kenton County and spent most of my life in Fayette County; you can credit this to either county.—Warner Sayers, Cincinnati, Ohio.

\* \* \* \* \*

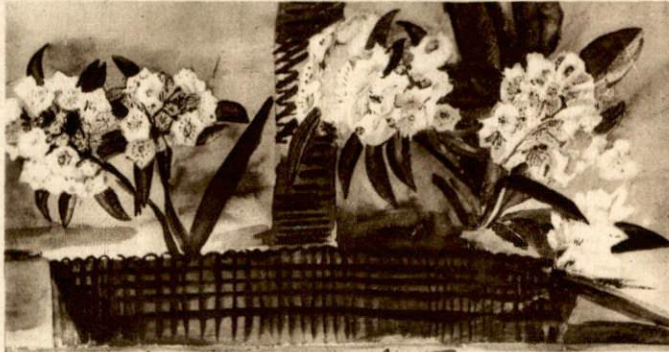
Your Kentucky film is a marvel of the Nineteenth Century and every school boy and girl in the United States should see it. They will learn more in one exhibition than in a full school term.—R. M. Redd, Comdr. John C. Breckenridge Camp, C. V. A., Lexington, Ky.

# A Trip Through the Mountains of Harlan County

(Continued from page 21)

the lure of their brilliant blossoms, so profusely displayed. To see rhododendron in bloom on every mountainside is worth a long journey.

The mountain laurel, too, is everywhere on the mountains, with every shoot terminating in a broad rounded cluster of white or pink blossoms, each a fluted chalice with stamens bent backward, tense and ready to spring forward and dust with pollen every honey-seeking bee on the mountain side. There is certainly no flower anywhere, which on close inspection reveals more beauty of



Mountain Laurel. Copy of painting by Annie Walker Burns.

construction. On every mountain side they are spread, making a soft restful green for eleven months of the year, then an unmatched wealth of loveliness, as myriad blossoms artfully fashioned burst into clouds of white and delicate pink. Indeed, man has done nothing toward adding to the beauty of the mountain laurel for it is still in its natural state, and no attempt has been made to cultivate it. All wild flowers in Harlan County are pretty and interesting, in their way, but the typical mountain laurel overshadows all, dominates the scene, defies descriptive effort of the artist, lays a hush on the tongue and thrills the soul with the majesty of its beauty.

## Kentucky Inter-collegiate All-State Football Team

(Continued from page 22)

Vanderbilt game. Falkenstein's offensive work marked him as one of the best linemen seen in several seasons. The roving tactics of Mills enabled him to stop line plays and intercept numerous passes. He was one of the big cogs of Georgetown's efficient grid machine. "Floppy" Forquer's work this year was par plus. It has been predicted by sports writers that he will develop into one of the best players in the South next year. Vaughn's record shows him to be a great football player. For three consecutive seasons he has made the all-state team. Treiber, flashy end, was always fast down the field under punts, and in addition was a nice pass receiver.

This is the first time that an all-state team was ever photographed in Kentucky. A news reel of this team was secured at the time and has been shown throughout the State. This was one of the forward steps toward better and cleaner athletics, taken this year. This team was assembled and photographed through the efforts of R. W. Keene and W. E. Porter of Winchester.

## 1929-Himyar Stud Stallions-1929

### CRUSADER 4

\$1,500

(Property of S. D. Riddle, leased to Phil T. Chinn)

CRUSADER was a stake winner of 18 races, 8 seconds and 4 thirds, from 42 starts in four seasons, a total earnings of \$203,261.50. His stake victories were: Manor Handicap (Laurel Park), Suburban Handicap (twice), Belmont Stakes, Dwyer Stakes, Cincinnati Derby, Huron Handicap, Jockey Club Gold Cup, Havre de Grace Handicap, Maryland Handicap, Riggs Memorial Handicap and Delaware Handicap.

Crusader 4 Chestnut, 1923	}	Man o' War .....	Fair Play .....	Hastings 21
			Mahubah .....	*Fairy Gold 9
	}	Star Fancy .....	*Star Shoot .....	*Rock Sand 4
			Dolly Higgins .....	*Merry Token 4
		*Imported	Isinglass 3	Astrology 9
			Migraine 21	Frances M'Cle'd 4

It is sufficient of Man o' War to say that he earned the title "Horse of the Century" and that his sons and daughters are more highly valued as a whole than are the sons and daughters of any other sire in America.

### Imp. DONNACONA, 16

\$500

One Year Return Same Mare.

DONNACONA won Mt. Kisco Stakes, 1 mile and 70 yards in 1:43 4-5, mile in 1:38; Sinton Hotel Stakes 1 1-4 miles, in 2:03 2-5; third for Latonia Cup; won at 6 furlongs, straight, in 1:11 1-5; a mile, 126 lbs. up, in 1:39 2-5; second to Man o' War in Belmont Stakes; second to Man o' War in Miller Stakes.

*Donnacona 16 Bay, 1917.	}	*Prince Palatine 1	Persimmon 7 .....	St. Simon 11
			Lady Lightfoot .....	Perdita II. 7
	}	Kildonan .....	Ladas 1 .....	Hampton 10
			Lochnell .....	Barcaldine 20
		*Imported	Bonnie Agnes 16	

### NOAH 3

\$500

One Year Return Same Mare.

Winner of fifteen races and \$39,940, including Harford (twice), Jennings and Fleetwing Handicaps, six furlongs in 1:11 2-5. Brother to the stake winners Tester and Exodus. Half-brother to Rocket, Whisk By and Ruth Law.

Noah 3 Bay, 1922.	}	Peter Pan 2	Commando 12 .....	Domino 23
			*Cinderella .....	Emma C. 12
	}	*First Flight .....	Thrush 2 .....	Missel Thrush
			*Earl's Seat .....	Chemistry 2
		*Imported	Wolf's Crag 15	Evanthe 3

### FLITTERGOLD 9

\$500

One Year Return Same Mare.

A stake winner of 29 races, 31 seconds and 20 thirds. His stakes included the Royal Blue, Chesterbrook and Picadilly Handicaps. He is a brother to FAIR PLAY, sire of MAN O' WAR.

Flittergold 9 Chestnut, 1911.	}	Hastings 21 .....	Spendthrift (Am) .....	*Australian 11
			*Cinderella .....	Aerolite (Am.)
	}	*Fairy Gold .....	Bend Or 1 .....	Blue Ruin or
			Dame Masham .....	Tomahawk 3
		*Imported	Manna 21	Doncaster 5
			Rouge Rose 1	Galliard 13
			Pauline 9	

### Imp. CARLARIS 8

Private

A stake winner of seven races and \$110,375. His victories included the Coffroth Handicap, 1 1-4 miles in 2:02 3-5 (new track record); Preliminary Handicap, 1 1-8 miles in 1:49 2-5 (new track record); Tijuana Derby, 1 1-8 miles in 1:49 4-5 (new track record).

*Carlaris 8 Bay, 1923.	}	Phalaris 1 .....	Polymelus 3 .....	Cyllene 9
			Bromus .....	Maid Marian 3
	}	Carnival .....	Martagon 16 .....	Bend Or 1
			Spree II. ....	Tiger Lily 16
		*Imported	St. Frusquin 22	Bridget 8

### HIGH TIME 1

Private

Chestnut, 1916, by Ultim—Noonday, by Domino.

All Mares Must Be Accompanied by Veterinary Certificates. Season to Close June 1, 1929. No Maiden Mares to Visit Before April 1st. For Booking Address:

Phone 2461

PHIL T. CHINN, LEXINGTON, KY.



## Morehead State Normal School and Teachers' College

(Continued from page 24)

for farm products, and sometimes inaccessibility to church and school, would naturally obscure the vision of less heroic souls and discourage them in their efforts to succeed.

But the natives of these mountain counties are a brave and hardy people. In their veins courses the purest Anglo-Saxon blood in America. They are descendents of sturdy, patriotic pioneers who "always faced their enemy, knelt only to their God," and who labored and fought that we might "enjoy the blessings of liberty."

State and national highways, automobiles, improved country roads, rural routes, telephones, radio and other modern conveniences are placing these people in touch with the world. Truly a new day has dawned. "Progress" is their watchword. Morehead Teachers' College, through the division of agriculture and other extension work, has arranged courses to meet mountain conditions. The purpose of this school is to serve its people.

One who travels through the mountains today cannot fail to note the marked improvement in farms, homes, roads, rural and village schools—nearly all of it a direct result of education and a new awakening of all the people.

The Morehead school is playing an active part in these changing conditions. We offer courses in horticulture, dairying, poultry keeping, home improvement, and other subjects that appeal strongly to the people of Eastern Kentucky. Our students are going back home to touch their communities with an uplifting power that means so much for progress. We sponsor agricultural fairs, cooperate with county agents, and try to render a real service to all our citizens.

The mountains have not been given full credit by many "social workers" who have sought to say or do something spectacular. Some of them have endeavored to find the most dilapidated school or home, an ancient log cabin or the very roughest mountain road and they say, "these are typical mountain conditions." We now have many modern rural homes, fine consolidated school and standard high schools, together with more law-abiding citizens than some of the cities and centers of wealth, population and so-called "culture."

The Morehead faculty is composed of men and women of character, common sense, scholarship, training and experience. We have no over-cultured, highly specialized, impractical geniuses on our faculty, but real red-blooded, sympathetic, altruistic men and women, who love God and humanity and try to serve them both.

With such a faculty, Y. M. C. A., Y. W. C. A, and other student organizations, with Christian men and women in charge of dormitories, with board and room rent at a nominal rate and excellent cafeteria service on the campus with delightful mountain air and inspiring scenery on every side, Morehead is an ideal place to spend the summer, secure credits and grow strong. Here you get your money's worth.

We have been fortunate in having faithful, loyal men and women on our board of regents. The father of this institution, Judge Allie W. Young, to whose untiring efforts we are indebted for its existence and for liberal appropriations which have made possible the building program, has been a member of the board since it was created. His vision, vigilance and energy have been

Page Forty-eight

largely responsible for increased appropriations for all our State Normal Schools. Other members are Mrs. S. M. Bradley, of Morehead; Judge Earl W. Senff, of Mt. Sterling; Mr. Glenn E. Perry, of Owingsville, and the ex-officio member and chairman, Mr. W. C. Bell, State Superintendent of Public Instruction. To the board, to the sterling character of President F. C. Button, to former State Superintendent McHenry Rhoads, and to the efficient service of a strong, conscientious, well-trained faculty, and inspiring student body, all credit is due. We are not grown, but growing.

The copies of the magazine which I have already seen reveal it as a publication of which the State may well be proud. I find it very interesting and typographically excellent. With thanks.—Arthur Krock, *The New York Times*, New York City.

\* \* \* \* \*

Enclose check for \$2.00 for subscriptions. I enjoy reading the magazine very much. It is one of the most beautiful pieces of printing that I have ever seen, and being a booster of "Old Kentucky" I am for you when it comes to advertising Kentucky to the world.—Robt. J. Hagan, Sturgis, Ky.

\* \* \* \* \*

We have given these magazines out from time to time and we find the readers are calling for them as well as new readers. They praise them very highly and I personally know of four cattlemen that made a trip to your State through the reading of your magazine.—The Campaign County Auto Club, By Edjel C. Lutz, Secretary, Urbana, Ohio.

1862



1929

# Thompson's Saddlery

## Turf Goods Racing Supplies Leather Repairing

*Cordial Welcome to All*

109 Barr Street, LEXINGTON, KY.

PHONE 152

## The Story of a Song and Its Setting

(Continued from page 41)

Stephen Foster Collins—was born in Lawrenceville, Penn., now a part of Pittsburg, on the Fourth of July, 1826, the fiftieth anniversary of the signing of the Declaration of Independence. Oddly enough the day which saw birth of the creator of American folk-song also witnessed the passing of both John Adams and Thomas Jefferson, second and third presidents of the United States. Foster was of Scotch-Irish descent and from early childhood exhibited an astounding precocity in matters musical, teaching himself to play on the flute at the age of seven and composing his first song, "Open Thy Lattice, Love," at the age of sixteen. In 1850, at the age of twenty-four, he married Jennie McDowell, daughter of a prominent Pittsburgh physician. He is popularly supposed to have written "My Old Kentucky Home" while on his honeymoon. Some time after the birth of his only child—a girl named Marian, who, incidentally is still alive—Foster and his wife separated and he went to live in New York. Here he was beset by "the slings and arrows of outrageous fortune" and sank deeper and deeper into poverty and debt, those horrible twins of adversity. Finally on January 4, 1864, while the Civil War was raging at its fiercest, the unfortunate genius met with an accident on the Bowery where he was living at the time. Due to his impoverished condition his constitution was not strong enough to offer any resistance and after lingering a few hours he died. His grave in Allegheny Cemetery in Pittsburgh is marked by an unassuming stone on which is inscribed the words "Stephen C. Foster, of Pittsburgh—Born July 4, 1826—Died January 13, 1864." The home where Foster was born in Lawrenceville has been presented to the city of Pittsburgh by Mr. James H. Park for use as a Foster Museum.

A goodly portion of Foster's work bids fair to be lasting, and from the interest displayed in "Federal Hill," one might safely say that the song, "My Old Kentucky Home," will be forever firmly enshrined in the hearts of the American people, and will always issue forth in glorious resurrection wherever people are gathered together and songs are sung. And then, too, we must remember that the State shrine "My Old Kentucky Home" will ever serve to make more dear, with its charming reality, the song.

We hear of Kentuckians who have never seen a Derby and smile—a prejudice! We hear of Kentuckians who have never visited Mammoth Cave and shake our heads—a "phobia!" We hear of Kentuckians who have never seen "My Old Kentucky Home," and can only ponder sadly, and add a fifth to King Solomon's celebrated list of mysteries.

### Kentucky Seen on the Screen

If the Kentucky Progress Commission had accomplished and accomplishes during the current biennium nothing but the creation and exhibition of the nine-reel film to be called "Kentucky," and of which a private exhibition was given at the Kentucky Theatre, Lexington, on the 22nd instant, it will have more than justified its creation, and have been of lasting, signal service to the Commonwealth. It is to be hoped that the arranging of the "serial," so that it can be shown in sections at the theatres of the State, and throughout the United States, will be early accomplished.—(Editorial from *Kentucky Highways*.)

## Shawnee Dry Colors

✻ for ✻

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*Sold Nationally*

OUTPUT IN 1928 3,432,000 Pounds

Plant ranks near top of the Industry

LOUISVILLE'S LOCATION  
and labor helped do it.

ALSO

*Distillers of*

Creosote and Other Tar Products

Kentucky Color & Chemical Co.

BOWLING GREEN, (Kentucky)

## Oolitic Limestone

is noted for its whiteness, fine carving qualities and freedom from stain. The ability to withstand discoloring influences is due to the impregnated oil in the stone. The surface oil soon evaporates leaving a uniform creamy white stone of exceptional beauty and durability.

Southern Cut Stone Company

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**Kentucky Culvert  
Manufacturing Co.**

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**Armco Culverts**

~  
Louisville, Kentucky.

**That users may be better served . . . .**

**M**ORE than a quarter of a century lies between the ARMCO of today and that of yesteryear. Each of those years was a stepping stone to higher endeavor, greater achievement.

All the while ARMCO men and women sought a common goal. First hundreds, and then thousands, labored for the one cause—that of better serving the thousands of users of iron and steel sheets and plates.



**Ingot Iron**

*This world-known symbol identifies ARMCO Ingot Iron, "the iron that's made pure to endure." When you see it on sheets or plates, or products made from sheets or plates, you may be certain of lasting, low-cost service.*

In every undertaking a bond united topmost executive with the last worker down the line—a spirit which no dissension could sever.

Only a few chapters are written. The rest of the story is of the future. Yet the traditions of yesterday will guide the strivings of tomorrow . . . .

and ARMCO workers will continue to contribute their share to world progress.

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Executive Offices, Middletown, Ohio

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To the manufacturer seeking a plant location away from the congestion, high taxes, big overhead and labor uncertainties incidental to operation in large cities, the small cities and towns of Kentucky offer unusual advantages.

The State has great natural resources, plentiful intelligent labor, favorable tax laws, good transportation, a mild climate and a huge prosperous market close at hand.

Cheap reliable electric service for all industrial operations is available in most of the important sections of the State through the transmission system of this Company.

*Its industrial, engineering and commercial experts will gladly help any interested manufacturer upon request.*

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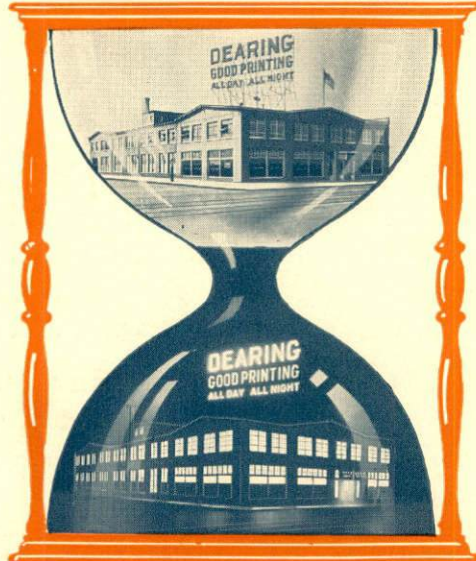
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