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KENTUCKY PROGRESS MAGAZINE



JUNE, 1929

Vol. 1 No. 10

OFFICIAL PUBLICATION OF THE KENTUCKY PROGRESS COMMISSION

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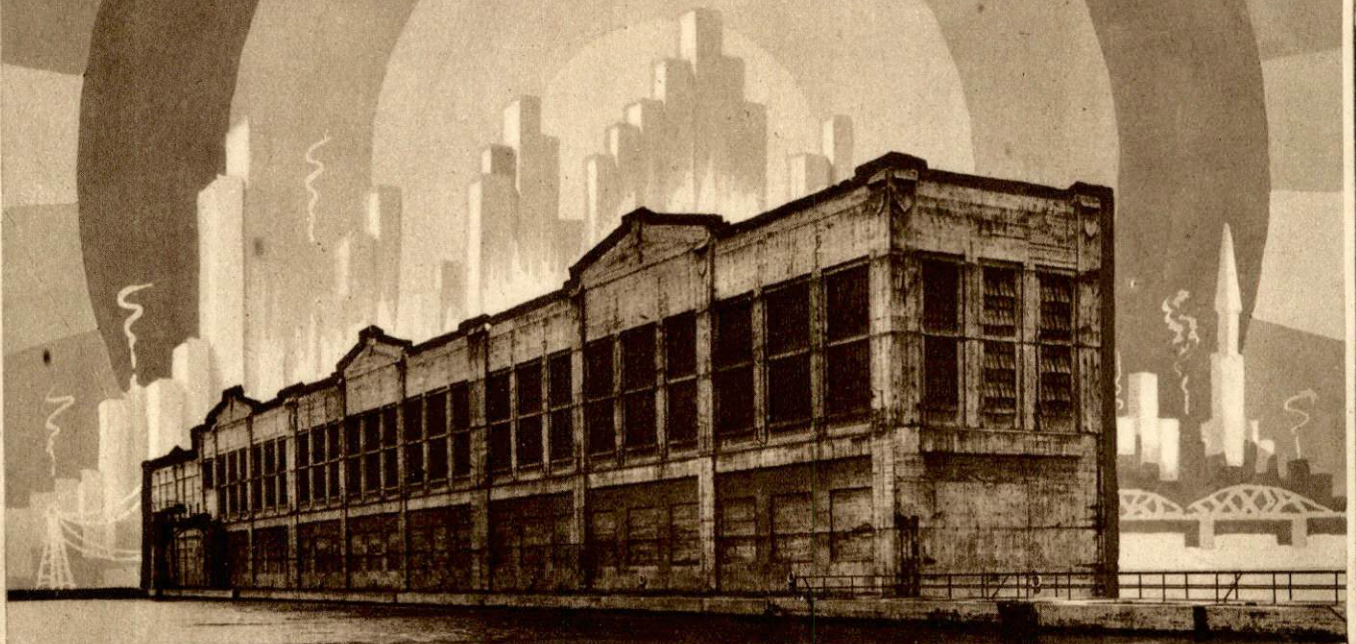
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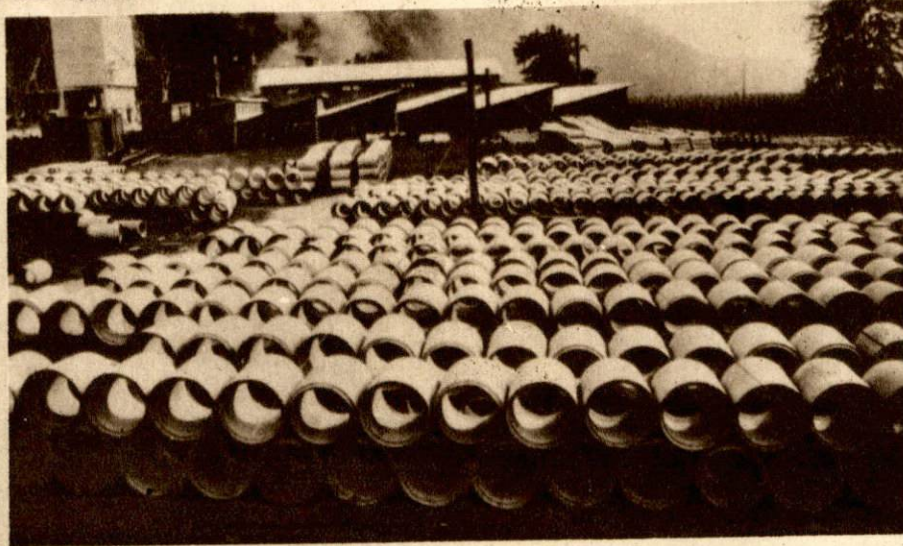
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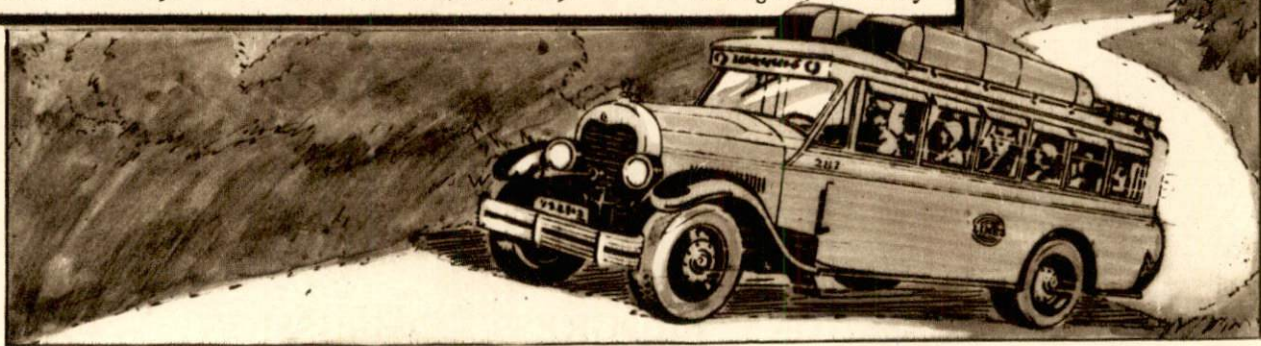
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MAGAZINE

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STATE CAPITOL, FRANKFORT, KY.

VOL. I

JUNE, 1929

NO. 10

Kentucky Progress Commission

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"From the Big Sandy to Mills Point"



The nose of the Sandy, where the three states—Kentucky, Ohio and West Virginia—meet on the Ohio River. Catlettsburg.



AIR VIEW OF HICKMAN, KY., ON THE MISSISSIPPI RIVER.

These two scenes, one at the northeastern tip and the other at the southwestern tip of Kentucky, are on the same highway—U. S. Route No. 60. The distance by this continuous Federal route is 524 miles. Do you know of any other state that has a trunk Federal highway of this length wholly within the state?

The Famous Trots Open at Lexington

Spring Meeting Will Be Staged for First Time This Year

By JESSE H. SHUFF

LEXINGTON has become famous for many things in its one hundred and fifty-four years of life, and has entertained such notables as King Louis Phillipe of France, General Lafayette, Abraham Lincoln, Jefferson Davis, Presidents Monroe and Jackson and numerous others.

Her own Henry Clay, who was "the best judge of horseflesh in these parts," was visited by almost every individual of prominence at his home, "Ashland" during his lifetime. Daniel Boone trod the ground on which this historic town stands, as did George Rogers Clark, Simon Kenton, James Harrod and the other pioneers of Kentucky.

Distinguished as these visitors are, there have been no less distinguished leaders in the nation's political and social life numbered among the visitors year in and year out to this country of superior horses, with its annual round of gala events and social gatherings.

And no event in the life of Lexington and the Blue Grass, now or for many years past, is more notable than the Grand Circuit trotting meet. This year for the first time two meetings will be held at Lexington—the opening of the circuit in June and the long-noted fall meeting at the close.

The Lexington meetings have been international events for years. Practically every state in the Union and the Dominion of Canada are represented.

The June meeting gives promise of interest from many standpoints. It gives visitors a chance to see the Blue Grass country at its best. It provides, moreover an opportunity for many people who can not be in Lexington during the fall meeting to witness the trots for the first time on a Lexington track. And then, too, it gives Kentucky patrons a chance to witness the opening of the Grand Circuit.

About six hundred horses are now in quarters at the Lexington track. By the time the spring meeting starts, this number will be greatly augmented. Horsemen from various parts of America are in daily attendance. These include: W. N. Reynolds, former president, R. J. Reynolds Tobacco Co.; A. T. Cole, former president of the Cole Air-Tight Stove Co.; J. J. Mooney, former president, Michigan Mutual Life Insurance Co.; H. K. Deveraux, for over twenty years president of the Grand Circuit, and many other men of high standing in the business and social world.



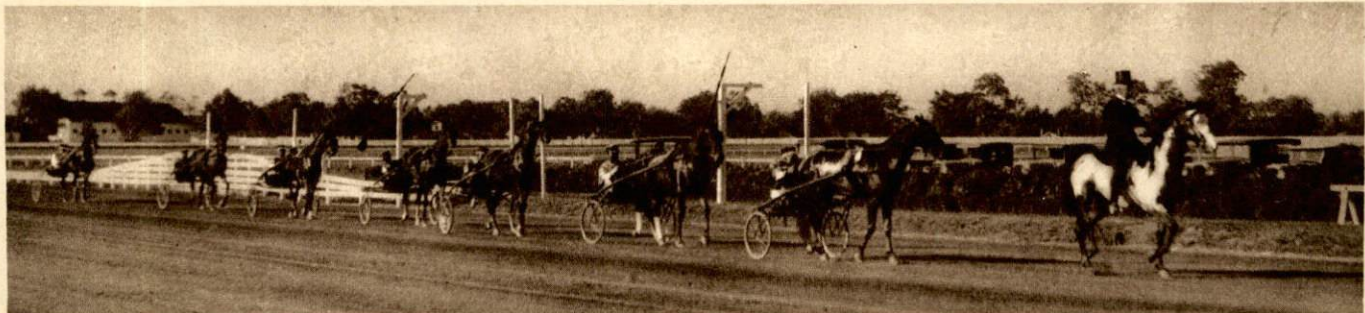
They're Off!—At the Lexington Trots.

To those unfamiliar with the history of the trots in Kentucky, a thumb-nail sketch of its inception is given: In 1873, a group of horse-lovers met at the Phoenix Hotel in Lexington and organized The Kentucky Trotting Horse Breeders' Association. It was a strictly local organization and was composed of men who lived in the Blue Grass counties of Kentucky. From this

modest beginning has grown the great association, whose fifty-seventh annual consecutive meeting will be held September 30 to October 9, this year—the fall trots. In addition to this, the association will present its inaugural meeting, June 17 to 21, thus opening the Grand Circuit.

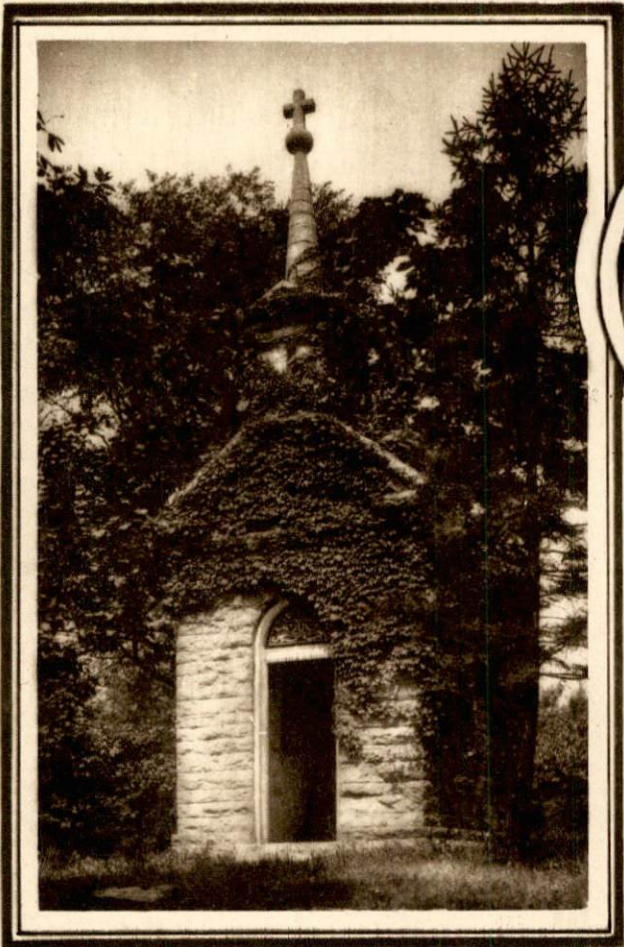
During the fifty-seven years since reorganization, the association has paid to horsemen the large sum of \$3,181,280. To the regular card for the coming Fall meeting, worth \$85,000, has been added the Hambletonian Stake, a \$60,000 event for three-year-old trotters, sponsored by The Hambletonian Society, making the program reach the stupendous sum of \$145,000.

The Lexington track has the reputation of being the fastest mile track in the world. This is substantiated by many world records which it holds, including the world trotting record of 1:56¾ made by Peter Manning in 1922.

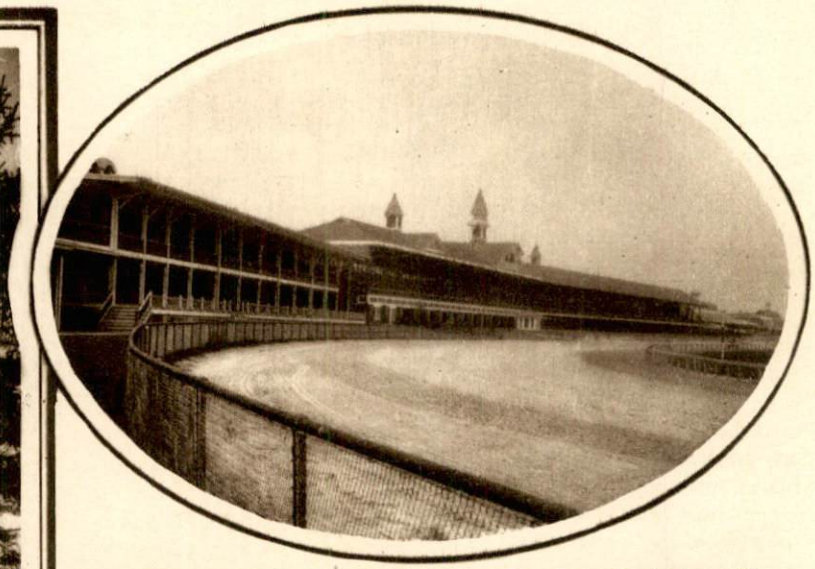


Three-year-old Futurity Parade at the Lexington Trots.

To Attract The Tourist To Covington



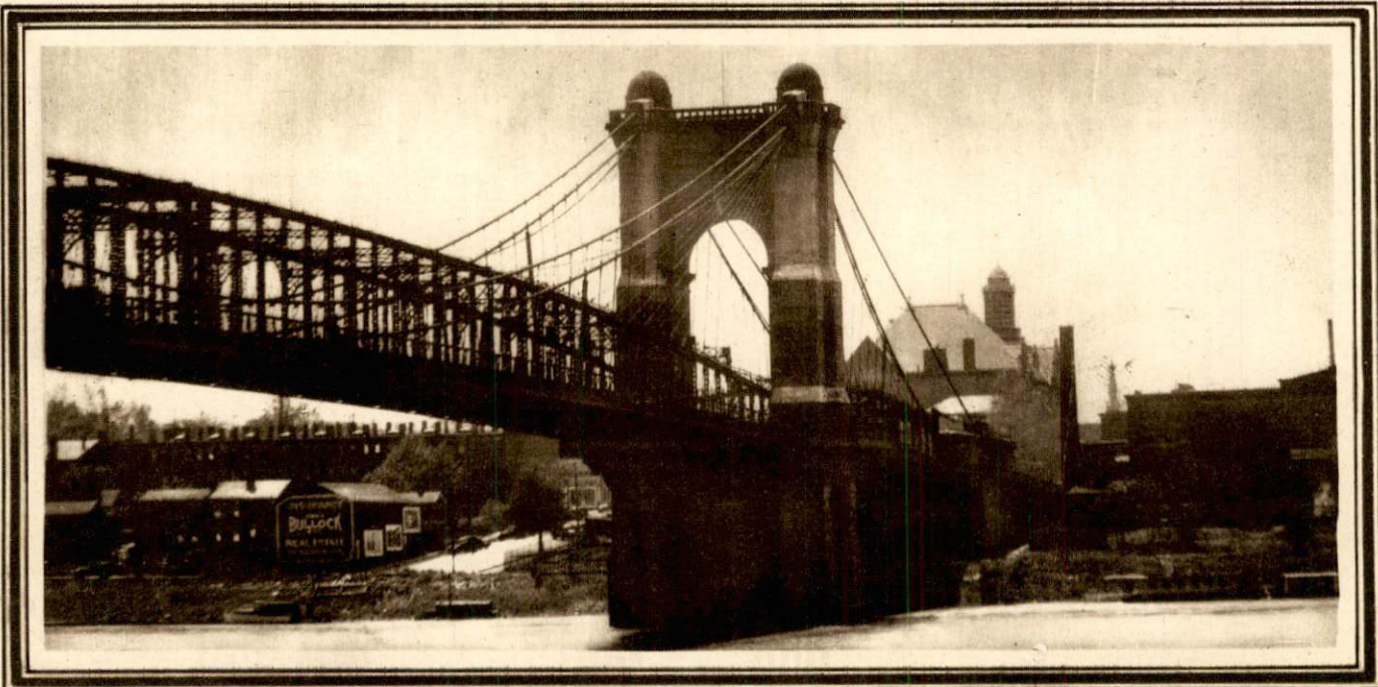
Monte Casino, smallest Catholic church in the world, accommodates three worshipers, Covington, Ky.



Club House Turn, beautiful Latonia race track, Covington, Ky.



View from tee No. 1, Devon Fields Golf Club, Covington.



"Dixie's Gateway," suspension bridge over Ohio river at Covington, Ky.

Bluegrass Horse Farms

By J. SHERMAN PORTER

ASIDE from the natural beauty of the whole bluegrass country, the great stock farms probably attract more attention than any other one feature of Central Kentucky's scenic loveliness. This is as it should be in that on these farms some of the most famous runners and trotters of American turf history have been produced.

Ashland Stud, on the Richmond road, owned by Major T. C. McDowell and the home of Kentucky's great pacificator, Henry Clay, is still one of the show places of the Bluegrass. It is visited each year by thousands of tourists. Tourists like it for its historic interest as well as for the thoroughbreds which grace its bluegrass fields.

Coldstream Farm, on the Newtown pike is comparatively new among the present nurseries. It was formerly known as McGrathiana and was owned by Colonel Milton Young. C. B. Shaffer, wealthy Chicago sportsman, is the present owner. He has been highly successful as a breeder of thoroughbreds. The mile training track of Coldstream is a feature of the farm.

Phil T. Chinn's Himyar Stud, on the Russell Cave pike, is another great breeding establishment. Mr. Chinn breeds the largest number of thoroughbred horses in the United States. At the last fall sales at Saratoga he sold fifty-five head from Himyar for \$406,600, an average of \$7,393. One of the yearlings from his farm brought the record price of \$70,000 and another sold for \$65,000.

Hal Price Headley is the owner of the Beaumont Stud, on the Harrödsburg pike. This 2,500 acres of bluegrass land has been devoted to the raising of thoroughbred horses since 1880. The farm was established by the father of the present owner. Horses from Beaumont Farm have been very successful as racers.

Haylands, managed by Miss Elizabeth Daingerfield, is one of the most noted studs in the bluegrass. Her Faraway Farm has been the home of Samueal D. Riddle's famous Man o' War for many years.

Joseph E. Widener, eastern millionaire and turfman, is the present owner of the Elmendorf Farm. It is located on the Maysville pike about seven miles from Lexington. Although the mansion of James B. Haggin and the great dairy barn have been razed, it remains a show place. The establishment is now being devoted entirely to the breeding of thoroughbreds.

Dixiana, one of the most famous of all the thoroughbred breeding establishments in Fayette County, is now owned by Charles T. Fisher, automobile body manufacturing magnate. Splendid racers and saddle horses are bred here.

Walnut Hall Farm, owned by Ogden M. Edwards, of Pittsburgh, is another great breeding establishment whose yearlings are sought annually in the New York City auction sales.

Calumet Stock Farm, owned by the baking powder magnate, William Monroe Wright, is the largest trotting horse nursery in the United States. Famous broodmares and stallions graze in its meadows of bluegrass. The farm is one of the most beautiful in the entire Bluegrass country.

Castleton Farm, owned by David M. Look, wealthy New Yorker, offers another notable example of a rich eastern sportsman coming here to breed fine horses. Castleton was formerly owned by the late James R. Keene. Samuel M. Look, son of the owner, makes his home at Castleton.

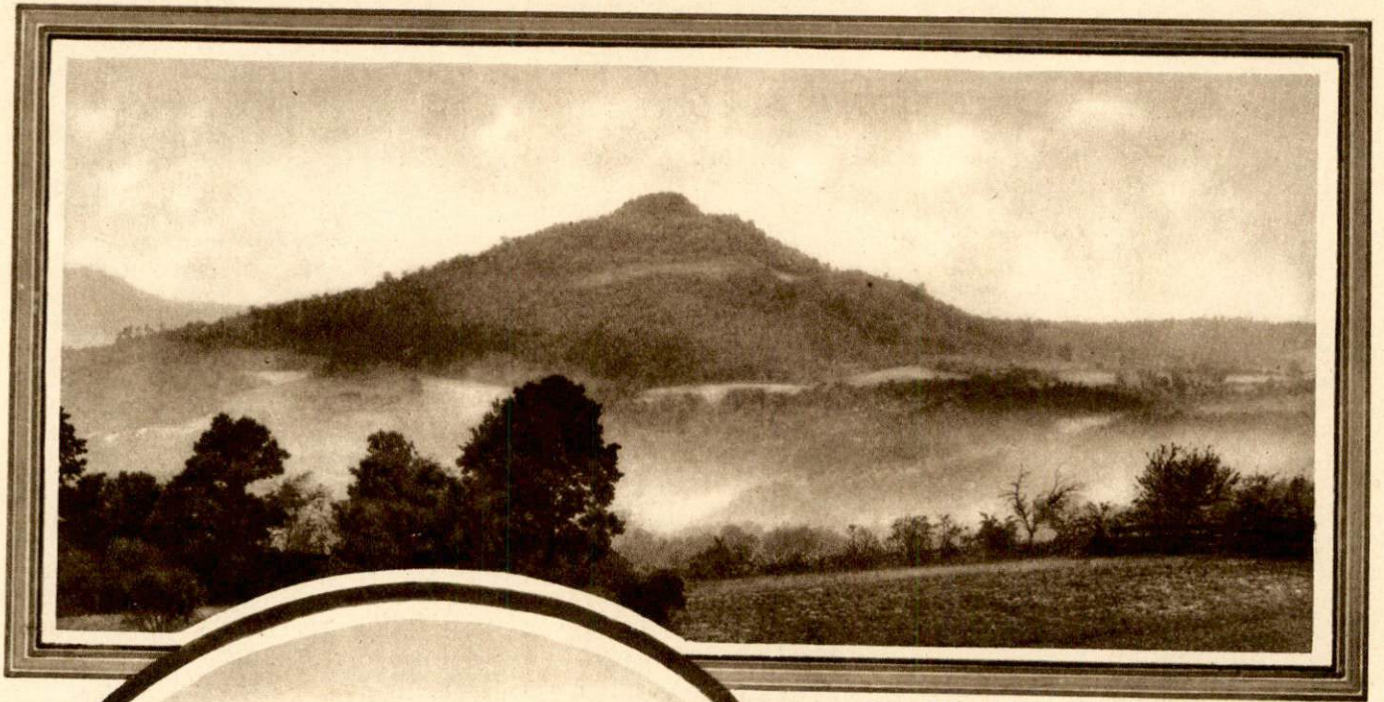
Idle Hour Farm, one of the largest and most beautiful of the thoroughbred farms of the Bluegrass, is owned by Colonel E. R. Bradley. It has been the breeding place of some of the most famous of thoroughbred history makers. It has a mile track for the training of Idle Hour youngsters.

Harry Payne Whitney's great farm on the Maysville pike and the adjoining farm of Mrs. Payne Whitney are among the leading show places of the bluegrass region. Some of the finest stallions in horsedom are owned by Mr. Whitney.



Paddock scene on a thoroughbred farm in the Bluegrass region.

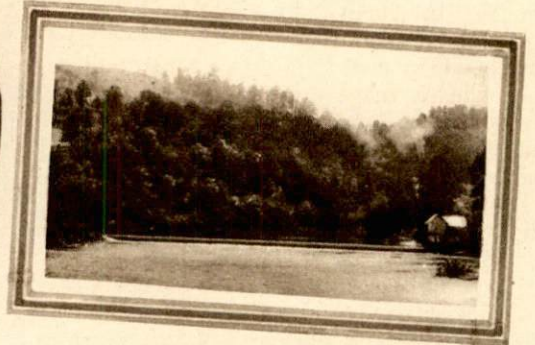
Mountains and Streams for Vacation Schemes



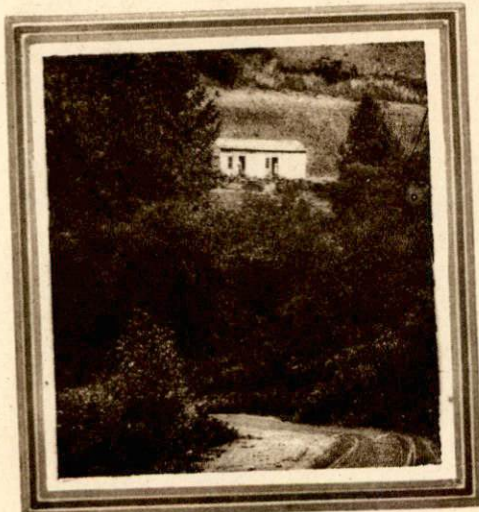
Peak Mountain, in Whitley County.



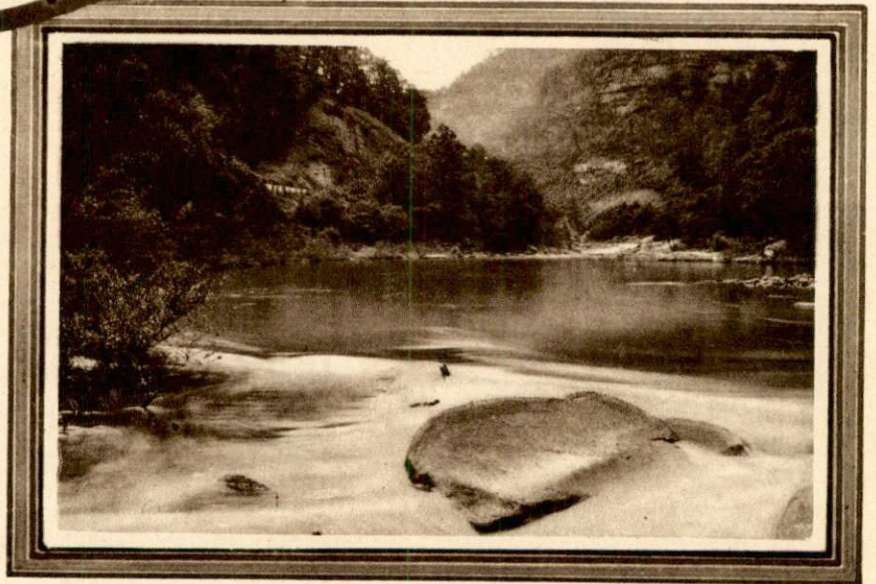
Cumberland River.



Old King's Mill at Williamsburg.



A typical mountain cabin in the mountains of Whitley County.



The breaks of Clear Fork, Whitley County, where Kentucky meets Tennessee.

Attractions In Whitley County Along Dixie Highway, U. S. 25-W.

By H. C. GILLIS

TOURISTS going south on the Dixie Highway, U. S. 25, reach Whitley County at Corbin. At the north boundary of Corbin, the Dixie Highway forks.

By keeping straight ahead along the railroad the signs are found to read, "U. S. 25-W."

This road passes through the city of Corbin, thence south through Whitley County and Williamsburg, the county seat, and on to Jellico, Tennessee. It furnishes the shortest and most direct route to Knoxville. The road from Corbin to Jellico is in splendid condition for travel in any weather, and from Jellico to Knoxville, a magnificently graded

road through the most beautiful of mountain scenery has just been completed.

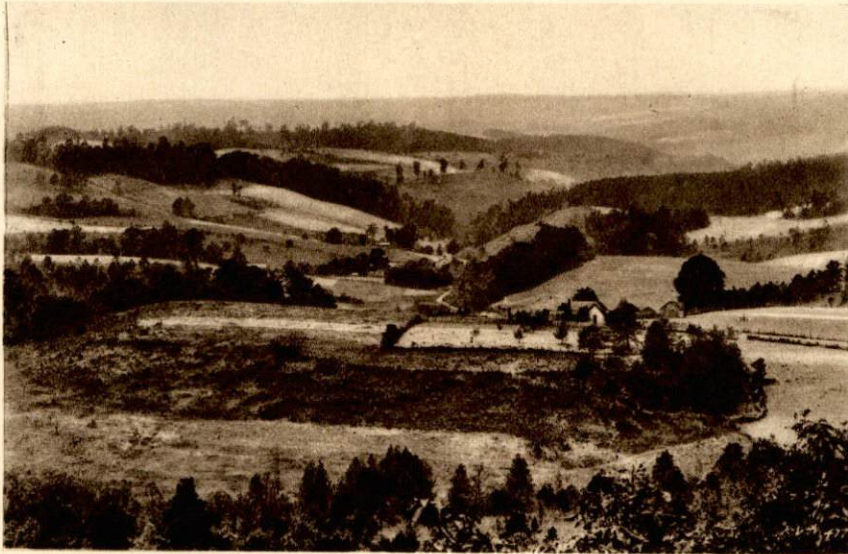
Tourists who select U. S. 25-W will experience many delights. From Corbin, they will travel along an Indian

trail, adopted by Daniel Boone in his earliest pilgrimage to Kentucky. The land on which Corbin is located was granted to Alexander McClardy, one of Boone's associates, in 1798.

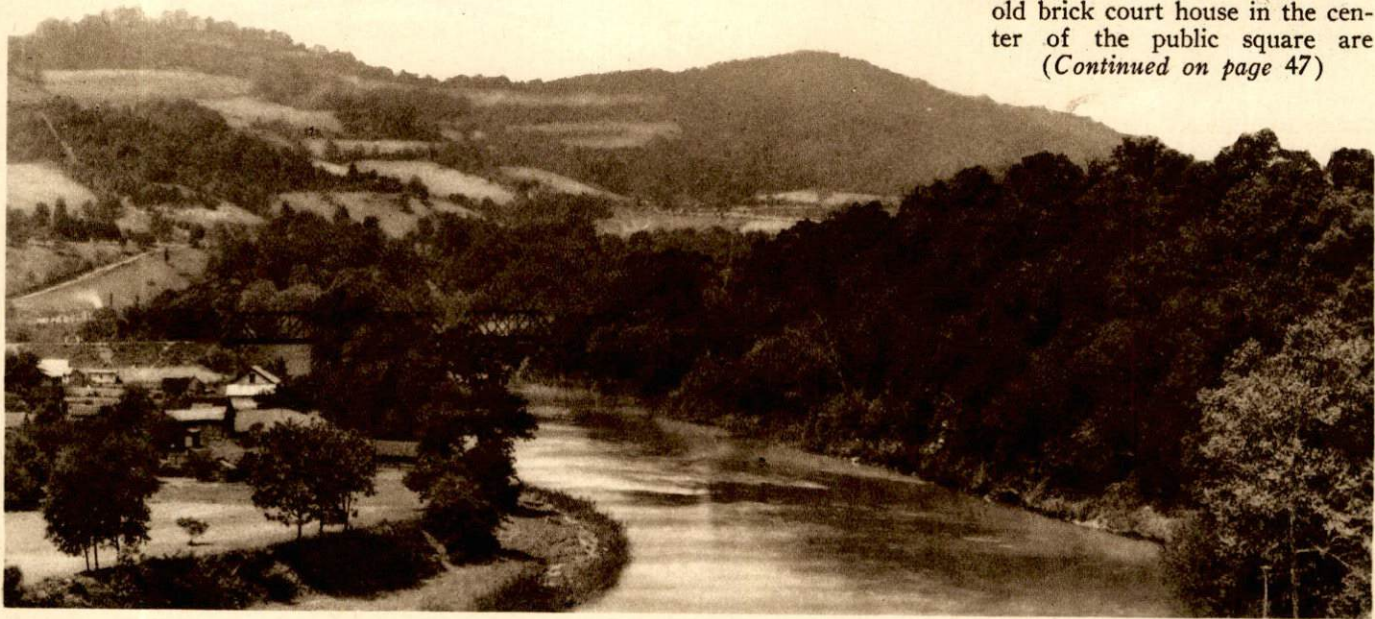
Dwellings of the early settlers were built in the form of block-houses and fortified against the Indians. Much of the earliest history of Kentucky centers around this section.

Approaching Williamsburg, as the highway turns down over the river cliffs, a magnificent view of the enchanting little town appears. Those who have an eye for beauty get out their cameras and commence snapping views at this point.

World travelers say few spots on the globe are more beautiful. By a succession of graceful curves the Dixie Highway winds down over the cliffs and descends to the valley of the Cumberland, crosses the single-span bridge over the river, and enters the county seat. In the old brick court house in the center of the public square are
(Continued on page 47)

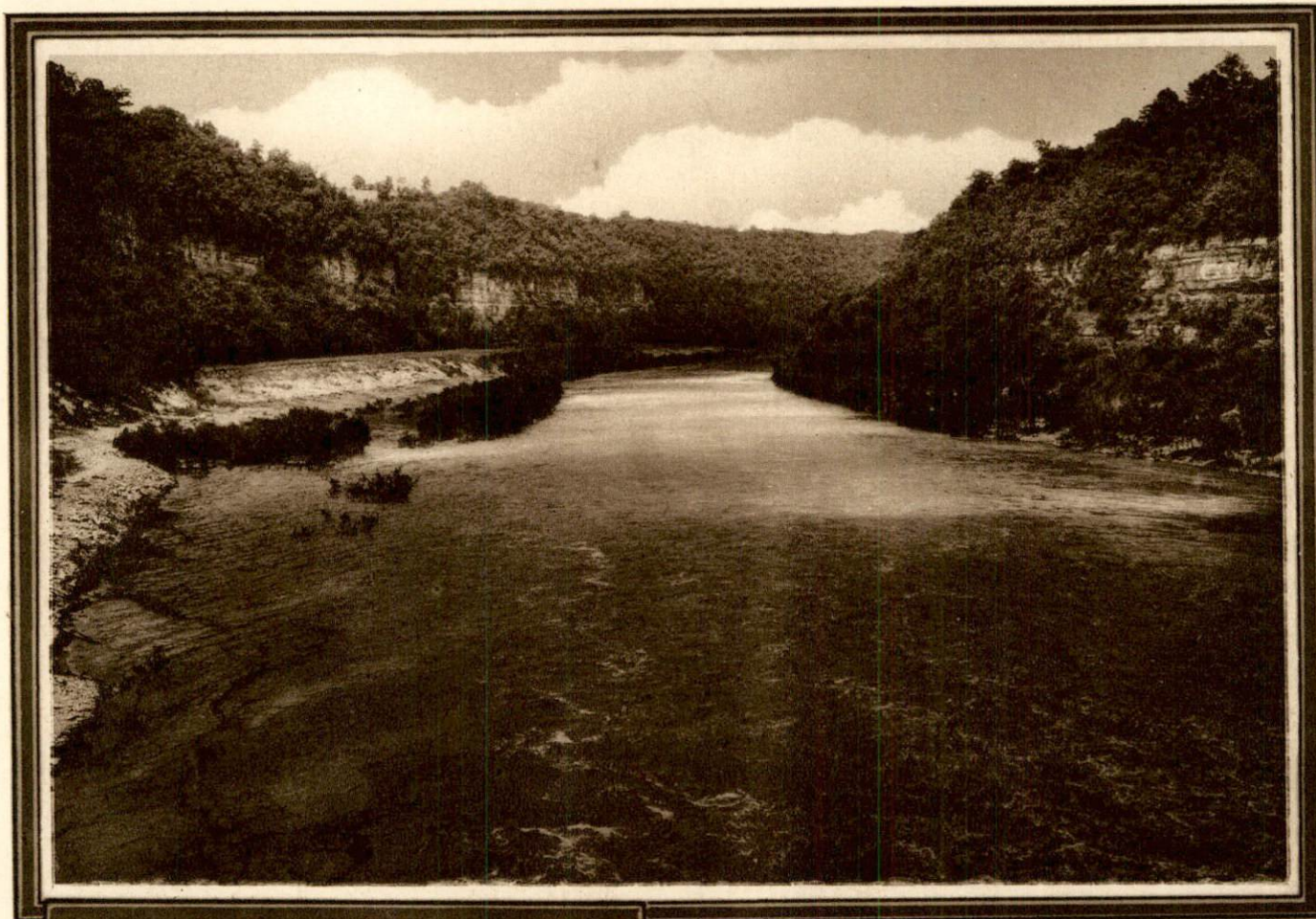


Looking from Parker Mountain Pass into the Cumberland river valley, Whitley County.

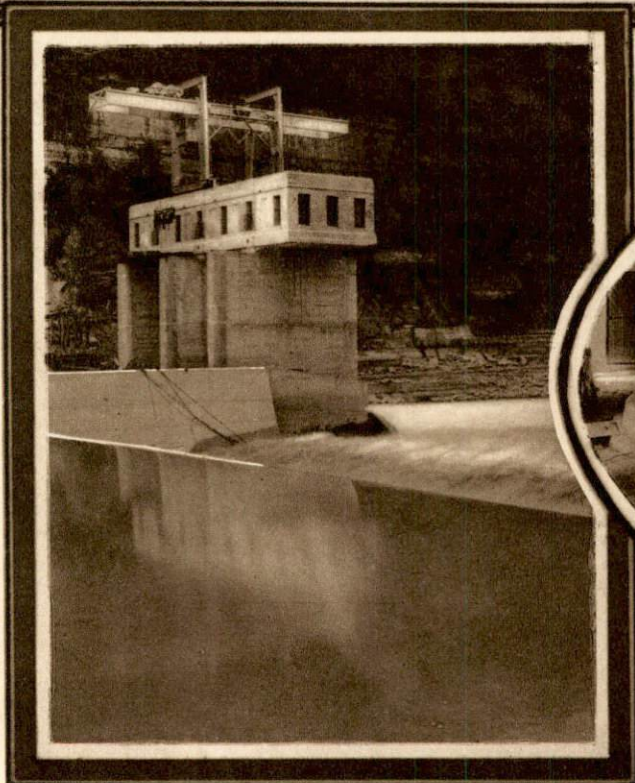


Overlooking the Cumberland river at "High Rocks," Williamsburg.

Kentucky River Near High Bridge



Looking down-stream from Lock No. 7, Kentucky River.
Note beautiful palisades. —Lafayette Studio.



(Above): Interior of hydro-electric plant on Lock No. 7. This station is connected with the big plant at Dix Dam. —Lafayette Studio.



(Left): Hydro-electric plant on Lock No. 7, Kentucky River. —Lafayette Studio.

Tourists' Attractions in Crittenden County

By C. W. HAYNES

EVERYBODY in Kentucky knows Tom Wallace, the brilliant and lovable editor of the *Louisville Times*, but not many of these know that Tom grew to manhood—was “raised,” as we say down here—in Crittenden county, just where the hills of the western part of the county sink away into the beautiful stretches of the Ohio river “bottoms.” Those who have heard him wax eloquent over the unspoiled beauties of the countryside which knew his boyish dreams and aspirations.

There are many places in Kentucky worthy of the pen of a master in the description of nature, many views which etch themselves in imperishable loveliness on the heart of the beholder. We do not claim that Crittenden county has more than its due share of these, but the great Creator evidently considered it worthy of a very liberal share of beauty.

Until a few years ago, there were no roads in the county worthy of the name, and tourists were infrequent. Now, the voting of two county road bond issues has provided sufficient funds to supplement State and Federal aid to such an extent as to insure a hard road in every section of the county. U. S. 60 traverses it from end to end, and is completed; State Highway No. 91 is completed from Princeton to Marion, and is now under grade and drain construction from Marion to the Ohio river. Other State highways will run from Marion to Providence, opening up the eastern end of the county; also from Marion to Kuttawa by way of Dycusburg, and from U. S. 60 to the Ohio river at Tolu. The roads already completed, with those soon to be built, will make all parts of the county easily accessible to the tourist, and will make it possible for thousands to view the natural beauties to be found on every hand.

The tourist entering Crittenden county from the north on U. S. 60, soon realizes that he is in a region more rugged in

topography than that through which he has been traveling. The road winds its way up a small, green valley, and soon begins to climb the slopes of the hills which have been in sight from away over in Union county, and which are typical of the landscape. The average elevation is something over a hundred feet higher than that of the counties surrounding Crittenden. Wherever the road leads, there are beautiful views of valleys and forested hills. One of the best of these is to be seen on U. S. 60, just four miles

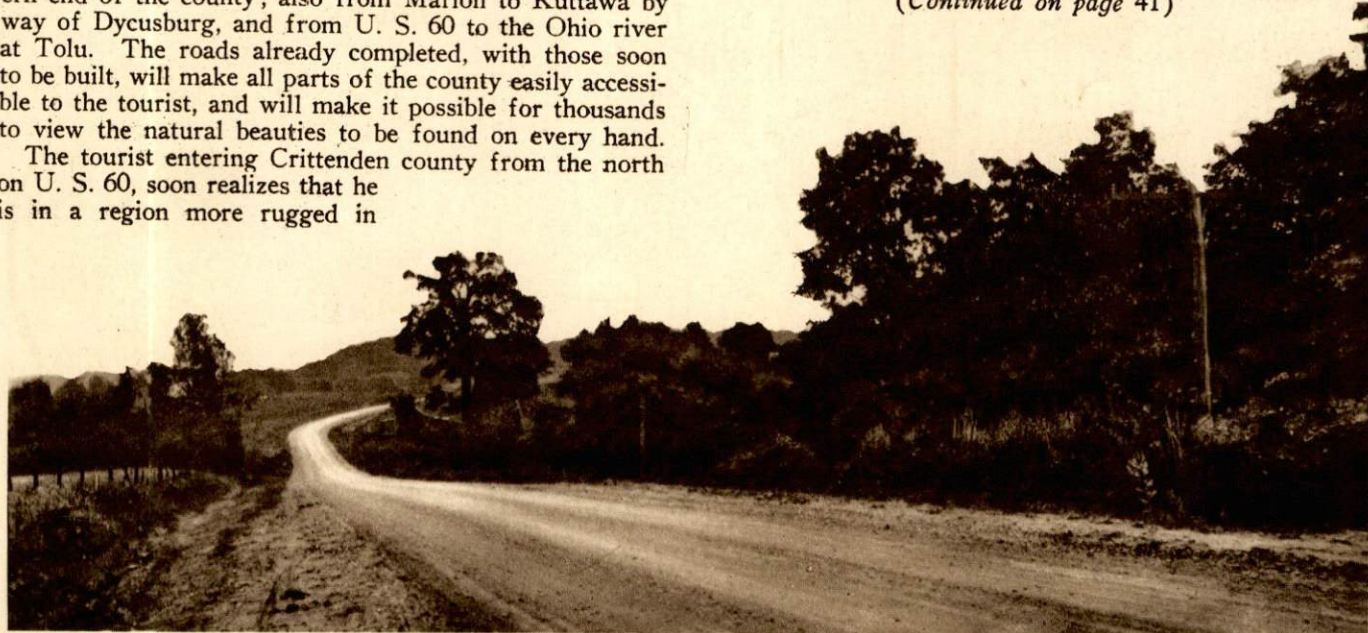
west of Marion. Here, from the top of Moore Hill, there is, to the right, a magnificent view of Panther Hollow, a wild region where foxes and wildcats are still found; beyond it stretch the hills and an apparently unbroken forest; to the center is the fertile valley, stretching away toward Salem and to the left is a long range of hills bordering Claylick creek. The new highway to Providence will lead through what has been called the most beautiful section of the county, the far-famed “Piney Bluffs,” where nature has built castles of rock to guard the peaceful valleys

of Big and Little Piney creeks. A man who has traveled much over the great West, calls this view the “most beautiful natural stretch of country in the United States.” It would be impossible, even within the confines of this whole magazine, to describe adequately all of the beauty-spots of Crittenden county. Any lover of nature will find here a thousand views and glimpses to

(Continued on page 41)

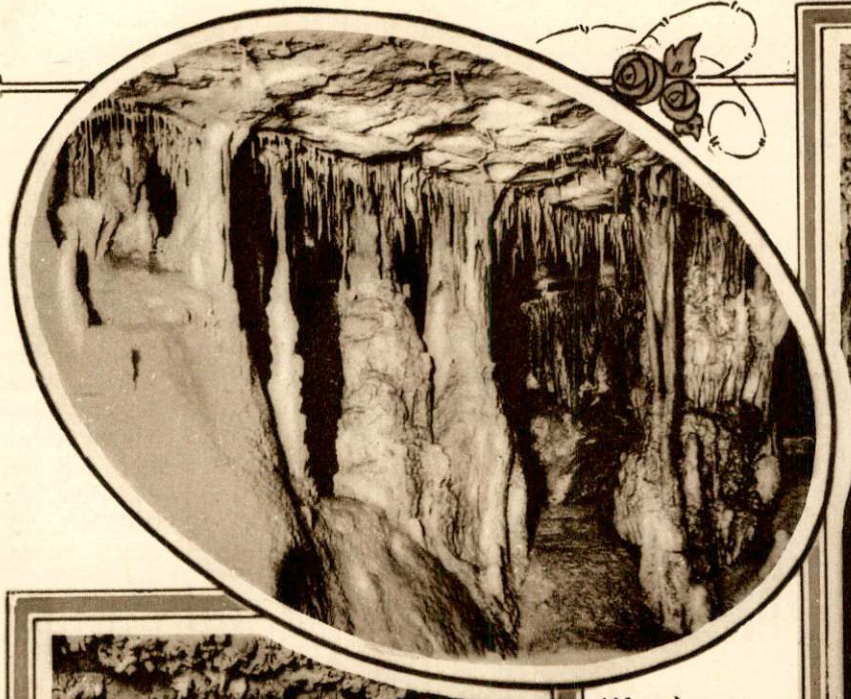


Fohs Hall, Marion, Ky. —Photo by Travis Studle.



U. S. Highway No. 60 near foot of Moore Hill in Crittenden County. —Photo by Travis Studle.

Western Kentucky Has Many Noted Caverns



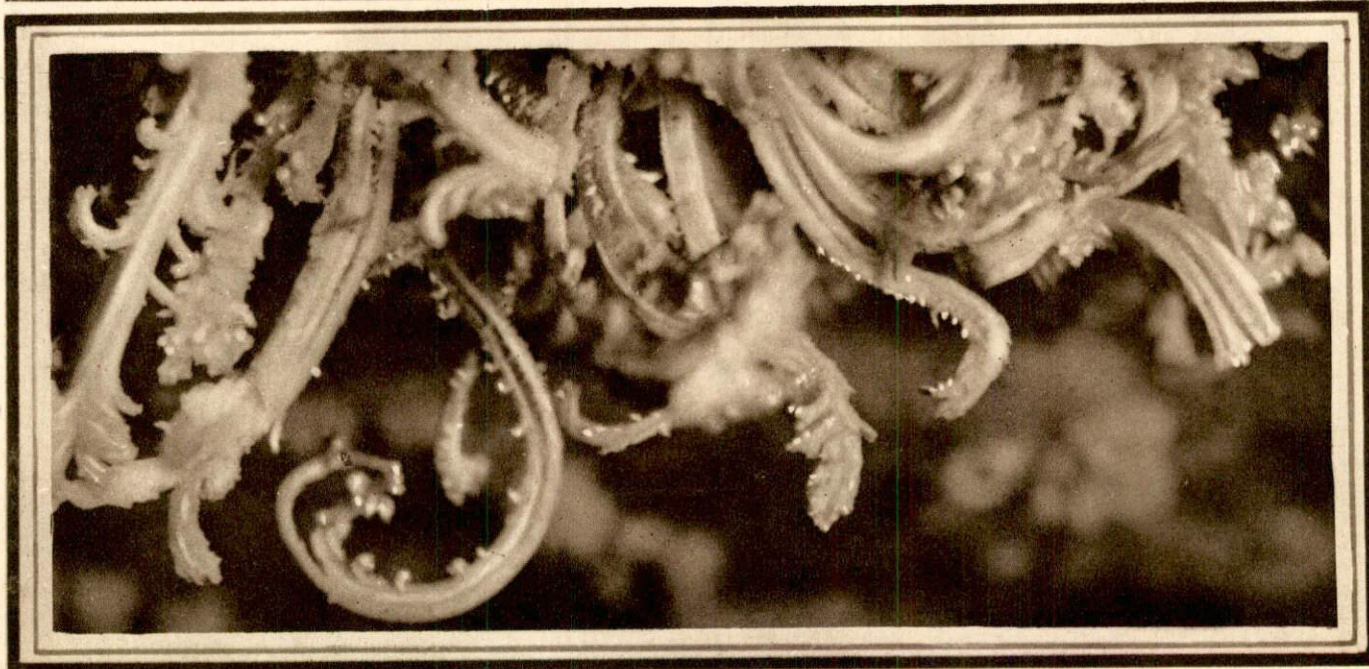
(Above)—
"Orient Pass,"
Great Onyx Cave,
Ky.



"The Hour Glass," Great Onyx Cave, Ky.



(Left)—
"Helectites," in
the "Hanging
Gardens," Great
Onyx Cave, Ky.



"Gypsum Feathers," Great Onyx Cave, Ky.

Photos by L. P. Edwards.

Bowling Green—The Park City of the South

By GEORGE W. MEUTH

LOCATED in Southwestern Kentucky, within twenty miles of the proposed Mammoth Cave National Park area, is a beautiful city which has been known throughout its history as The Park City of the South. The first inhabitants of this city were attracted by its beautiful setting; its springs, which furnished them with pure water; its forests, which supplied their lumber to build homes, and its fields of bluegrass, which furnished them pasture land for their herds. Early inhabitants selected a beautiful bluegrass lot and converted it into a bowling ground. Thus the settlement came to be known as Bowling Green.

Bowling Green has today a population of approximately 18,000 people. It is located on beautiful Barren river. The Louisville and Nashville Railroad system serves this city, and it is the junction point between the main line and the Memphis division of this system of railroads.

The streets of The Park City of the South are lined with beautiful shade trees. Bowling Green's streets are 100 per cent paved with Kentucky rock asphalt.

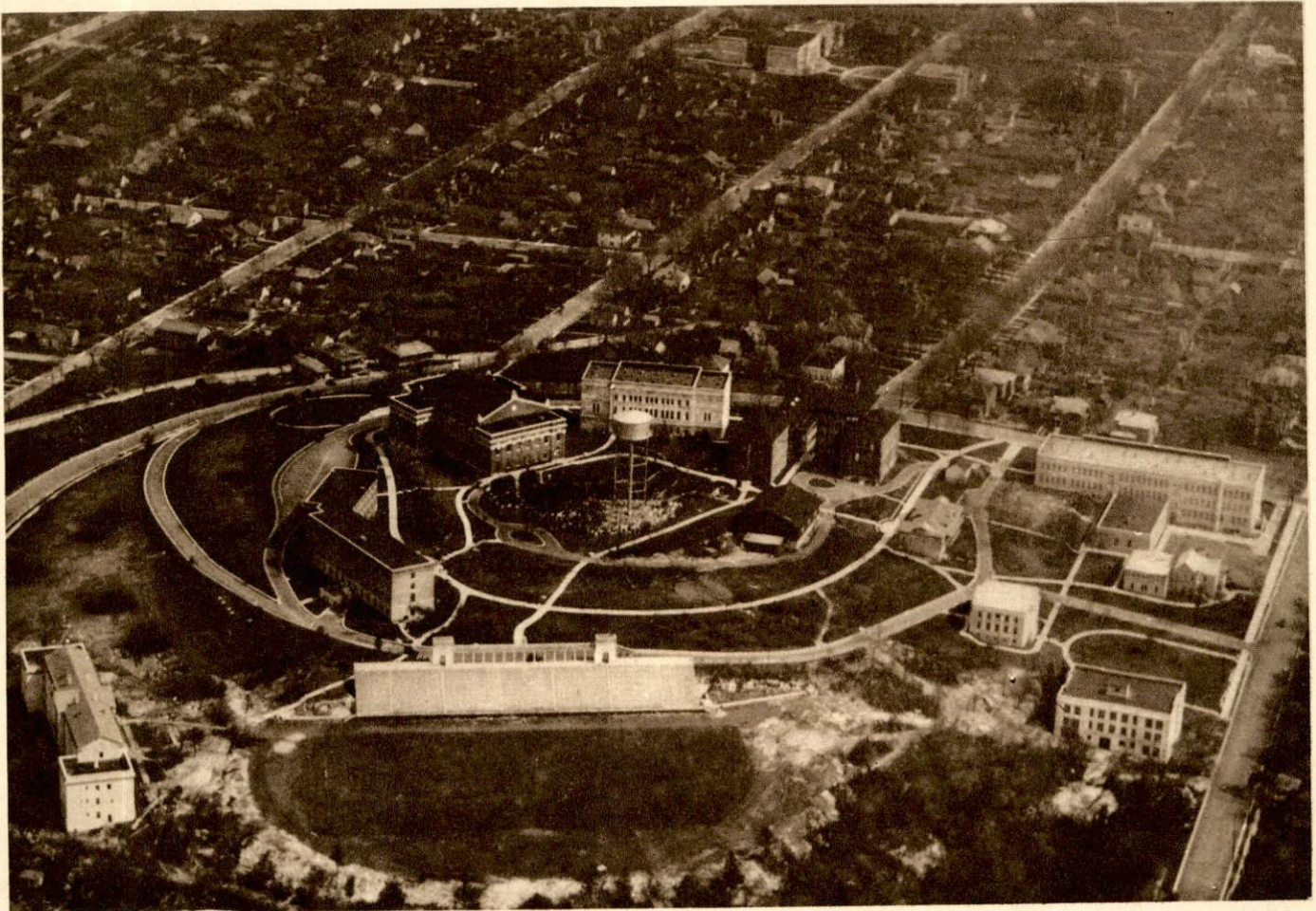
The city is located on a number of main highways and is thus accessible from all points in the United States. Being located near the center of population of the United

States, Bowling Green is within twenty-four hours motoring distance of some 75,000,000 people.

Bowling Green is a city of homes. The many modern and beautiful homes of the city testify to the prosperous, happy atmosphere its citizens enjoy. A number of new sub-divisions have lately been opened. Visitors here get at once the atmosphere of the old South. Hotel accommodations found in Bowling Green will compare favorably with those of any city many times its population.

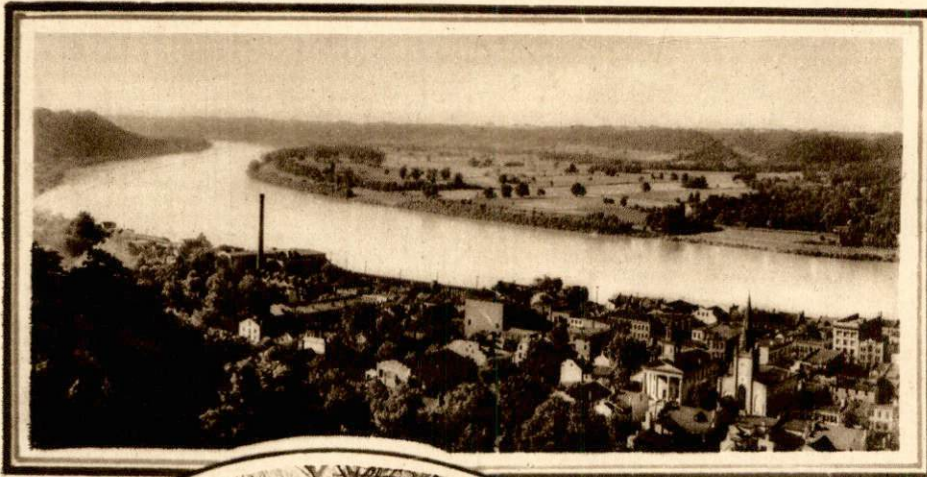
The principal point of interest in this section of Kentucky is the Mammoth Cave National Park area. This area is unsurpassed in scenic beauties. On the surface is to be found inviting woodlands, tracts of virgin timber, clear, running streams and pleasant groves and fields. And under the surface is Mammoth Cave, Colossal Cavern, Onyx Cave, the great Crystal Cave, and many other caverns. Bowling Green is located twenty miles from this area.

Within Bowling Green are many points of interest. The Western Kentucky Teachers College Campus is located on a commanding hill. During the war between the states this was converted into a fort by General Albert
(Continued on page 49)

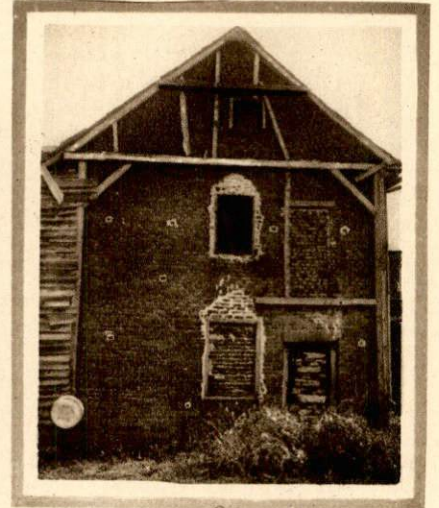


Airplane view of Normal Heights and Bowling Green.

Mason County Is Rich In History



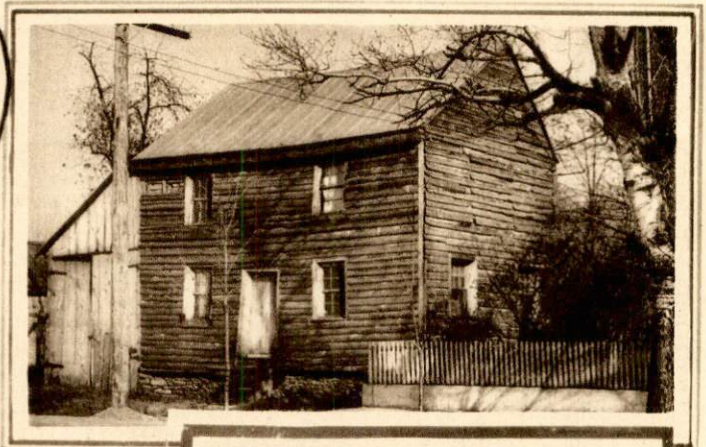
Looking down the Ohio River showing the western part of Maysville and the Ohio hills.



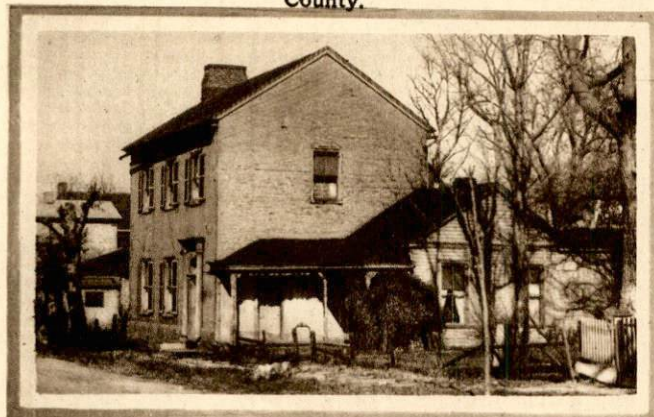
Old Kenton Station. The rock is part of the old fort, near Maysville.



Albert Sidney Johnston's birthplace at Washington, Mason County.

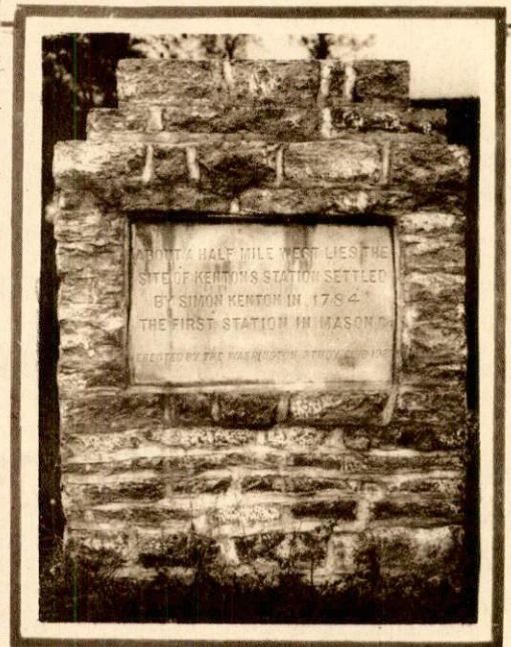


(Above)—This is the oldest building in Washington, the original county seat of Mason County. It was built prior to 1800 and was used as the U. S. postoffice from which mail for three states was distributed.



(Above) — Harriett Beecher Stowe visited this home in Washington, Mason County. It was here that she saw slaves sold at public auction.

(Right) — General U. S. Grant attended school in this old building at Maysville.



Kenton Station marker on U. S. 68 near Maysville.

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
Elack 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)

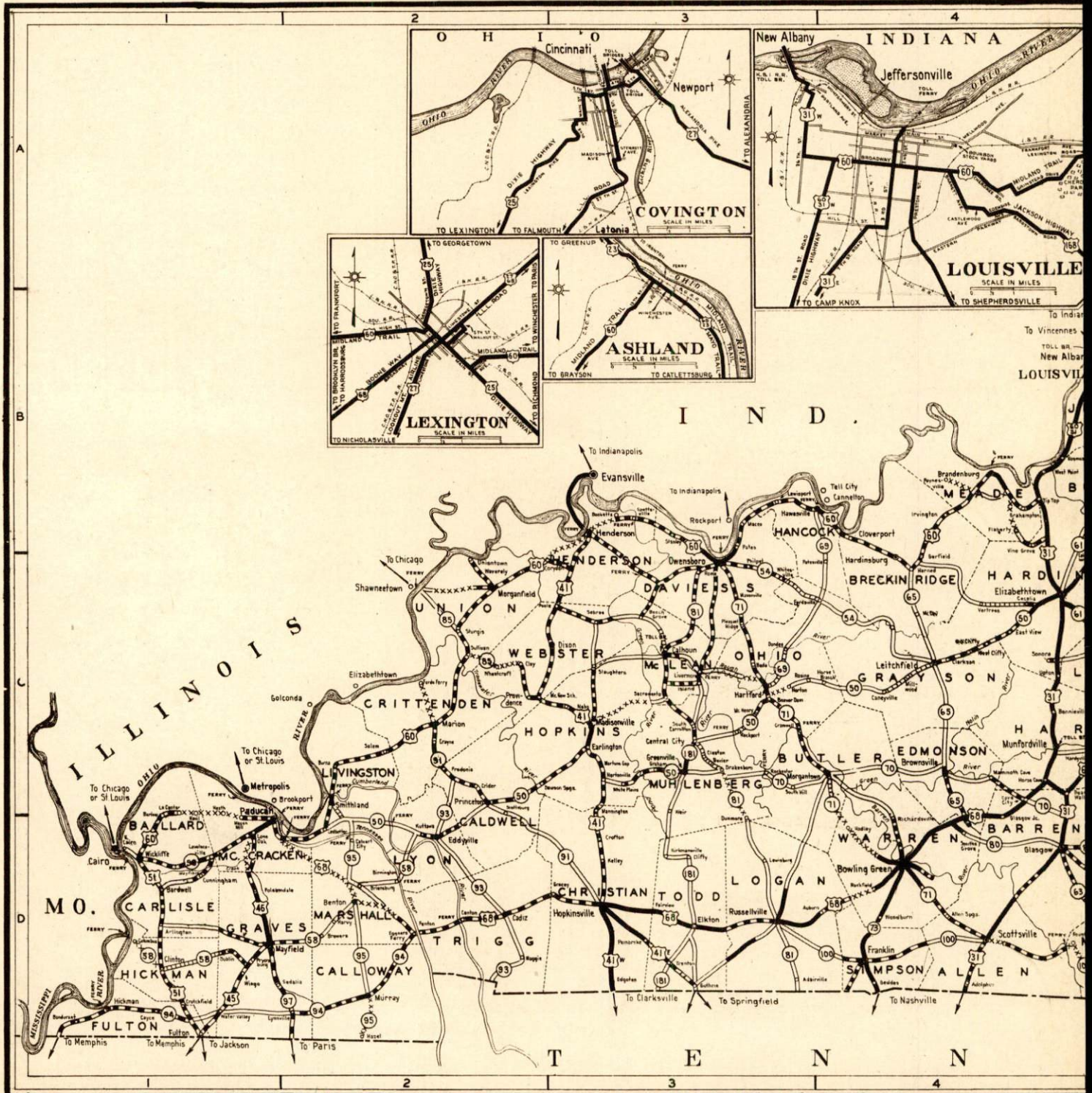
S
State Capitol (new) Frankfort, U. S. 60 (6-B)
State Capitol (old) Frankfort, U. S. 60 (6-B)
State Fish Hatcheries, near Frankfort, S. R. 40 (6-B)
State Historical Exhibit, Frankfort, U. S. 60 (6-B)
St. Joseph's Cathedral, Bardstown, U. S. 68 (5-B)
Shakertown, U. S. 68 (6-B)
Slate Run Furnace, Owingsville, 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)

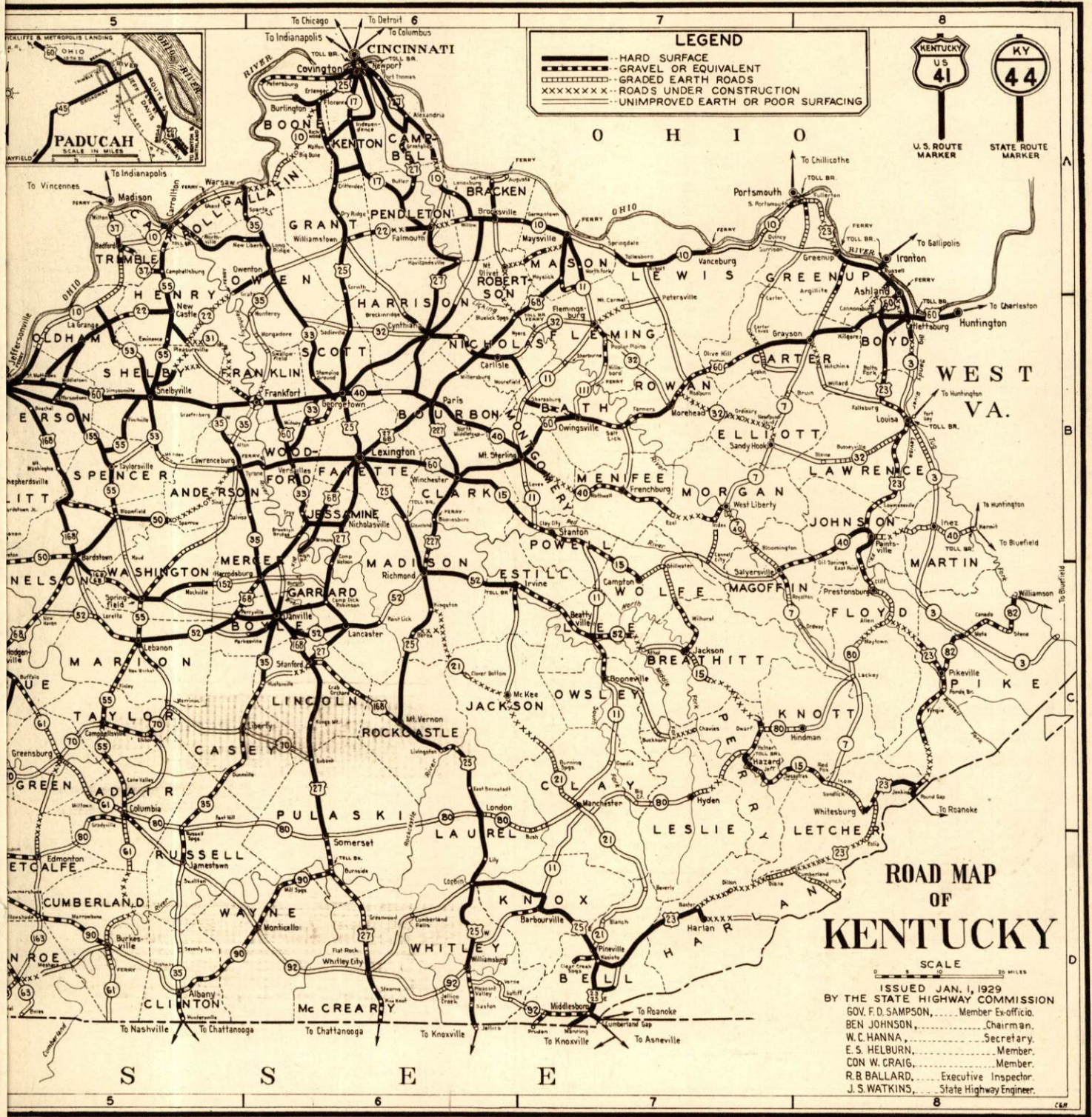
W
Whitley, Col., Home, near Crab Orchard, U. S. 168 (6-C)

Highway Ma



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.

Map 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 Courthouse

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	
6.5	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	Ft. Spring	54
156.4	Versailles, ch.	2,061
165.9	Jett	163
171.4	Frankfort, ch.	9,805
177.0	Bridgeport	75
180.7	Graefensberg	133
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.	320,000
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	Bonnieville	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	Neaton	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
Tennessee 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 Williamstown, 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	641
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.	1,702
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, Cynthiaana, Paris, Lexington, Nicholasville and Somerset.

Distance	Town	Population, 1920
0.0	Newport, ch.	*29,317
13.1	Alexandria, ch.	315
31.8	Greenwood	(not given)
39.8	Falmouth, ch.	1,330
64.7	Cynthiaana, ch.	3,857
79.9	Parich, 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	231
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
Tennessee Line	41.6

Maysville, The Pioneer Gateway

By ROBERT A. COCHRAN

IN THE early history of Kentucky no place played a more conspicuous part than the settlement at the mouth of Limestone creek, where the creek flows into the Ohio river. The town was first called Limestone and so incorporated, the name however, was changed to Maysville in 1793, in honor of John May, who with Simon Kenton owned the land where the town was built. On one of May's trips down the Ohio river in 1790, with a party of settlers for the town, he was killed by the Indians.

When Boone and others went back to North Carolina and Virginia and told of the wonderful country they had found in Kentucky, there was a great rush for the promised land.

Two routes were taken by the pioneers, one by land through Cumberland Gap and the old Wilderness Road, the other by way of the Ohio river. Those who took the river route came in canoes and flatboats, landing at two places on the Kentucky shore, either settling there or pushing on into the interior of the State. One of these landing places was at the mouth of Limestone creek, the other at the mouth of Beargrass creek, afterwards Maysville and Louisville. The first definite settlement in Maysville was in 1784.

Recently, in speaking of Maysville, the *Appalachian Journal* of Knoxville said, "Maysville, Kentucky, is in itself one of the most historic spots in all

Right: Where "Uncle Tom" was sold, near Maysville, Ky., on U. S. No. 68.



Home of Federal Judge A. M. J. Cochran, built by his grandfather Andrew McConnell, in January, 1838.

America. It is the center of one of the most historic sections in the Ohio valley. It is the gateway to all of the historic spots in Kentucky and Tennessee."

No Indians lived in Kentucky; it was their historic hunting grounds. The trails from their towns in Ohio to the interior of Kentucky, crossed the Ohio river at or near Maysville. The Salt springs, known as Blue Licks, is near the Licking river, twenty-four miles south of Maysville. From time immemorial the buffaloes crossed the Ohio river at Maysville, going to and from these springs to get salt; a wide path known as Buffalo Trace was cut through the woods from Maysville to Blue Licks.

The Indians and buffaloes took the shortest and best routes, it was natural when the white man came for him to build his roads along these trails.

When the railroads came they changed the line of travel in a great many cases, but with the coming of the automobile and hard-surfaced roads, the old Indian trails and pioneer roads will come into their own.

One of these pioneer roads from Maysville to Lexington is known as U. S. 68, Historic Highway, Main Street of Kentucky.

Before the railroads, merchandise for the interior of Kentucky and further south, was brought to Maysville in flat boats and afterwards steamboats, then transferred to wagons and hauled south.

The people of Maysville, seeing the need of a good road to Lexington, had a survey made, organized a company and built the first macadamized road west of the Allegheny mountains, and one of the

first in the United States. This was begun in 1828, and the raising of the money and building of the road sounds like romance. They were able to get the State of Kentucky to take some stock and with what stock they sold in Maysville they built the road at a cost of over \$400,000.00.

The United States mail was carried over the road and Henry Clay was able to get a bill through Congress in 1830 enabling the United States Government to assist the turnpike company by taking shares of stock.

Andrew Jackson was President of the United States at the time and vetoed the bill—you can imagine what effect this veto had on the Henry Clay Whigs of Kentucky. Hurlbert, in one of his volumes entitled, "Historic Roads of

(Continued on page 38)

Carter County Caves

C. FRANK DUNN, executive secretary of the Kentucky Progress Commission, deplors the fact that a greater number of tourists do not visit Carter Caves in Carter county.

Dunn has visited these caves and dwells with eloquence on the primeval environment which is to be found in this region.

A road leading to the entrance of the caves from State Highway No. 60 is said to be about completed. This road is but a few miles from Grayson and Olive Hill.

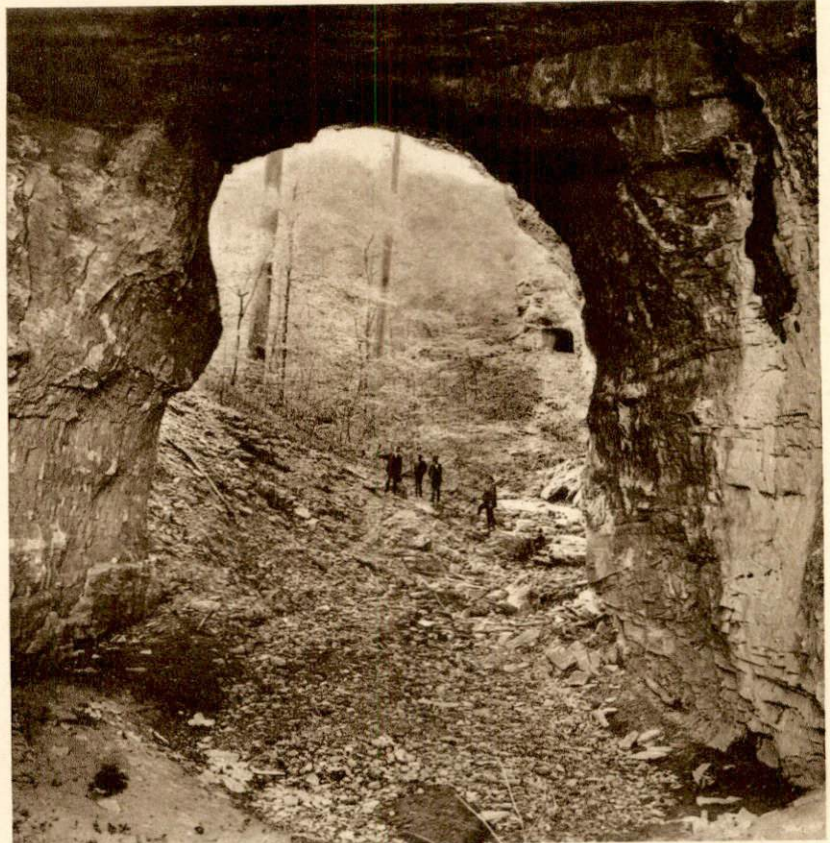
Secretary Dunn, whose mission is to exploit the many points of interest in the State, declares that many unexpected delights await the visit at these caves.

Parts of these caverns were used for salt-peter manufacture during the war of 1812. Many relics are to be observed, including the open grave of an Indian princess.

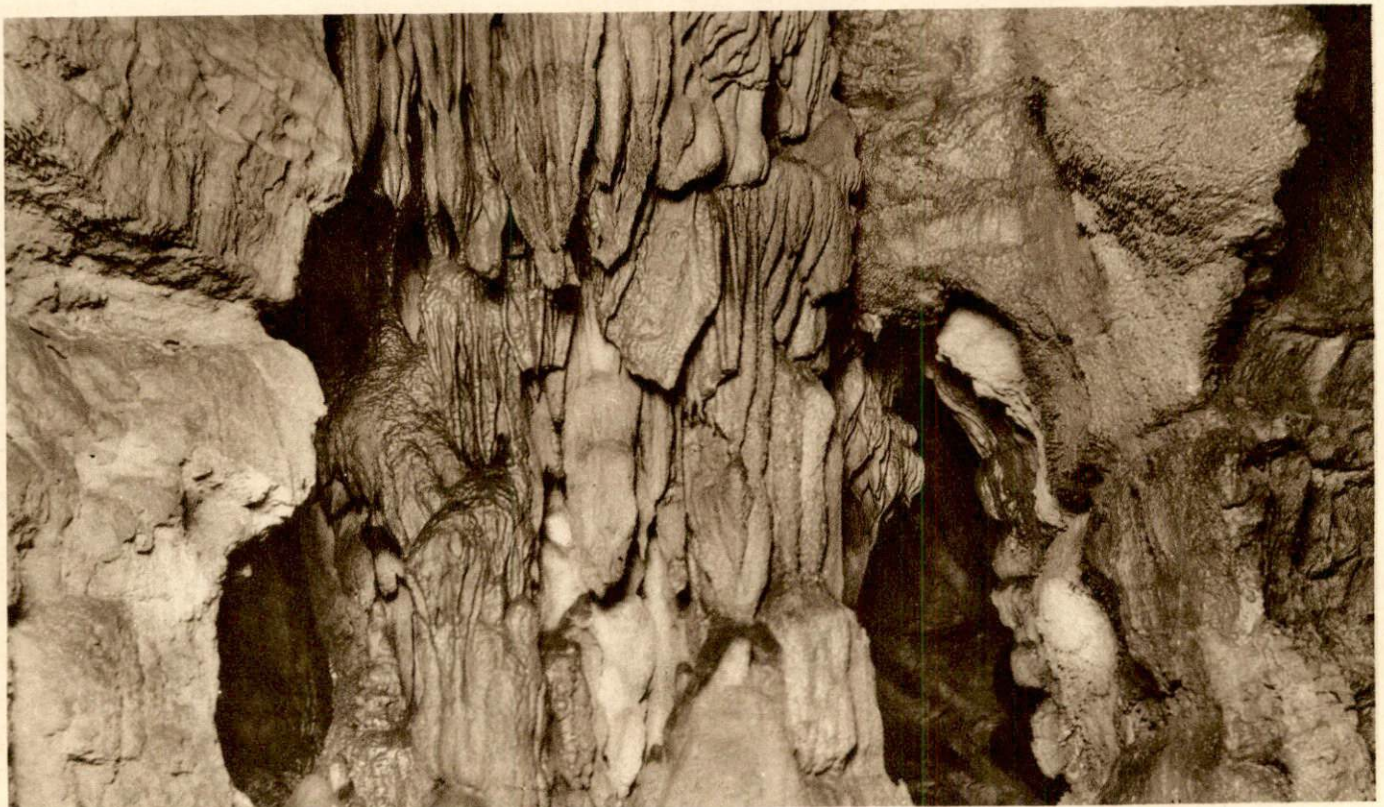
There is Laurel Cave, Swingleton Cave, X Cave, Cave Branch Cave and Bat Cave in this region and Dunn insists that they be added to the already long list of Kentucky attractions.

And in this connection it may be said that Governor Sampson has impressed upon the Highway Commission the necessity of establishing good roads leading to the important points of interest in the Commonwealth.

—*Cincinnati Times-Star.*



Natural Bridge at Carter Caves near U. S. No. 60.



Scene in one of the Carter Caves, located near Olive Hill, near U. S. No. 60.

Two Towns Describe Reelfoot Lake

HICKMAN

In The Land of Cotton

By A. ROBBINS

Secretary, Lions' Club

THE most beautiful spot along the entire Mississippi river and the Kentucky gateway to the famous Reelfoot Lake country—that tells the story of Hickman from the tourist standpoint.

Built on lovely hills overlooking the great Mississippi, the views from Hickman are unsurpassed in the Mississippi valley. As far as the eye can reach, one sees the great river winding down through fertile fields, wooded tracts and lovely islands. Bluffs stretch from above Hickman, bending back from the river and running down to the lake. Rich bottom lands above and below the city and beautiful hills back of it—a paradise for the tourist, the sportsman and the camper.

Hickman is reached by State Highway No. 94. This highway cuts across both U. S. Highways No. 51 and 45. State Highway No. 94 joins Tennessee Highway No. 78 at the State line fourteen miles below Hickman. Good roads lead all around Reelfoot Lake, and to the hotels, club houses, swimming beaches, fishing and hunting places and camping sites. Two miles below Hickman is Richmond Park, the tourist camp established by the Lions Club. It is hemmed in by a beautiful grove of beech trees and is a lovely camping site.

Reelfoot Lake is one of the most picturesque spots in the United States. It was formed in 1811 by an earthquake. It reaches up into Kentucky below Hickman but the main part of the lake is in Tennessee. It has long been noted as one of the best fishing and hunting spots in America. Of late years, with the building of good roads, it has been opened to the general public, and it is now a State park. Further improvements are being made rapidly and it promises soon to be one of the most popular resorts in the Mississippi valley.

Coming into Hickman from the east the motorist will travel one of the best gravel roads in Kentucky. It leads through rolling farm country, studded with woods and criss-crossed with small creeks. There is a gentle rise until Hickman is reached and one is surprised to find oneself on a magnificent bluff looking out over the river

(Continued on page 41)

FULTON

Where Milk and Fish Don't Disagree

By J. D. DAVIS

Secretary, Fulton Chamber of Commerce

SITUATED almost midway between Chicago and New Orleans, on the State line between Tennessee and Kentucky, 125 miles from Memphis and 250 miles from Louisville, with a network of highways radiating in all directions in the two states, Fulton offers many pleasing opportunities to the tourist. The town is situated in one of the most fertile spots of the entire State. Part of the town is in Tennessee, part in Kentucky, and from here the tourists can go in two directions over the Tennessee highway system.

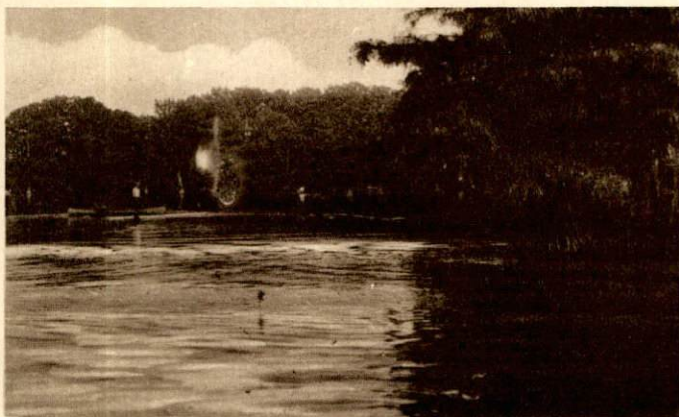
The scenic attractions in the immediate vicinity of Fulton are mostly of the pastoral type. It is exclusively a farming and dairying section. Great developments are now being made in the latter industry.

Two great federal highways converge and cross in Fulton. Route 51 comes down from Illinois crossing at Cairo, and joins here with Route 3 in Tennessee. It is an excellent highway; a road of pleasing and graceful curves, well wooded on the sides and very restful to the tourist who has grown weary of the stress and strain of traffic-jammed highways. Near Fulton this road joins Kentucky Highway No. 94, which leads to Hickman, a picturesque town nestling on the bluffs of the Mississippi river. This, too, is a high grade graveled road, and is kept in splendid shape at all times.

Federal Highway No. 45, crossing the Ohio at Paducah on a new, two-million dollar bridge, also comes into Fulton. It is a splendid graveled road. This road is also known as the Jefferson Davis Highway. It joins Route 51 in Fulton, and also makes connection with Tennessee Highway No. 43, which leads south from Fulton, through Jackson, Tennessee, some seventy miles away. This road can be used to take one to the Shiloh National Park, near Corinth, Mississippi.

The tourist will find first-class hotel accommodations in Fulton. There are two first-class hotels in the city, as well as a number of good boarding and rooming houses. Both hotels cater to tourists and make every effort to render first-class service.

(Continued on page 48)

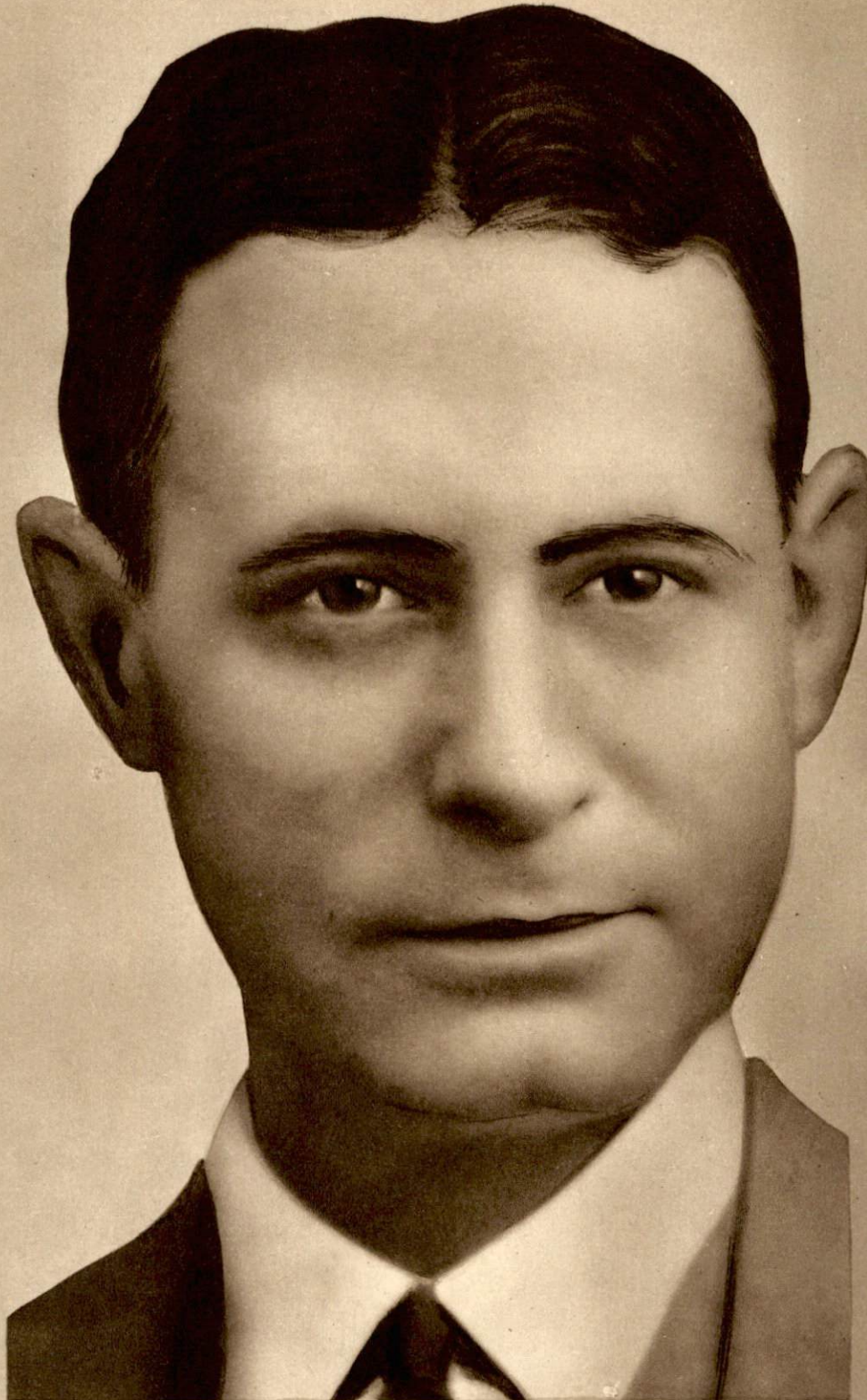


Famous Reelfoot Lake
A fishing and hunting paradise.



Another view of Reelfoot Lake. Reelfoot Lake was created by an earthquake in 1811.

“... we'd be mighty
glad to have you
spend that vacation
in LOUISVILLE
this summer . . .



.... William B. Harrison,
MAYOR OF LOUISVILLE"

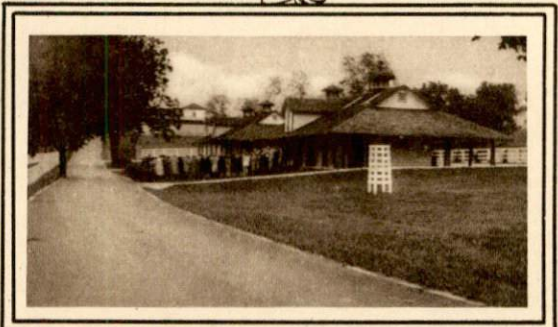
Governor's Derby Guests Visit Horse Farms



Left to right: Gov. Flem D. Sampson, of Kentucky. Gov. Walter Kohler, of Wisconsin, and Col. E. R. Bradley, master of "Idle Hour" farm. —Photo by Fred Bryant.



This imposing colonial residence of Col. E. R. Bradley, Master of "Idle Hour" thoroughbred farm, near Lexington, is 130 years old and overlooks one of the most beautiful and expansive farms in the world. —Photo by Fred Bryant.

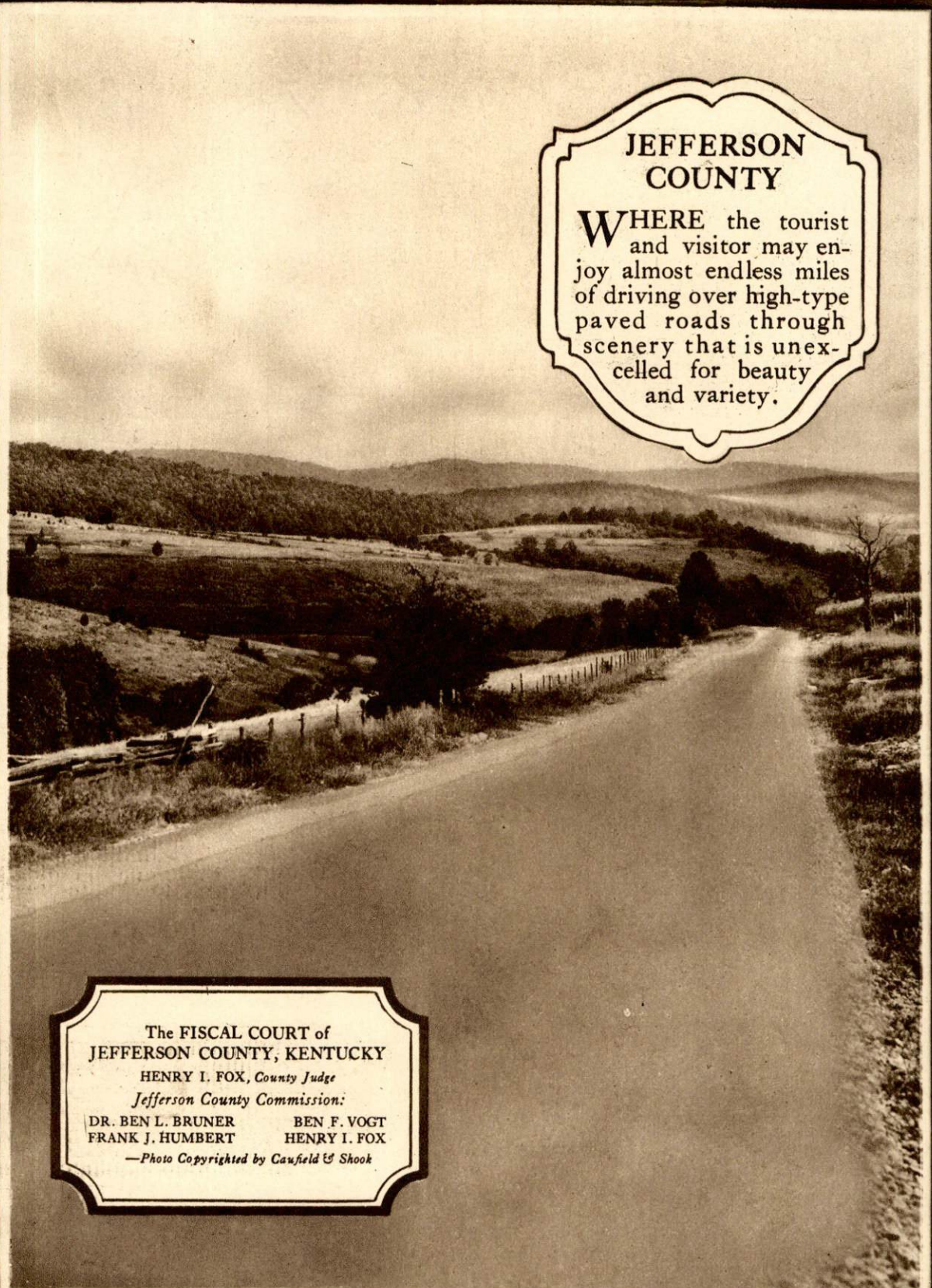


Many of Gov. Sampson's Derby Day party remained over to visit the noted farms in the Blue Grass. Here they are inspecting the famous stallions on Col. E. R. Bradley's beautiful "Idle Hour" Farm, the home of Derby winners that finished one-two. —Photo by Fred Bryant.



NEW YORK ELK BECOMES KENTUCKY COLONEL

James D. Connor, of Mt. Vernon, N. Y., member of the Elks' Magazine staff, made an official call on Governor Sampson en route to the Elks' Convention at Los Angeles. Gov. Sampson presented him with a bound volume of Kentucky Progress Magazines, a spray of blue grass in bloom and a Kentucky colonelcy.



JEFFERSON
COUNTY

WHERE the tourist and visitor may enjoy almost endless miles of driving over high-type paved roads through scenery that is unexcelled for beauty and variety.

The FISCAL COURT of
JEFFERSON COUNTY, KENTUCKY

HENRY I. FOX, *County Judge*

Jefferson County Commission:

DR. BEN L. BRUNER

BEN F. VOGT

FRANK J. HUMBERT

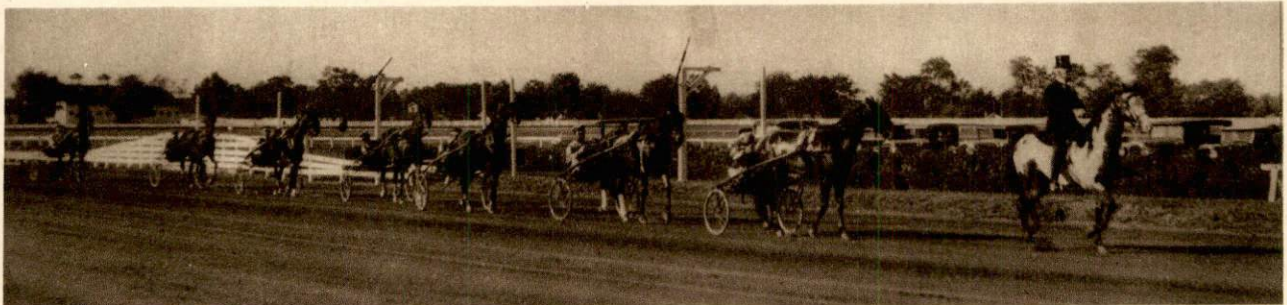
HENRY I. FOX

—Photo Copyrighted by *Caulfield & Shook*

Inaugural Spring Meeting AT LEXINGTON

JUNE 17 to 21, 1929

Season's Opening Meeting of the Grand Circuit



THREE-YEAR-OLD FUTURITY FIELD PARADING BEFORE GRANDSTAND, 1928 MEETING

RACE PROGRAMME

MONDAY, JUNE 17

2:18 Trot	\$1,000
THE REYNOLDS, 2:12 Pace	3,000
THE DEVEREUX, Two-year-old Trot	1,500
DRIVING CLUB STAKE	500

TUESDAY, JUNE 18

THE PRESIDENT, 2:22 Trot	\$2,000
2:18 Pace	1,000
2:14 Trot	1,000
16-12 Trot, Claiming	700

WEDNESDAY, JUNE 19

2:22 Pace	\$1,000
THE GOVERNOR, 2:16 Trot	2,000
2:08 Trot	1,000
15-11 Pace, Claiming	700

THURSDAY, JUNE 20

2:13 Pace	\$1,000
THE BOARD OF COMMERCE, 2-12 Trot	3,000
THE SPENCER, three-year-old, 2:20 Trot	2,000
22-15 Pace, Claiming	700

FRIDAY, JUNE 21

Three-year-old Pace	\$1,000
2:24 Trot	1,000
2:07 Pace	1,000
22-16 Trot, Claiming	700

SATURDAY, JUNE 22, RESERVED

➤ PURSE RACES CLOSE JUNE 3

KENTUCKY TROTTING HORSE BREEDERS' ASSOCIATION

Organized 1873. Annual meetings have been held for 57 years, involving the distribution of \$3,181,280 to horsemen.

The 57th Annual Fall Meeting will be held September 30 to October 9

It will be the closing meeting of the Grand Circuit and to the rich program of \$85,000 in Stakes and Purse has been added

THE GREAT HAMBLETONIAN STAKE

For three-year-old trotters. Richest stake in the world for trotters and pacers.

Those who attend either or both these meetings are assured of witnessing the cleanest, highest class racing possible.

Skyland Highway Opens at Middlesboro

By LAURENCE M. VAUGHN

BLOOMING rhododendron and laurel, coupled with a newly built highway that twists its way up Pinnacle Mountain, far above the clouds, lures the motorist to the Cumberlands in June.

New mountain scenery awaits to be discovered. Majestic heights hitherto unscaled are now easily accessible over a safe and splendid road.

Speaking of new places to be explored, there is to be a gala celebration June 4, at historic Cumberland Gap when the new Skyland Highway is thrown open to the public for the first time.

An expenditure of \$100,000 has just been made to provide this road — provided by confident Kentuckians, bent on sharing their State's beauties with the world. Figuring in the celebration planned to commemorate the affair, will be notables from all parts of the country, Kentucky's own chief executive, Governor Flem D. Sampson, will be Master of Ceremonies. Governor Harry F. Byrd, of Virginia, Governor Henry Horton, of Tennessee and Govern-

nor Myers Y. Cooper, of Ohio, will be Governor Sampson's guests on this occasion.

Lincoln Memorial University whose property borders on the Gap, will have its annual commencement exercises at this time, and former Governor Frank O. Lowden, of Illinois, has pledged to be a speaker.

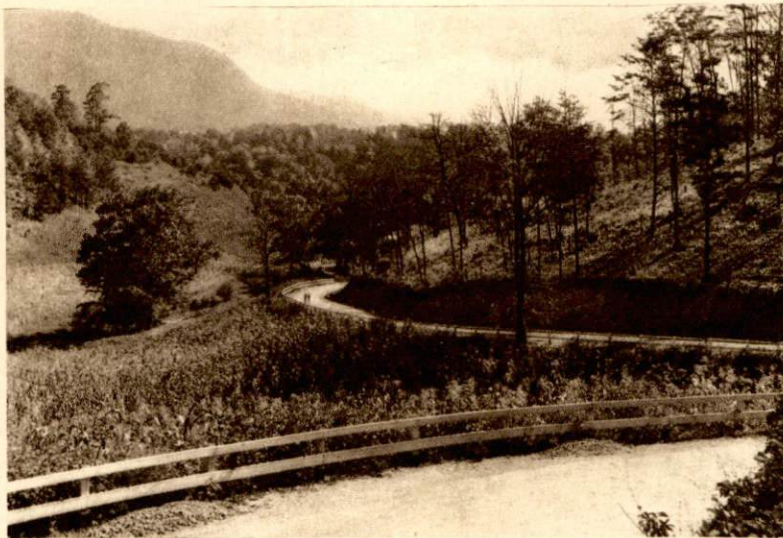
Likewise, Senator George H. Moses, of New Hampshire and Frank Seiberling, of the Seiberling Rubber Company, are expected. Secretary of War James W. Good may also attend. Frank Hines, head of the War Veterans' Bureau, Ira M. Bennett, publisher of the *Washington Post*, and John Hays Hammond, nationally known engineer, are coming together with many others who annually come to the Cumberlands during the spring when the mountain blooms are at their best.

A program covering a full week has been arranged.

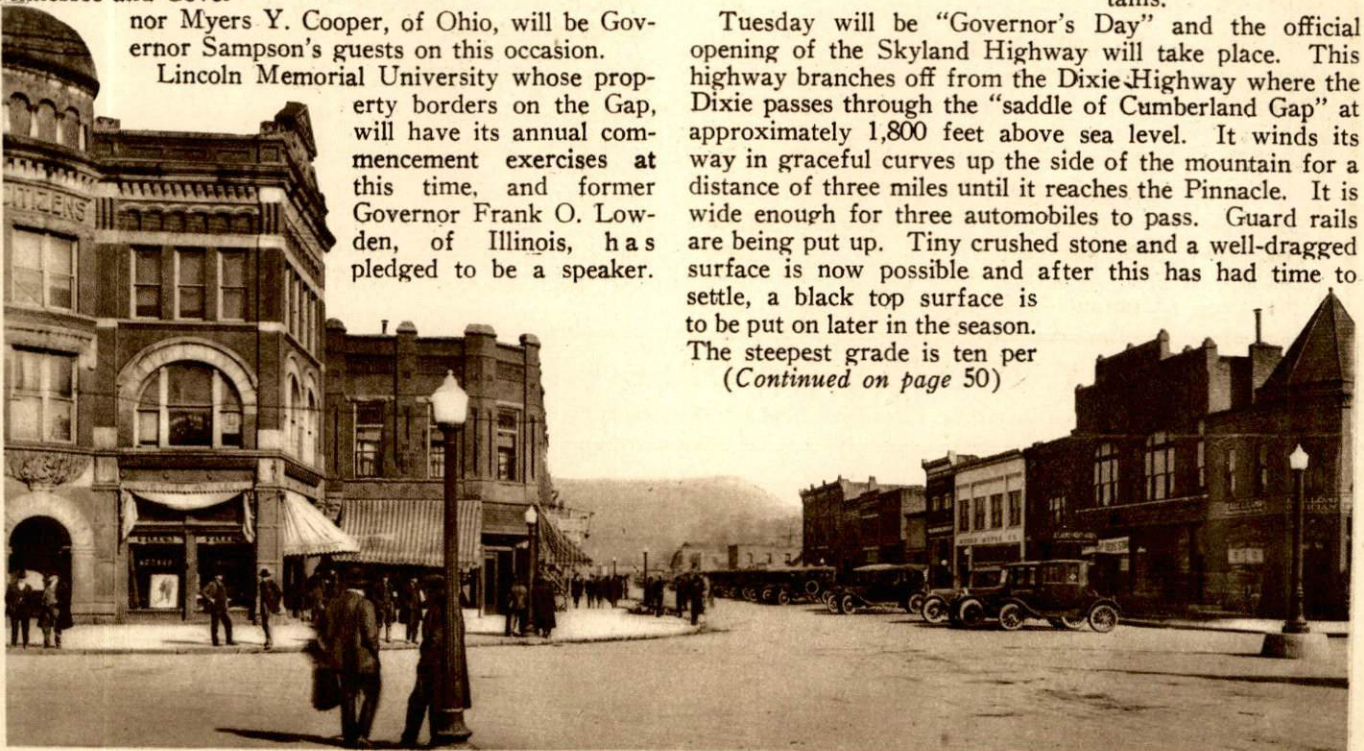
Sunday, the new Lincoln Room at Lincoln Memorial University will be opened. Many Kentuckians will participate in this event. On Monday, a portion of the Lincoln Memorial University exercises will be held and visitors to the Cumberlands will be invited to accompany a motorcade to Pineville and Clear Creek Springs, past the new Cumberland State Park, which is just being laid out. Clear Creek Springs is the noted Baptist resort of the mountains.

Tuesday will be "Governor's Day" and the official opening of the Skyland Highway will take place. This highway branches off from the Dixie Highway where the Dixie passes through the "saddle of Cumberland Gap" at approximately 1,800 feet above sea level. It winds its way in graceful curves up the side of the mountain for a distance of three miles until it reaches the Pinnacle. It is wide enough for three automobiles to pass. Guard rails are being put up. Tiny crushed stone and a well-dragged surface is now possible and after this has had time to settle, a black top surface is to be put on later in the season. The steepest grade is ten per

(Continued on page 50)



Through the Cumberlands near Middlesboro, U. S. No. 25.



Main Street, Middlesboro, showing Cumberland Gap in the distance.

Maysville, The Pioneer Gateway

(Continued from page 29)

America," says: "It made the 'Maysville Pike,' as it was known, famous throughout the United States," Hurlbert also says: "The effect of Jackson's veto was far-reaching. It not only put an end to all thought of national aid to such local improvements as the Maysville turnpike, but it deprived such genuinely national promotions as the Baltimore and Ohio Railway of all hope of national aid."

People going to Washington, D. C., from as far south as New Orleans, used this road.

The connection north of the Ohio river was over what was known as Zane's Trace from Aberdeen, Ohio, opposite Maysville, to Zanesville, Ohio, where it made connection with the old National Highway from Columbus to Washington.

Colonel Ebenezer Zane was given by Congress in 1795, large tracts of land in Ohio for cutting a road through the woods from Wheeling, West Virginia, to Maysville.

Marking each mile of U. S. 68 through Mason County, is a metal milepost, several of which are the original posts, placed there when the road was built. On these mileposts is lettered: Zanesville, O., Maysville, Ky., Lexington, Ky., Nashville, Tenn., Florence, Ala.

An old atlas printed in 1831 shows a road from New Orleans to Washington which follows this line from Florence to Zanesville.

Over this road traveled two Presidents of the United States, Andrew Jackson and James K. Polk, and other statesmen from the south, Henry Clay and John J. Crittenden of national reputation, Louis Phillipe, citizen King of France, while an exile in this country, also the old-time circuses traveling by wagon.

Henry Clay died in Washington, D. C.; the last night he spent alive in Kentucky was in Maysville, at the old Goddard House, situated on the southeast corner of Market and Front streets. He came from Lexington by stage coach and left the next day for Wheeling by boat, where he took the Baltimore and Ohio Railroad for Washington.

Crossing the Ohio river at Maysville and connecting with the U. S. 68 Historic Highway is the shortest route to the South from the territory to the north and east. Maysville is truly the Pioneer Gateway.

At the present time a good steam ferry operates between Aberdeen, Ohio, and Maysville.

The State Highway Commission was given the privilege very recently to build a bridge over the Ohio river at Maysville.

Maysville is situated on the lower rim of a great crescent bend in the Ohio river, the hills on both sides of the river being some 400 feet high. It is one of the most beautiful spots in the country.

Daniel Boone lived in Maysville during 1786, 1787, and 1788, operating a tavern and store. This was a busy time in Limestone, as it was then known, with flat-boats and canoes arriving with settlers, escorted by Indian fighters and scouts. Traders also came and went.

Maysville was the home of Jacob Boone, a brother of Daniel; he is buried in an old graveyard back of the opera house. Descendants of the Boones still live in Maysville.

Simon Kenton stopped at the mouth of Limestone creek as early as 1771, but did not establish himself at what is known as Kenton Station until 1773. His first planting of corn in Kentucky was in 1775.

Kenton Station is about two miles south of Maysville, not far from U. S. 68, Historic Highway. A stone marker at the side of the road marks the location. Kenton was made a Captain of Militia at Washington, Ky., the old county seat of Mason county.

General U. S. Grant attended the school of Rand and Richeson at Maysville for one season. He had relatives here, and in the first chapter of his memoirs he speaks of trips during his youth to and from Maysville to his home at Georgetown, Ohio, seventeen miles away.

The Maysville Public Library contains an old book of the debating society at the Richeson school, in which General Grant's name appears. The house in which the school was taught is still standing.

The Maysville Public Library contains a number of interesting relics of pioneer days.

The town of Washington, three miles south of Maysville, was the county seat from the organization of the county until 1848, when it was moved to Maysville. If the houses in this old town could talk, what a tale of by-gone glory they could tell.

General Albert Sidney Johnston, Commander of the Confederate Army at the Battle of Shiloh, and killed in that battle, was born in Washington; also General William Nelson, who commanded the advance corps of Buell's Army at Shiloh. Nelson was a Commander in the Navy at the outbreak of the Civil War. President Lincoln made him a General in the Army and sent him to Kentucky to recruit troops, established Camp Nelson and Camp Dick Robinson. Nelson was assassinated in the Galt House, Louisville, by General Jefferson C. Davis, of Indiana. He is buried in the cemetery at Maysville.

Harriet Beecher Stowe was visiting in Washington, Ky., on one occasion and saw a negro slave sold in the Court House yard. This incident is said to have inspired her to write Uncle Tom's Cabin. The place where Eliza crossed the Ohio river on the ice, is supposed to be located just below Maysville.

There are four primary roads running out of Maysville on the Kentucky side, one leading to Cincinnati through Germantown and Brooksville, U. S. 68 to Paris and Lexington, "Fields Highway" to Flemingsburg and Mt. Sterling, and the Lewis County road to Vanceburg and Ashland. On the Ohio side of the river is the Atlantic and Pacific Highway, with connecting roads to all parts of Ohio.

Some twenty-four miles south of Maysville on U. S. 68 Historic Highway is Blue Licks State Park. The State has erected a \$10,000 monument to the pioneers who lost their lives in the bloody battle with the Indians in August, 1782. English and Canadian officers were with the Indians; also the celebrated renegade, Simon Girty.

As stated before, the Maysville Gateway is one of the most historic spots in the country and very interesting to the tourist.

Climbing Mountains In Harlan County

By ANNIE WALKER BURNS

EVER since the first train pulled into Harlan County, newcomers have arrived daily. Sunkissed, rugged mountain peaks meet their eyes at every turn; is it any wonder that their first impulse is to scale these lofty heights? Curiosity and a natural American inborn pioneering desire for adventure leads one on and on from one mountain spur to another a little higher, until at last the wooded summit is reached.

Stretched out to the northwest can be seen the great level and gently sloping bluegrass fields of Kentucky; to the east and south the barren and less interesting hills of Virginia and Tennessee. And at our feet the running sparkling headwaters of the beautiful Cumberland wending its way down the valley. The pulse of Daniel Boone surely beats in every breast that looks out over Kentucky from these lofty mountains. No wonder he thought he had found the Land of Canaan.

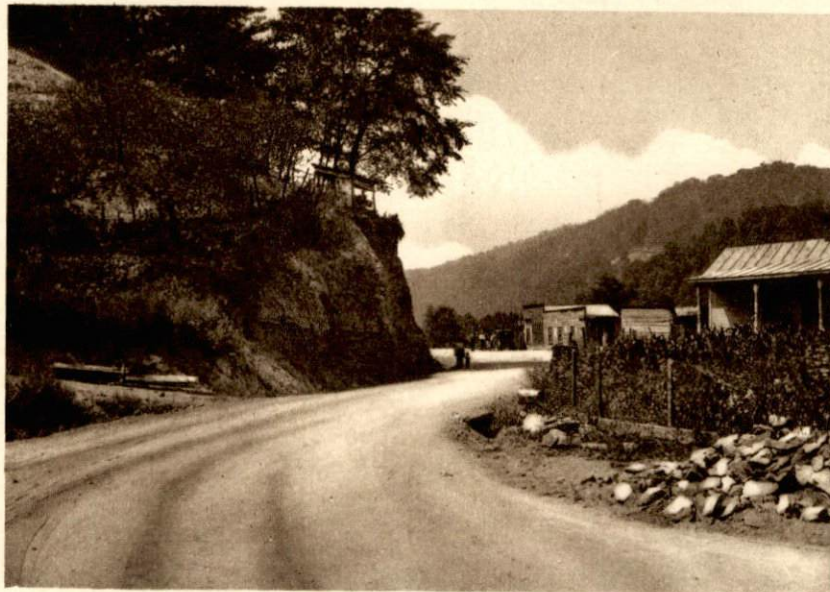
It was a beautiful sunny June day, and our party started early in the morning. Rations had already been obtained. We took the shortest route, going straight up the mountain side instead of by the path which leads gently around the mountain. We wanted to go far across the mountains that day. At the top we took a rest to view the scenery before continuing our journey. Great tall black oaks seemed to burst forth in blossom and song, with their heavily laden branches. In such a cool place, the sky seen through the green leaves seemed so near. As far as could be seen out around the mountain side, Flame Azaleas with their brilliance were crowding the tall ferns. Their colors range from yellow and range to scarlet, some of them scarcely in bloom. The buds just commencing to open were of a pale rose color and very fragrant. The extravagance of color and wealth of blossom impress most, for color among flowers is, like movement in animals, a virile expression in life, and if this analogy be admitted, then azaleas on that mountain side were rich in animation vivacity. All agree no park, flower garden, or place of beauty could be found more replete in splendor and fragrance than a mountain side abloom with Flame Azaleas in the month of June.

Up through the woodland fluttering of wings and song of birds could be heard. Paths of quail could be seen leading through the tall thick bushes. Birds alone seemed abundant in the tree tops. Here and there spider webs were woven, which looked like Spanish lace on a queen's

gown, catching and holding the fallen flowers of pink, yellow and blue. We could see the places in the old fence corners where quails rest from the storms. This old fence at the edge of the woodland was closely covered with wild rose and honeysuckle vines and abloom with tartans of varying pink, yellow and cream-white. Wild grasses were growing in every corner and the old rails at a distance seemed a glistening yellow; the shadows on them brought out a greenish blue.

We had left the town to breathe for a day the balm of the cedar, sassafras and locust. Many other trees, shrubs and flowers, which crown the heights of the mountains overlooking the town and the lowlands toward the river, breathed their fragrance to our nostrils. We could hear the high notes of bird song, for the balm of summer was in the air. Cool breezes rocked the woodland and the valley below with low, sweet sounds.

A song-sparrow, on an old cedar stump a few yards away, sang rapturously and a low note was repeated twice with exquisite cadenza. The woodland appeared to be a natural wild-flower garden. Creviced



Not far from the "Trail of the Lonesome Pine," Harlan County.

rocks, which through ages have been magically transformed into a natural garden with steep ravines, gentle declivities and lowland plains, lend harmony. Ferns enveloping great craggy, bronze colored boulders; vines with small blue flowers; dark and light green moss and other shy wild-flowers of every shade and hue—a breathtaking cascade of riotous color. It may seem incomprehensible to the mountain climber that human plans had naught to do with designing this masterpiece of super-architecture, that it was as nature had made it. It would have taken years of toil and patience by an expert landscape gardener to have arrived at anything so replete as this.

We viewed the distant mountains and valleys. Below us a lovely picture lay smiling. The city of Harlan with its church steeples, court house, hotels and other large buildings, was seen distinctly from our position. The distant country, with the sparkling Cumberland meandering through its brilliant valley shut in by the mountains, was a dream of beauty. The mountains farthest away were blue, and viewing them from such a distance, one could scarcely tell where the sky and mountains met. The mountains a little nearer were a light emerald green, broken up in many places by the olive green valleys. Still

nearer, the Cumberland River could be seen winding its way, shimmering in the early morning sunlight, like a narrow ribbon of silver. Some of the closer mountains were a soft light green on one side, gradually darkening on the other to a real dark green.

Traveling quite a distance on top of this mountain, we came to an estate where farming was in progress. A lovely orchard, with plenty of red-ripe June apples; and the farmer plowing his corn, turning the bright green carpet underneath and the brown dirt on top, going back and forth across the field, working like an artist on canvas, making the picture of a lovely mountain-farm scene. An age-old spring down by the side of the mountain under huge rocks and overshadowed by willows, was very heartily welcomed as all were thirsty. A clump of cimicifuga, or blacksnake root, as the mountain people call it, was growing along the swampy branch from the spring. About six feet tall and white with long spikes of white flowers well above the foliage, from a distance it looked like a mist of snow.

The path from the farm was not extensively traveled, shadowed throughout the day by tall ferns, grasses, and overhanging boughs, and leading by many elms, dogwoods, poplars, sycamores, and oaks—kings reigning jointly over all this fair realm. We saw oaks which spread a hundred feet and grew equally as tall, muscled like a giant athlete. The top of this mountain was covered with woodlands of leafy trees, mostly oak and birch intermingled with maple, poplar, ash, beech and chestnut. The ground vegetation also was rich and beautiful. Yel-

low and red lilies, blue bells, lady slippers, forget-me-nots and wild sweet williams were in abundance, and being lovers of nature we stopped and feasted upon this woodland full of wild flowers nodding in the wind. Walking around the mountain on a narrow violet-covered path, we marveled at the exquisite formation of the delicate pink bleeding-heart, and wished that we might transfer some of these lovely plants and flowers to our own gardens, for it was indeed a natural park full of lovely flowers, trees, ferns, full-throated birds, and a wealth of peculiarly formed rocks which hold in their curiously-wrought formation the secrets of ages. Nature, magician-like, suddenly revealed to our eyes some marvels of her handiwork. Even the honey lilt of the many tiny song sparrows thrilled us in these new surroundings.

Winding further around the mountain, the path took us along narrow shelves between the precipices and here the perfume of wild asters filled the air with a delightful fragrance.

Farther out through the thicket, white, yellow and blue violets were nodding their sleepy heads, as the sun was nearing the tree tops. This scene made us realize all the more that the story of the world is written in its rocks and that the story of mankind was beneath our feet as we hiked over those mountains of natural beauty, formed and planned by the Invisible Hand.

Legend has it that Boone and his party made more than one trip across these mountains and on out into the great lowlands of Kentucky. If you will visit them, you will not marvel at the great endurance of Boone, nor wonder from whence came his inspiration.

The Lewallen Hotel

HARLAN, KY.

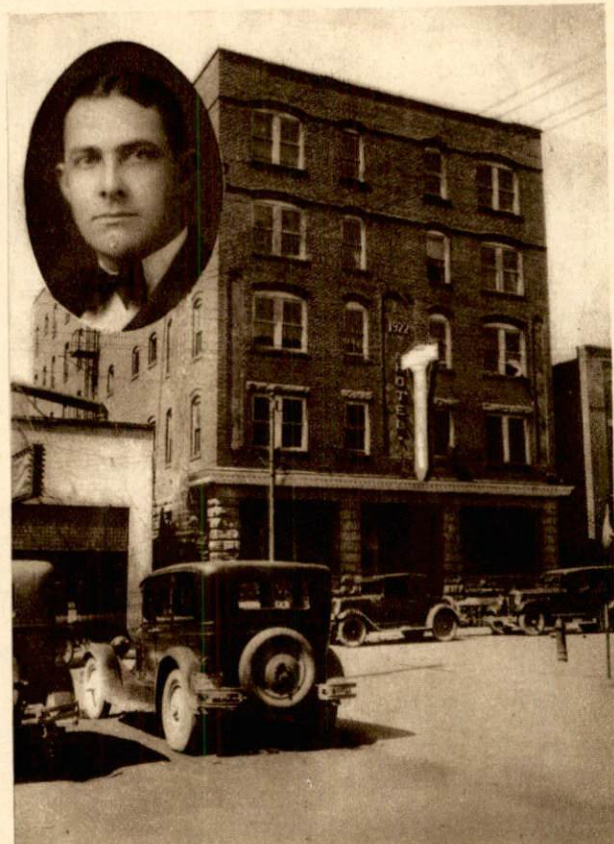
THIS hotel is near the highest point of elevation in the State, 4,150 feet elevation. The mountain air is very refreshing. The nights the year round are cool and pleasant. Harlan's newest and best hotel, all modern conveniences, located in the center of the shopping district. 150 guest rooms, with spacious ball room, lounging rooms and elevator service.

We specialize in Banquets and Dinner Parties

Located on the Mayo Trail, U. S. No. 23.
Member of the American Hotel Association, and the American Automobile Association.

Near the largest coal mine in the world—\$2,000,000 coal mining tipple.

Harlan County, Kentucky, produces more coal than any other county in the State.



Tourist Attractions in Crittenden County

(Continued from page 21)

warm his heart and remain in his memory a long time.

There are many points of historical interest outside Marion. Going toward Princeton on State Highway No. 91, seven miles from Marion and just before crossing over into Caldwell county, is the site of old Centerville, once a thriving frontier village and the county seat of a considerable part of Kentucky, but now entirely disappeared. Passing west on U. S. 60 into Livingston county, one reaches the town of Salem, one of the earliest settlements of western Kentucky, and a thriving metropolis a hundred and thirty years ago. Much of its history and that of the pioneer families of the vicinity, is contained in the historical novel called "Chronicles of a Kentucky Settlement," by Courtney Watts, all the incidents of which are founded on fact or on long-standing local tradition. Still further west, the road passes down Dyers Hill, and one mile from the foot of the hill, the tourist will notice a monument on the right of the road, marking the nearby burial place of Lucy Jefferson Lewis, only sister of Thomas Jefferson. She came to Kentucky with her husband soon after the Revolutionary War; her later life was clouded with tragedy, some of which is recorded in the pages of the book mentioned.

That part of State Highway No. 91 now being constructed from Marion to the Ohio river will pass through one of the most rugged and most beautiful sections of the county and will terminate at Fords Ferry, a place rich with historical significance. There and at Cave-in-Rock, immediately across the river in the bluffs of the Illinois shore, some of the most daring and blood-thirsty of the river pirates of pioneer days operated and had their strongholds. Otto Rothert's volume, "The Outlaws of Cave-in-Rock," while all sober fact garnered from undisputable records, is as blood-curdling as any imaginary pirate tale.

Just above Fords Ferry is located Dam 50, one of the Government works erected to make navigation of the river safe from natural hazards. Above the dam towers Cotton Patch Hill, one of the best known landmarks of the early river pilots.

Two Towns Describe Reelfoot Lake

HICKMAN

(Continued from page 31)

for miles. Another lovely view is obtained from the Court House hill. Here the first pioneer built his cabin 150 years ago, and called it Mills Point.

The business section of the town is built on the river bank under the bluff. After leaving the business section, the motorist passes through the industrial part of the city—West Hickman—on Highway No. 94 into the level, rich bottom country. He is now on his way to Reelfoot Lake. Another route is along the road winding at the top of the bluff, called the old Dyersburg road. This is a beautiful drive, but the road is not hard surfaced. However, it well repays the hardy motorist who will venture to take it.

Going south from Hickman the road follows the bluff line closely, giving magnificent views of the bottom country and the river valley stretched out far below. Then the road dips into several cuts, where grapevines make



Cast Bronze Tablets for Schools, Banks
Hospitals and Other Buildings

BRAKMEIER BROS.

LOUISVILLE, KY.

METAL SIGNS, NAME PLATES
BRONZE MEMORIALS

a green roof overhead. Soon one comes to the edge of the bluff to see Reelfoot Lake far below. By easy stages the road descends to the lake's level, joining the gravel road that runs around the lake from the east. The motorist may then follow this road completely around the lake to Tiptonville, Tennessee, and pick up Tennessee No. 78.

There is also a gravel road going south from Hickman to Union City, Tennessee, where it connects with the Jefferson Davis Highway, which is Tennessee No. 3, and a continuation of U. S. No. 51. This road leads all the way to the Gulf. There is a good ferry across the river at Hickman, which connects with the Missouri road system. A project is now on foot to build a bridge across the river at Hickman and work may be started in 1930 on this bridge. All in all, Hickman and the surrounding country presents many attractions for the tourist.

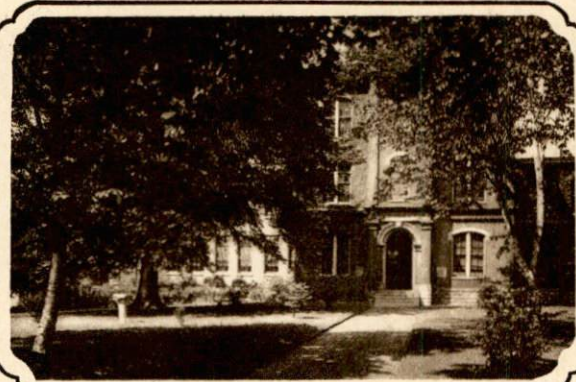
For tourists going north or south by Highways No. 51 or 45, it is just as short to leave either highway at Fulton or Dyersburg and come around Reelfoot Lake by way of Hickman, rejoining U. S. No. 45 or No. 51 at either Fulton or Dyersburg. For tourists going east or west on U. S. No. 68 or U. S. No. 60, it is only a little further to come by way of Hickman. One may cross the river here or go on south to cross at Memphis.

Hickman welcomes all visitors with the old-time southern hospitality. Here, for the first time, tourists from the north or east will see the cotton fields. This section grows practically all the cotton grown in Kentucky. The sight of the pickaninnies and colored mammies working in the cotton fields is one never to be forgotten.

"Where Dixie Begins" is the slogan of Hickman, and it is a true slogan. Good food, good roads, southern hospitality and picturesque scenery are the rewards of a trip through this section.

AMERICAN PRINTING HOUSE FOR THE BLIND

A NATIONAL INSTITUTION DEDICATED TO SERVING THE NATION'S BLIND



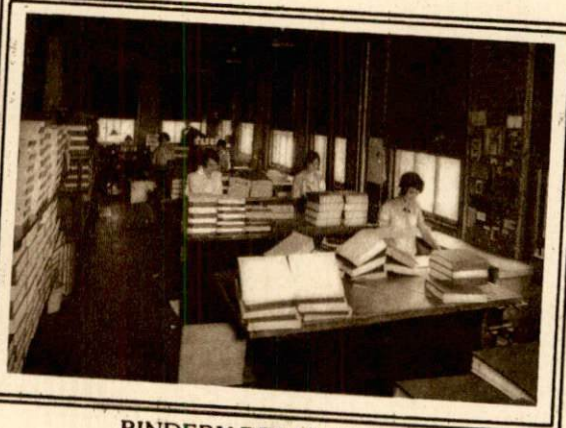
AMERICAN PRINTING HOUSE FOR THE BLIND



OFFICE FORCE—Miss Rosanna McCann in charge.



PRINTING DEPARTMENT



BINDERY DEPARTMENT

In addition to its vast printing department, the American Printing House for the Blind operates complete departments for the production of Wood Dissected Maps and Slates for use by sightless people. These products are shipped out of Louisville to all parts of the country.



MAKING WOOD DISSECTED MAPS FOR THE BLIND



MANUFACTURING SLATES FOR THE BLIND

AMERICAN PRINTING HOUSE FOR THE BLIND

1839 FRANKFORT AVENUE

LOUISVILLE, KENTUCKY

New Commissioner

Capt. R. M. Watt



Capt. R. M. Watt.

Captain R. M. Watt, of Pineville, manager of the Kentucky Utilities Company there, has been appointed to the Kentucky Progress Commission to fill the vacancy created by the resignation of T. Russ Hill, who was the member of the commission from the Eleventh district since its creation two years ago and who is now leaving the State. The appointment was made May 3 at Frankfort and Captain Watt met with the Commission that afternoon in Louisville for the first time.

Captain Watt has been manager of the Kentucky Utilities Company in this section for a number of years, and is an engineer of broad experience. He has been with the company during its phenomenal growth in Southeastern Kentucky, and is therefore vitally interested in every progressive movement for the State of Kentucky. He knows Southeastern Kentucky more thoroughly perhaps from an industrial standpoint than any other person in this section, and he will take to the Commission an experience which should be extremely valuable.

—Pineville Sun.

For Quick Ignition!

HOT SPOT

"The All-Purpose Coal"

JOHN P. GORMAN COAL CO.

Incorporated

Main Office, Fayette National Bank Bldg.

LEXINGTON, KY.



The South's Largest Distributors

**** of ****

PAPER

LOUISVILLE PAPER CO.

Incorporated

Thirteenth and Maple Streets

LOUISVILLE, KY.

Editorial

(Continued from page 11)

There are many of us who are still homebound despite the fact that the high compression engine has been with us this many a year. Even families which have two cars in the garage still think a great deal in terms of parking down town.

To start out some fine morning in the spring and motor down the road to Dixie is a thing they mean to do—sometime. But it is a thing that they have left to the citizens of Chicago, Minneapolis, Seattle and San Francisco. These people in other states have heard the Kentucky legend, they know the Kentucky Derby and the story of the cave lands. They look to Lincoln's shrine and the other memorial to Jefferson Davis as things their children should see. They have heard of the road building program in Kentucky.

They investigate.

They come.

They see, and they are conquered by the compelling charm of all that is Kentucky.

Do we likewise?

Of course the bright lights of Broadway are remarkable. But are they half so wonderful as the soft radiance of the Kentucky sun falling on a wild plum tree in all its mystical and ethereal beauty?

Of course the pictures in the Metropolitan are impressive, but even Corot seems dingy in his pigment as compared to the clarity of a morning in Kentucky.

What had Delmonico ever to offer that matched a chicken dinner in this Commonwealth eaten along a road-side?

U. S. Route 31 holds little lure—on the map. But with a full gasoline tank and at the wheel of a tuned-up car with everything in order this becomes another adventure—and the highway, the road to Dixie.

*Out of your Cage
Out of your Cage
And take your Soul
On a Pilgrimage!*

So sang the Pied Piper of Hamelin Town. And now he pipes of Kentucky hills and the road to Dixie.—
Louisville Herald-Post.

Motor Repairs and Complete Electric Installations

WM. C. KRAUTH ELECTRIC CO.

POWER APPARATUS

ESTABLISHED 1911 INCORPORATED 1917

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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.

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Incorporated

Bowling Green, Kentucky

We specialize in Bowling Green, Kentucky stone. In considering an attractive Building Stone write for samples.

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Made in Louisville Since 1920

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.

Hills of Covington Beckon to Yankeeland

(Continued from page 15)

pleasure ground. An unequaled panorama of Greater Cincinnati and the Ohio and Licking Rivers from this park is worthy of the tourist's visit.

Five miles from Covington is Fort Thomas, a military post, that is at present occupied by the first and second battalions of the 10th U. S. Infantry and one of the Citizens Military Training Camps. The post is surrounded by the city of Ft. Thomas, well known as "The City of Homes;" 11,000 people live in this beautiful community and it has not been touched by the arm of industry.

Within the city limits of Covington is Latonia race track, well known as "America's most beautiful racing plant," where thoroughbred horses of this and foreign countries compete for valuable stakes, urged on by cheering thousands who come from many distant states to enjoy the "Sport of Kings."

Between racing seasons, the grounds are well worth the tourist's visit for the landscaping and formal gardens, constantly cared for by twenty-five horticulturists, present a fairyland of floral beauty.

The tourist will find wonderful natural scenery, typical of Kentucky, by driving on any of the roads out of Covington—the most beautiful route being the Decoursey Pike, which follows the hilltops above the Licking Valley and ends in a beautiful panorama at Ryland Station, overlooking a valley ten miles long and hemmed in by the hills of Kenton and Campbell Counties.

Thirteen lakes are scattered through the valley, which is divided by the Licking River.

On U. S. 25 just at the outskirts of Covington, the tourist sees on all sides beautiful estates of Covington's business and professional men, and here he catches the first view of the stately Kentucky mansions, so vividly pictured by southern authors and dramatists in our current successes in books and photoplays.

This modern ribbon of concrete was once the Lexington turnpike made famous by John Uri Lloyd in his well known novels—"Stringtown on the Pike," and "Warwick of the Knobs," the fertile ground for whose plots was found in the environs of Covington and terminate at Florence, Ky., "Stringtown." This town is quaint and interesting, several of the houses being over a century old. Mr. Lloyd is also an internationally known chemist. He has presented a community house to the town of Crittenden (also on U. S. 25) where many of his early letters and original manuscripts are on exhibition.

As the visitor leaves our metropolitan area, he comes into our famous agricultural and Bluegrass section where the world's finest tobacco and fastest horses will command his undivided attention, and as you leave our friendly territory, and disappear in the heart of Kentucky's hills, we know that your initiation at Covington, "Dixie's Gateway," will linger fondly on in your memory, while we will be the richer from making your cherished acquaintance-ship.

The Kentucky Culvert Manufacturing Co.

Armco Culverts

Louisville, Kentucky.

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

Attractions in Whitley County Along U. S. 25-W

(Continued from page 19)

stored the records of the first court held in 1818 and histories of controversies of more than a century ago. Litigation involved pounds and shillings, Indian titles, and traffic in slaves. At Williamsburg the traveler is offered such meals as can never be forgotten. Good Kentucky food, prepared by the best of cooks, bountifully and tastefully served. It is worth while to journey to Williamsburg for the food alone.

Roads lead from Williamsburg in every direction. No two of them are alike, and each presents distinct and different scenes of beauty and charm. The Dixie Highway extends north and south. Westwardly, the road passes up and over the towering Jellico Mountain, across the Jellico river and valley (named by the Indians), up Pleasant Run, and on to Pine Knot. Here it connects with the Lookout Mountain Air Line highway. From Williamsburg eastwardly, the road follows the valley of the Cumberland to Barbourville. Fishing and camping are offered in numerous and varied settings of beauty.

Twelve miles south of Williamsburg, the town of Jellico rests astride the Kentucky-Tennessee State line. Here a choice of two routes to Knoxville is presented. Both offer unusually attractive scenery.

To those who have an eye for the beauty of rugged cliffs, towering mountains, painted forests, and placidly flowing streams, and to those who delight in the quiet peacefulness of an evening camp fire, or thrill to a struggling black bass, U. S. 25-W invites your investigation in Whitley County.

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



Lexington Water Co.
INCORPORATED

LEXINGTON, KENTUCKY

MILESTONES

Nowadays the ancient windmill is no more than a quaint reminder of bygone times. The huge sails of these machines are still creaking slowly in many out-of-the-way spots of the earth, but modern man sees the windmill as one of the crude efforts of his ancestors to harness the forces of nature to his use.

And how much more efficiently is that done now?

Electricity, tamed by man can do in a few hours what the old time windmill would take weeks to accomplish.

KENTUCKY CENTRAL

Has been of great assistance in the transformation of more than thirty towns in Kentucky, from the windmill type of existence to the present-day electrically aided mode of life.

DON'T BE AN ANCESTOR! USE ELECTRICAL APPLIANCES WHEREVER POSSIBLE IN YOUR HOME. YOU SAVE LABOR, TIME AND ENERGY. ELECTRIC CURRENT IS A CHEAP AND RELIABLE SERVANT.



Guaranty Bank Bldg.

Phone 7008

Lexington, Ky.

AN OPPORTUNITY For a Real SALESMAN

YOU can make \$150.00 a week and more without traveling outside the State of Kentucky.

The man we want is probably selling Stocks, Bonds, Advertising, or Insurance at the present time.

Applicant must be at least 30 years of age, possessed of good judgment and business poise.

The nature of this work makes it necessary to meet the principal executives of large corporations.

The possibilities for large earnings are exceptional if you can meet the requirements.

Send small photo of yourself, along with full details of your past and present connections, with application.

Address *P. O. Box 14 Louisville, Ky.*

*All answers to this ad will be kept strictly confidential.
Photo will be returned*

Two Towns Describe Reelfoot Lake

FULTON

(Continued from page 31)

One hour's ride over concrete and gravel roads takes one to the shore of Reelfoot Lake. Here the fisherman will find an army of black bass ready to attack his bait the moment it is cast. An abundance of crappie and brim are to be found here also. In the winter season wild ducks of all kinds abound on Reelfoot. Hunters by the thousands come here for their duck hunting.

Ample hotel accommodations are also to be had at

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KENTUCKY PROGRESS Magazine. Remittance herewith.

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Walnut Log and at Samburg, villages on the lake's shore. Many furnished cottages are for rent. A number of good boats are maintained for the public and guides are ready to conduct the visitor at any time. A wonderful playground is maintained at Edgewater Beach, on the southern part of the lake. Bathing, boating, fishing and dancing are some of the amusements offered.

Since 1811, when Reelfoot Lake was formed by an earthquake, pleasure seekers from over the entire world have traveled in a continuous stream to this wonderful place of amusement and pleasure. No tourist should consider that he has seen America until he has seen Reelfoot. Here you will find lovely scenery and your desire for fishing or hunting will be gratified.

* * * * *

My Kentucky

My heart is ever longing for the State that gave me birth—

The State whose native blue grass is a glory of the earth.

Fact is—I think the garden that we've read of through the years

Was located in Kentucky, though unknown to ancient seers.

There is just as lovely scenery as the Bible stories hold;

Though she might be short of fig leaves, there are apples red and gold.

Of course, there is no serpent, for Kentucky does not grow

Serpents such as Eden boasted many thousand years ago.

The people of Kentucky trace their line to Paradise, Though they do not boast of lineage, one reads it in their eyes.

Their handshake tells the story of the brotherhood of man

While their welcome stings the eyelids, fight the tears back as you can.

There are caverns of black diamonds and much of gas and oil;

There are homes of landed gentlemen and homes of sons of toil;

There are golden grains in plenty and mountains with their haze;

There are acres of tobacco and fields on fields of maize.

The trio that she fosters keeps her in the public eye— Her daughters still are beauties, and her horses do or die. But the heart of this Kentucky is buried 'neath the waves

Of the graceful, bending blue-grass which my homesick spirit craves.

I can see the cloud-kissed shadow slowly moving o'er the hill

And the swaying of the grass-blades bowing to the Zephyr's will;

And I hope when I am summoned to my home beneath the sod

That the gently waving blue-grass wafts my spirit on to God.

MRS. J. O. ROBINSON,
Seattle, Wash.

Bowling Green

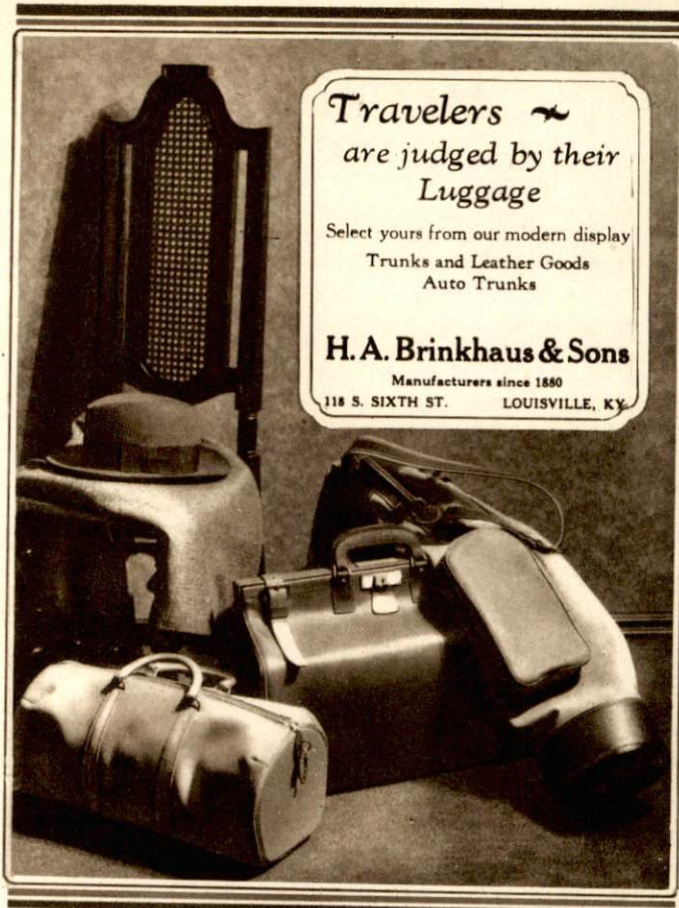
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
Sidney Johnston. The remains of this fort are preserved by the institution. The hill is known as College Heights and a delightful view of Kentucky's scenic loveliness awaits those who visit this educational center. Barren river is a beautiful stream, coaxing to the fisherman. Those who enjoy bathing or boating will also be delighted with it. Located three miles from the city is Lost river. This natural formation is of interest to those who enjoy Nature's handiwork.

Chalybeate Springs is located fifteen miles from the city. This is a delightful summer resort. Many hundreds of Bowling Green's citizens, and other visitors, enjoy the peace and quietude of this resort. Hotel accommodations may be had during the summer months at Chalybeate. Beach Bend Park, located on Barren river near Bowling Green, furnishes a delightful playground.

In addition to the above points of interest, Bowling Green has an air field, two parks, a Country Club house and grounds, golf courses, four motion picture houses and theatres and a Gun Club. Sportsmen will find ample game in Warren County and the many streams of the county furnish fishermen manifold opportunities to enjoy their sport.

Thousands of tourists pass through this section of the State each year, and to them Bowling Green extends at all times a hearty welcome.



Travelers 

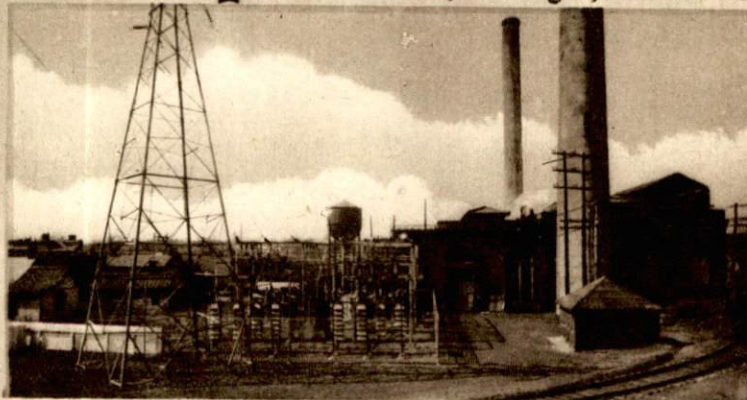
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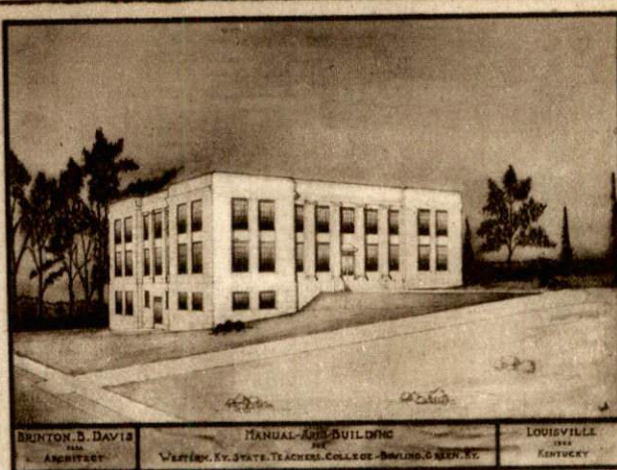
Skyland Highway Opens At Middlesboro

(Continued from page 37)

cent and most of it ranges around seven per cent. This new highway follows part of the way of an old road built by the soldiers during the Civil War and used for carting supplies and munitions to the top of the pinnacle. Along the sides of the mountain can be seen the old breastworks. At the top is the site of an old fortification on which was placed a cannon known as "Long Tom," said to be the largest cannon used during the Civil War. The cannon is said to have had a range of seven miles which was considered remarkable at that time. Minor engagements took place at this historic point and war scars are still visible on the mountain.

From the top of this a majestic panorama, one of the most beautiful in the South, may be seen. The altitude is nearly one-half mile above sea level. Three states, Virginia, Tennessee and Kentucky come together near this point. Down the Cumberland Range with a strong field glass, the outline of Lookout Mountain at Chattanooga may be seen. Southward, across Virginia and Tennessee, the Clinch Mountains and even the Great Smokies are visible. A backward glance into Kentucky shows countless ridges poking their heads above veil-like mists.

In June, this scenery is at its best. The laurel is beginning to bud and by the last of May and the first of June it will be seen patching the mountain sides with a pink-lavender bloom. The much larger bloom of the rhododendron may also be seen at this time. Cucumber trees will also be in bloom.



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WESTERN KY. STATE TEACHERS COLLEGE - BOWLING GREEN, KY.

Brinton B. Davis

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Architect

508-510 Columbia Building

LOUISVILLE, KY.

Tourists from every section of the United States are bound for

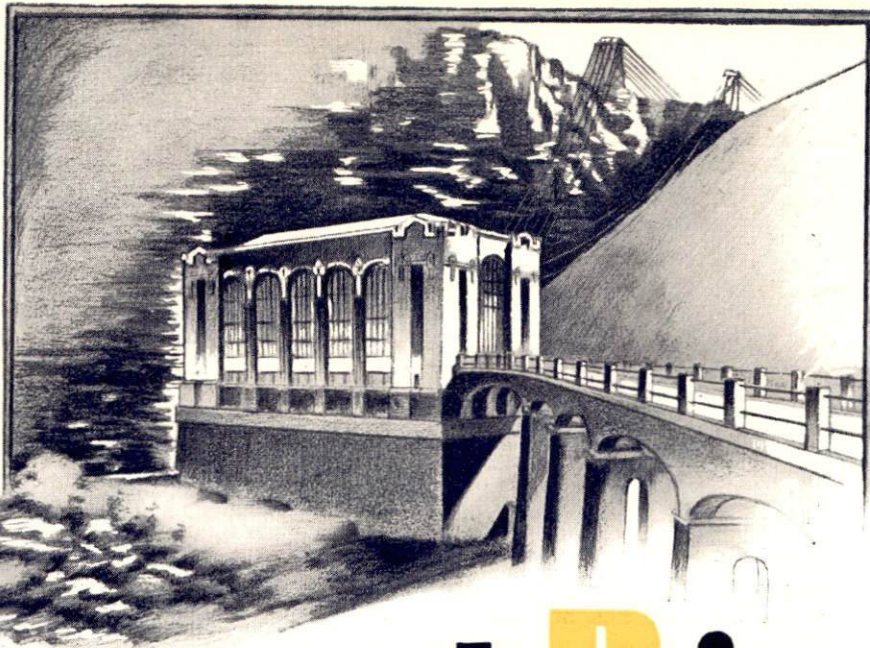
KENTUCKY

This season will see the greatest influx of tourists the State has ever had.
The eyes of the automobile world are on Kentucky for
the first time in the history of the State.

Mr. and Mrs. Tourist!

*Unless your itinerary includes a trip through Kentucky you will
have missed some of the country's most beautiful scenes.*

Kentucky Hospitality Awaits You With Open Arms. Try It
ON THE WORD OF A
Kentucky Business Man and Gentleman



Harnessed Rivers offer you abundant Power

Are you seeking a manufacturing location offering an unlimited volume of cheap electric power, low taxes, excellent labor conditions, fine climate, good transportation—and a huge, prosperous market right next door?

Then come to Kentucky and investigate. Check the items carefully one by one. Sum up all your information, and you will find, we believe, that Kentucky

LET US HELP YOU—Without obligation, our industrial, engineering and commercial experts will gladly assist you, upon request, with an investigation of Kentucky's industrial possibilities.

offers some extraordinary advantages and opportunities to new industry not found elsewhere.

We have harnessed rivers with great hydro-electric plants and linked them with mouth-of-mine steam-electric plants to supply power transmission systems covering most of the important sections of the state. We now furnish electric service to some 2,800 industrial operations and 222 communities.

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BUILDING

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\$13.50 to \$23.50—2 Pant

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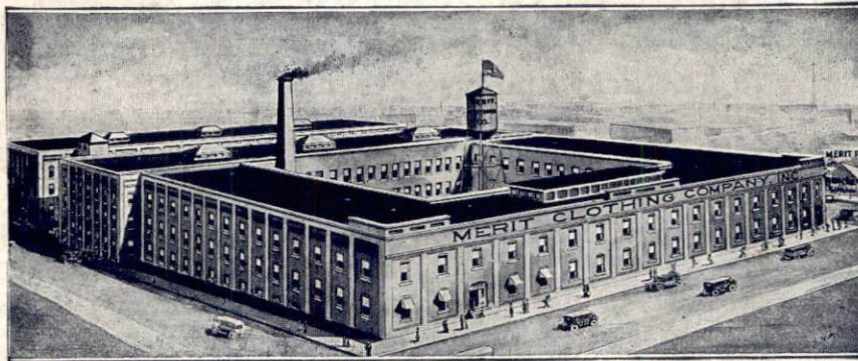


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