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DERBY

EDITION

# KENTUCKY PROGRESS MAGAZINE

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**MAY, 1930**  
**VOL.2 No.9**



**STATE CAPITOL**  
**FRANKFORT KENTUCKY**

OFFICIAL PUBLICATION OF THE KENTUCKY PROGRESS COMMISSION

# Imagine the Stage Coach carrying the Thousands to the Fifty-Sixth Kentucky Derby.



How inadequate and antiquated is the picturesque stage coach of 1875 which required at least four horses to draw its cumbersome bulk over the rough, irregular lanes, while its fastest speed did not exceed seven miles an hour. Several hundred

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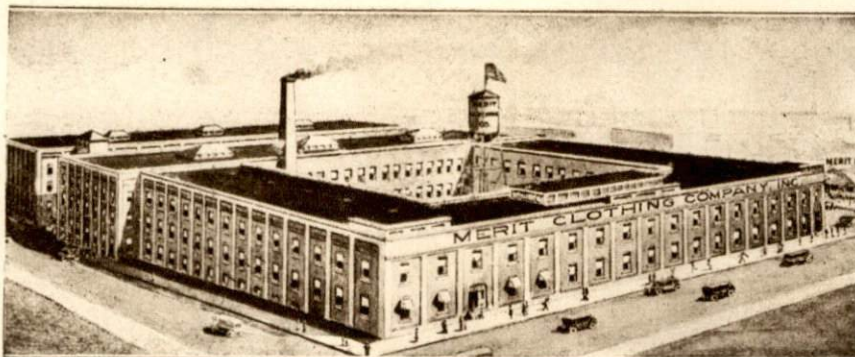
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Overlooking Historic Cumberland Gap

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## THE SKYLAND HIGHWAY

Was completed and opened last June from U. S. Route No. 25 to the top of Pinnacle Mountain—two miles—and 20,000 tourists motored to the top of the mountain during last summer to behold one of the most gorgeous panoramas that Nature has created on the American continent.

# PINNACLE MOUNTAIN

*Kentucky's "Garden of Gazes"*

**VIEW TO THE SOUTH**—The enchantment of Dixieland, crowned in the distance with the grandeur of the Great Smoky Mountains.

**VIEW TO THE EAST**—The beautiful valley of Virginia, flanked by the Cumberland Mountains and the Pine Mountain range—the scenes of the "Trail of the Lonesome Pine."

**VIEW TO THE WEST**—Canada and Big Log Mountains, scarred with the trenches that marked the scene of many sharp conflicts at Cumberland Gap during the War Between the States.

**VIEW TO THE NORTH**—Middlesboro and beautiful Fern Lake, reflecting on its surface the scenic mountains which encompass it.

ON TOP OF PINNACLE MOUNTAIN ITSELF ARE TO BE SEEN:  
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Road to top of Pinnacle



Middlesboro from side of Pinnacle

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**KENTUCKY**

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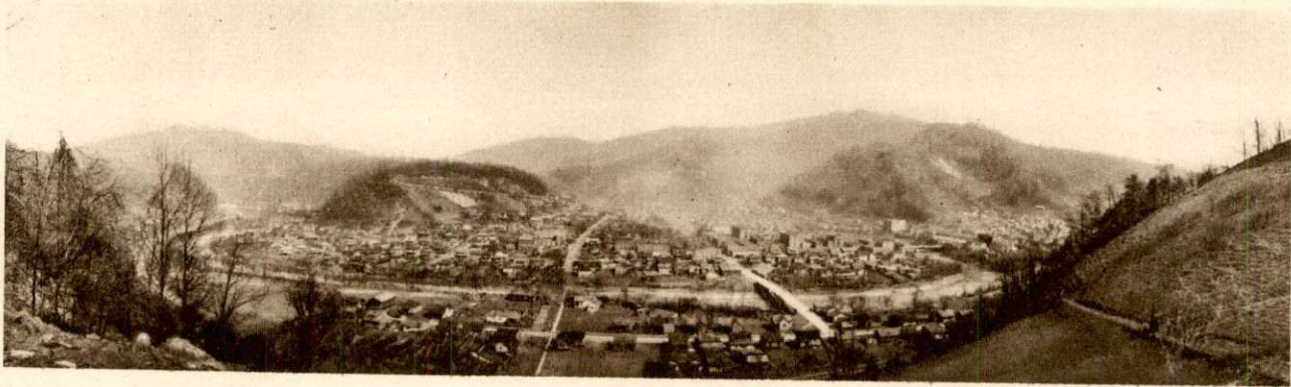
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---

DR. L. O. SMITH,

Mayor

# Kentucky Progress

MAGAZINE

GOVERNOR  
FLEM. D. SAMPSON  
CHAIRMAN

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



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**KENTUCKY PROGRESS COMMISSION**  
STATE CAPITOL, FRANKFORT, KY.

VOL. II

MAY, 1930

NO. 9

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C. FRANK DUNN, Editor

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MAN O' WAR  
The "Horse of the Century."

# Proclamation

To All Kentucky  
Greeting:



HE Commonwealth of Kentucky, a great part of which today preserves the speech, the customs and the blood of that sturdy Anglo-Saxon strain that braved the dangers of pioneer days to claim the "dark and bloody ground" and to start the march of civilization to the Pacific Ocean, is to be host on Saturday, May 17, to a most distinguished visitor. The Right Honorable. The Earl of Derby, statesman, sportsman, soldier.

Lord Derby comes to Kentucky to witness the fifty-fifth annual renewal of that greatest of all American classics, the Kentucky Derby, which bears his name. It is with no little pride that Kentucky, on the occasion of Lord Derby's visit, reflects upon the fact and the history that the name of Derby has been proudly upheld through a half-century and more of keen rivalry for horse supremacy at noted Churchill Downs.

Kentucky feels honored indeed to have as her guest so noble an exponent of clean sportsmanship at this time when lovers of the thoroughbred gather from the four corners of the earth to see the glorious contest which now assumes world-wide interest, and to extend a cordial greeting to the Commonwealth's guest of honor.

Therefore, I, Flem D. Sampson, Governor of the Commonwealth of Kentucky, do hereby set aside and designate Saturday, the Seventeenth Day of May, Nineteen Hundred and Thirty, as a holiday and a day on which all Kentucky may serve as a reception committee to the distinguished visitor within her borders, and to do honor and bid a true Kentucky welcome to Kentucky's guest on this gala occasion so dear to the hearts of all admirers of King Thoroughbred.

Done at Frankfort, Kentucky, this the third day of May, A. D. One Thousand Nine Hundred and Thirty, and in the 138th year of the Commonwealth.



**Flem D. Sampson**

Governor, Commonwealth of Kentucky

By the Governor,  
ELLA LEWIS,  
Secretary of State.



When the World comes to Louisville. View of the grand stand and part of the track at Churchill Downs where almost a hundred thousand racing fans gather for the Kentucky Derby.

—Cawfield & Shook.



Finish of the Kentucky Derby at Churchill Downs.

—Cawfield & Shook.

# The Kentucky Derby

By CHAS. D. COLE, Harlan, Ky.

**P**ASADENA is famed by her Tournament of Roses . . . St. Paul makes merry with her Ice Carnival . . . New Orleans marks her Cycle of Time by the fantastic Mardi Gras . . . but Louisville, glorious though she may be in achievement and tradition, is immortalized by the **KENTUCKY DERBY**.

There are fete days and festivities . . . days of frolicsome joy and abandon . . . days of merriment, and celebration of athletic achievement; but there is only one **KENTUCKY DERBY**, the red letter day in the calendar of the Commonwealth. It is the day of coronation in the equine kingdom . . . the day when the monarch of turfdom is garlanded with the wreath of championship amid the acclaim of the mighty multitude of his worshippers.

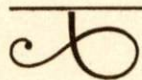
The **KENTUCKY DERBY** is more than an event. It is an institution, national in its social scope, and universal of attention. It is an epoch, marking a milestone of Kentucky's history in the making; the classic of the turf; the acme of equine accomplishment.

It is a gala occasion, when plebeian pulses throb in unison with the elite of aristocracy; when plebe and patrician are thrilled alike by the panoramic beauty of Churchill Downs, and the glorious display of equine speed and endurance. It is a day of democracy, when a hundred thousand souls have but a single thought . . . a hundred thousand hearts that beat as one.

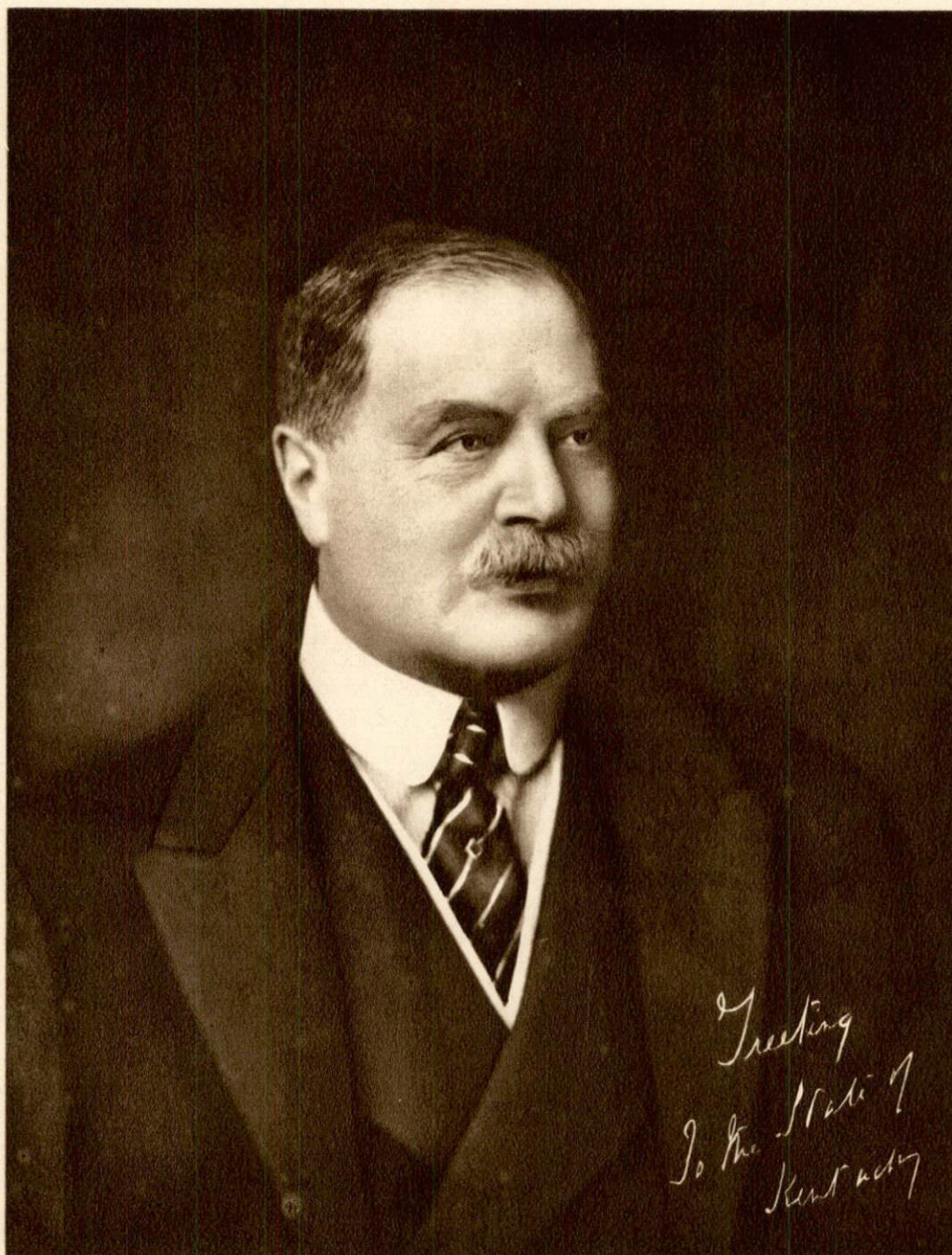
And yet, though its fame and prestige reach around the globe, the Derby is Kentucky's, for it is the reflection of the spirit of Kentucky. It mirrors the glory of the Dark and Bloody Ground and fills the hearts of those who pride in accomplishment. It is Kentucky's because there is in the heart of all true Kentuckians a love and affection for the horse that is typical and sincere . . . a sentiment that is not lost by infusion . . . nor can it be transplanted.

It is a magnet that draws from all corners of the earth; and on that day of days, when grandstands are massed with humanity; when hearts are hushed with expectancy, as the barrier is faced by the eager, charging steeds; when blood is atingle with the atmosphere of excitement, as the web is sprung and the contestants are on their way; when all eyes are focussed upon the fleeting cavalcade as it draws near and passes the stands; when muscles are tightened and relaxed as the colors of the favorite move forward and are lost in the cloud of dust and flying hoofs; when the struggling mass has circled the far turn and at last enters the home stretch, and thunders its way down the long, narrow lane of yelling, pleading humanity that line the rails on either side; surely then, the spirit of our departed forebears must look down upon the scene with pride, and rejoice that the red blood and spirit of contest and adventure still flows in the veins of those who inhabit this land which their courage and fortitude gave to us.

This is The **DERBY**, Kentucky's own.







Greeting  
to the State of  
Kentucky

L. Orly

# Lord Derby Guest of Honor This Year

Noted Statesman, Warrior, Sportsman Will Present Winner's Cup at Kentucky Derby—Event to be Broadcast to U. S. and England

**E**LABORATE preparations are under way for the entertainment of Lord Derby, noted English statesman and turfman, who will arrive in New York on May 3, to be the guest of Joseph E. Widener until after the Kentucky Derby, May 17.

Among the functions already arranged in honor of Lord Derby will be a dinner by the Pilgrim society of New York the night of May 6; a dinner by the Council of Foreign Relations the night of the seventh; a luncheon by the English Speaking Union the eighth, and a dinner by the Jockey Club. On the tenth Mr. Widener will give a dinner at Lyndhurst, his home, in which is housed the most notable private art collection in America, including priceless Rembrandts, Titians, Raphaels, Gainsboroughs, Van Dycks, Holbeins and Millets.

On the way to Kentucky from Philadelphia a stop will be made in Washington, where a dinner will be given by the Hon. Hugh Wallace, who was ambassador from the United States to France when Lord Derby was ambassador from England, and a dinner by Secretary Mellon.

After the round of gayeties in the East the party will start for Kentucky, arriving in Lexington May 14. An informal dinner will be given in honor of the distinguished Briton at Elmendorf, the Kentucky estate of Mr. Widener, on Friday, May 16.

Senator Johnson N. Camden will give a luncheon at Spring Hill near Versailles, and Friday night there will be a dinner given by Col. Matt J. Winn in Louisville in honor of Lord Derby at which Gov. Flem D. Sampson will bid him welcome to Kentucky.

Lord Derby will attend the great racing classic, the Kentucky Derby, on May 17. This outstanding event of the turf is modeled after the English race and was named for the family of Lord Derby.

The winner this year will have the additional honor to receive the cup from the hands of Lord Derby. His speech of presentation will be broadcast so it may be heard by all lovers of the horse in the United States and England.

Edward George Villiers Stanley, 17th Earl of Derby, is one of the most distinguished of living Englishmen. Since 1483, when the earldom was created, his forebears have played a great part in the making of the British empire.

He himself has maintained the high standard of public service and fine sportsmanship that has marked his people for 500 years. When a young man he was aid-de-camp to the governor general of Canada.

He afterward served with high distinction in Africa, as private secretary to Field Marshal Lord Roberts, being mentioned in dispatches more than once for distinguished gallantry.

He has been lord of the treasury, financial secretary of the war office, during the World War was secretary of state for war from 1916 to 1918, ambassador to France from 1918 to 1920, when he again became secretary of state for war, serving until 1924.

He is a devotee of racing, a member of the Jockey Club, and inherited and maintains one of the greatest studs in the world that has produced innumerable classic winners.

It is somewhat strange that from 1787, when the Derby colors were borne to victory, that great stud did not produce another Derby winner until 1924, when Lord Derby's Sansovino bore his colors to victory.

Lord Derby will see at Elmendorf one stallion of his breeding, Sickle, which is but a recent arrival in this country, and at Spring Hill another, Light Brigade, that has since his importation ranked high in the list as a sire of great horses.

Another stallion of Lord Derby's breeding, Pharamond II, a full brother to Sickle, was purchased last year by the Eastley Stud, composed of Hal Price Headley, Robert Eastman and Christopher Fitzgerald, and is at Hadley's Beaumont Stud.

It is notable that this great English statesman and sportsman should come to America for the purpose of seeing the Kentucky Derby, showing the common interests and the close ties of the English-speaking people.



Looking the Derby horses over in the paddock, Churchill Downs.

—Caulfield & Shook.



Derby Day crowd at Churchill Downs awaiting post call.

# My Experience at the Kentucky Derby

By JOHN THORNTON, Visitor

THIS writer could have had early opportunity in life to satisfy any possible thirst for knowledge of the turf world. When a small boy, his home near Brooklyn was a short hike to the old Sheephead Bay and Brighton Beach tracks. In addition, a relative of the family who owned and operated one of the large stables of the day was a frequent visitor at our home during his Summer circuit of the northern season. But the sport was on the down-grade in that section and interest lagged.

It was some years later while engaged in business in Chicago that there appeared an odd reminder of bygone days. A jockey who claimed to be stranded asked for funds to get to his "next meet at Paducah, Ky." It was late Saturday afternoon and he "must be there for the start on Monday." A few pertinent questions as to Paducah and his obvious appearance of overweight were quickly met with a nominal request and the volunteered assurance that the loan would be repaid many times over by the placing of an equal sum on a race that was "already in," he confided to me, the proceeds of which would be wired to me in Chicago the early part of the following week.

If the racing game had improved any, according to my impression up to then, it was not to be revealed in the light of this experience, as investigation at the sports desk of a Chicago daily showed Paducah to boast only a dirt County Fair track, which was idle at the time. A natural curiosity was born with this incident, however, to determine if there was any part of the land where one could attend and be witness to a real honest-to-goodness horse race. "Go to Louisville for that," was the advice. "Those people down there love and know horses. They would hardly stop at murder if things did not appear on the level to them."

To those who have never experienced its thrill or who may appreciate fond recollections, the writer will review his impressions of Churchill Downs at Derby time, still the scene of turfdom in the acme of its most historic as well as classical setting, and where a horse race is as it should be if it is to be had at all.

"To go where the crowds go" or to merely mingle where "good fellows get together" may provide the motive for lesser-noted assemblages, even where the fair sex is to be found, but idle curiosity, I was soon to find, was not the lodestone that attracted the women of Kentucky to the Downs on this eventful day. Chicago, of the larger cities, furnished the biggest representation so far as noses counted, but one soon realized that this is Kentucky's own heritage and that it is by its natives that the real color is supplied.

As the day of days approaches, Louisville's hotel lobbies present what is probably an unusual sight to the stranger, but hardly unusual to the old-timers. The jovial old Kentucky Colonel in the broad fedora, accompanied by his refined and still beautiful spouse, is arriving for the "Dahby, suh!" and the best lineage of society, to its last members, is in evidence everywhere.

If perchance you have come to Louisville on business at this time, you had best forget it and begin at once to look for a place to stay, as the hotels have been booked for accommodations for a year in advance. You will find many people have to sleep in their automobiles and thou-

sands live in the Pullman cars which brought them to the Derby.

It used to be fashionable to walk out to the site of the long-anticipated event at Churchill Downs, but a solid phalanx of busses, taxis, automobiles and tram cars transports the 80,000 race enthusiasts to the noted track now. As you enter the grounds in the orderly throng, you think you have come upon a beautiful large park of stately old trees and flowered shrubs, with a rich carpet of green. The grandstand, immaculate in its freshly-painted dress of white, extends almost as far as the eye can reach. Mounted along its sides in reverent memory may be seen the shields of Derby winners since the earliest days.

People here are busily engaged studying their horses closely. It is almost impossible to approach the paddock for the crowd. You notice on your way the pari-mutuel cages, where the bets are taken, the tickets issued and the total amount wagered on each horse recorded in full view of all. Excited groups of darkies are seen ranged by themselves along the fence rails. The day that all Kentucky has lived for has arrived!

The extent of my enthusiasm previously for the Derby had been limited to a blind mental selection of the winner. This can only be attributed in honest confession to my ignorance of any "methods" other than the hazards of a hunch. In the environment with which I was now surrounded, I was again merely an interested novice.

But the famed hospitality of the South soon demonstrated that it allows none to remain a stranger. The bugle had sounded for the first race and I was in line to place my bet when a woman of very pleasing appearance addressed me.

"Would you mind buying a ticket for me, too?" she smilingly asked. "There is such a crowd. Here is the name of my horse." She handed me the money and a slip of paper with a written name on which she drew from a handful of notes.

I performed the mission as a matter of course while the little lady awaited in frenzied excitement at the foot of the stairs leading up to the stand.

As she hurriedly thanked me for the stub she cordially added: "If you are alone, I'd be glad to have you join our party. I see you are a Northerner. That is, if you don't mind a lot of old married folks."

There was something about the invitation that impressed me with its typical tone of Southern friendliness. Of course, I accepted. I had heard of Southern women and their love of the thoroughbred and was anxious to observe how they re-acted to the thrill of a horse contest. My afternoon was to be well rewarded in that respect after I was introduced around to the party of vivacious women.

The bundle of notations and clippings in my informal hostess' hand which had first caught my attention still puzzled me, so I was frank to ask: "If I am not too inquisitive, will you tell me what are all those papers you have in your hand?"

"Oh, that's my dope," she laughed, "We follow the records before the meeting here. We are out every day it is on. Who are you all betting on in the Derby?"

(Continued on page 42)



—Lafayette Studio.

Cups were cups in the days when this Stewart trophy was won by Ann Herod, owned by John Rodes Smith, on the historic, Lexington, Ky., track in May, 1841. (Scene is Lexington track on that date.)

## Bill Describes Derby "As Is"

WHY try to describe the Derby? Everybody sees it, either at the track or in excited imagination as pictured over the radio. But you may not get the colorful slants Bill Corum did last year. Here's how he described it in his "Sports" column in the *New York Evening Journal* a few days before the great event arrived—

What is by all odds the standout annual sporting event in this country will be held at Louisville on Saturday—the Kentucky Derby.

There is something about this half century old fixture at Churchill Downs that makes the others seem tame and shallow by comparison. Tradition, setting, color, whatever you choose to call it, it's there, and unless your arteries are hardened to the breaking point you can't miss it.

There is a touch of the long ago and the used to be about the Derby. The visitor catches it the minute he gets off the train in Louisville. His waiter brings it to him with the morning eggs. "They say," he confides, "that Clyde Van Dusen went a half in forty-seven and two-fifths this morning with a heavy stable boy on his back."

The bootblack croons the name of a race horse as he plays his tattoo on your new Spring Oxfords.

"I like that Blue Larkspur," he intones, "I sure does, boss; that there colt is a regular whoosher."

The barber shop—clearing house the world over for the in-and-in inside dope—is heavy with the atmosphere of bayrum, bad rum and worse information.

Any barber in Louisville on Derby Day can give you the winner and a badger haircut and the master barbers will call the race one-two-three, with or without information.

Through shady streets of old Kentucky homes you ride to the Downs with its half mile long grandstand, white swans in little artificial lakes, velvet blue grass and broad brown ribbon of a track that is the field of battle.

A Derby crowd in itself is a picture and a story. The new aristocracy rubs elbows with the old and for this one day they meet on common ground.

All Chicago is there from the nabobs of the North Shore to Sammy Woolf, the Count of North Clark Street, and his mob. The East is always well represented and if Mayor Walker isn't present the Board of Estimate has made another mistake.

The Hardboots are down from the hills to have "a little waguh on Colonel Edward Riley Bradley's bred, suh." If the Kentucky Flyer is winging away in front at the finish, you are sure to hear the Rebel yell as they storm out of the infield onto the track to pay homage to a champion. Where a good horse is concerned the enthusiasm of your true Kentuckian knows no bounds.

# Stay Sweet, Win or Lose

By ROBERT E. DUNDON

Sports Editor, The Louisville Herald-Post

**H**ANDICAPPING the races is a special task of the sports department of most Kentucky newspapers. The public may be in doubt as to how the selectors of the various journals arrive at their conclusions.

It is no secret. They just guess, the same as the public. Sometimes better, but occasionally worse.

Working on a newspaper, you will get carbon copies of anywhere from three to eight sets of racing entries, shoved to you in the course of an hour or two. You are supposed to mull over this list, and pick out the likely winners, while doing a few other chores connected with the task.

The printing presses must not be kept waiting. Copy must be supplied in an endless stream. It is hustle and bustle, especially on an afternoon sheet, where moments count.

Personally, the writer has never used a set of "past performances" to make up his guesses on the outcome of various events. The horses are mentally catalogued. We ask ourselves one question: "What did they ever beat?" in analyzing the different entries, and probably not over five seconds can be devoted to any particular horse.

A trained memory is a great possession, for either a writer or a reader, or a follower of the steeds. Horses are classified as occasion arises, and you know almost instinctively whether a horse is of stake or handicap calibre, or belongs to the modest division of selling platers.

As a rule, the "best bet" is either a handicap horse, in good present condition, or a two-year-old. Once form is established, two-year-olds are more likely to run to a given notch than the older performers.

Selling platers are notoriously unreliable. The least bit of pace at any stage of the journey will make the majority of them hoist the distress signal, and retire from contention.

Personally (and we do not recommend our plan for others to adopt, for it has its drawbacks), we prefer to pick horses which will be at least at fair odds, sometimes long shots, rather than favorites. Have learned after many years of experience that those who select only pronounced favorites always come out at the foot of the class on the wind-up of any meeting.

We see a horse which ought to be no better than 3 or 4 to 1, but which, indications point out, may be as much as 7 or 8 to 1, in the betting. Usually, this is our selection.

No one can foretell to exact certainty what the price of a horse will be, but there are surface signs which generally lead to the belief that he will be at generous odds.

One must always expect plenty of disappointments, so why not get plenty of price when you do pick a winner? The only real test of the success of a handicapper is not how many winners he picks, but the balance sheet at the end of the day, or the termination of a meeting. Are his choices "in the red," or do they show a winning margin for the talent?

The best break we ever got on a Kentucky Derby was in 1917. Out of twenty-one original entries, and seventeen starters, we selected Omar Khayyam, to win (which won at 12 to 1); Midway, a place, which ran third, and Ticket, third, which finished second.

A few other Derby winners we have been lucky enough

to spot were Old Rosebud, Regret, the Bradley Entry (in 1921); Bubbling Over, etc. In 1920, a week prior to the classic, we wrote that Paul Jones and Upset should run one-two. They did. Paul Jones paid 16 to 1.

Have had our share of disappointments, including Star Hawk, in 1916, and Misstep, in 1928, both finishing second at long odds.

Picked Buddy Bauer in 1927. Colonel E. R. Bradley named this sterling chestnut colt for a young friend of the writer, who admired the colt when he saw him in the paddock as a yearling. Buddy finished sixth, after being away badly. Two weeks later, he beat Whiskery, the 1927 Kentucky Derby winner, and Osmand, the runner-up in that race, in the Fairmount Derby at East St. Louis, and paid the phenomenal odds of 30 to 1 in the mutuels.

Probably our best Derby Day card for the newspapers was that same 1921 season. Selected six out of seven winners, starting with Flags, then Better Still; missed the third race, where Broomspun, which we had expected to run in the Derby, was started by the Whitney connections, and won; had Fair Phantom, 7 to 1 (best bet), to win the Debutante Stakes; Bradley entry, in the Derby (Behave Yourself and Black Servant), ran one-two, at better than 8 to 1; High Cloud, 4 to 1, in the sixth, and Fair Orient, 4 to 1, in the seventh.

One day last summer we were lucky enough to select nineteen winners on the same day, including several which paid "limit odds." We have also had days when we couldn't pick a single winner. It seems to be a matter of luck in handicapping, just as it is in single-handed horse-playing at the track.

In conclusion, a few simple rules for the amateur who goes to the track to play the races may not come amiss.

First of all, do not expect to win a fortune. It never has been done.

Second, take as much money as you can easily afford to lose. Distress money never wins.

Third, do not play place or show. The odds are too meager to justify your investment, except in unusual circumstances.

Fourth, let someone else back the favorites. If you think a strongly-played favorite is going to win, pass up the race.

Fifth, wager your money straight, and straight only, and do not be afraid of extreme long odds, if you think you have the best horse.

Sixth, do not bet on every race. There will always be more racing the next day or two, so why punish yourself unnecessarily?

Seventh, do not think the races are crooked, if your horse happens to lose. Possibly he was overrated by you, and there are a thousand ways the best horse can lose a race, honestly, through mishaps of racing.

Eighth, avoid tips, especially "guaranteed" variety. If these advertising tipsters were able to pick the winners they claim, they would guard their information like precious pearls, and never sell it for mere money.

Ninth, keep in a sociable frame of mind. If you lose your temper when your horse fails to land, you ought not to be a horse player.

(Continued on page 47)

# "How d'ya Pick 'em and Why?" We Asked

Two Kentucky Sports Writers Tell The Secret, But—

## "Know Your Horses", Sanders Says

By V. SANDERS  
(Gimme A Match)

MY SELECTIONS for the next Kentucky Derby, one of the outstanding sporting spectacles staged in America, follow:

- DESERT LIGHT .....1
- Gallant Fox .....2
- High Foot .....3
- Dedicate .....4

You ask me how I pick 'em and why? That is rather an involved query. Of course, for one to be a competent selector of coming events, especially the outcome of horse races, he must be familiar with the subject. He must "know his horses," in other words. I am taking Desert Light for the Derby on the same bases I selected Reigh Count to win the Kentucky Derby of 1928 and Clyde Van Dusen the Derby of 1929. Using the Kentucky Jockey Club Stakes, which is decided over the Churchill Downs course every fall, as a critereon, I have seldom missed picking the Derby winner. This stake is for 2-year-olds, at one mile. The Derby is one of the early fixtures for 3-year-olds and it calls out about the best 2-year-olds of the preceding year.

Desert Light last fall defeated the good filly Alcibiades a head for the Kentucky Jockey Club Stakes. He got away last in a field of good colts and one filly, Alcibiades. He was compelled to run on the outside all the way and came from far back in the stretch to get up. That, naturally would make an expert figure him a stayer. And that I believe he is. He has trained famously all the spring and filled out much from his 2-year-old form. As he stands today he is the perfect thoroughbred and ready to run for a King's ransom. That is why I picked Desert Light to win the next Derby. He showed he liked the track and a distance. That is one of the tricks of the selection problem. Therefore, the old saw—horses for tracks and tracks for horses.

While there have been numerous systems devised to beat racing, none has ever proved efficient. Tables have been made for handicapping which are used by racing secretaries, that have proved the test of time. But none of the mathematical equations have reached the stage of perfection, or rather the point where one could bet his money without perturbation. So, after years of study and experience I have reached the conclusion that a person who selects a horse to win any certain event must "know his horse." That is, know the animal's capabilities to run on certain tracks, carry high weight and win. That is the kind I have classed. Placed them in divisions or degrees. That gift comes, though, after years of experience and has a bit of psychology connected with the conclusions reached.

The whole trouble with time systems, as well as weight-

(Continued on page 40)

## "Roll Your Own", Says Hoover

By FRANK K. HOOVER  
Editor of Sports, Lexington Herald

HOW I Pick 'Em and Why" is a pretty hard question for any race horse selector to answer, especially when that selector is one of the many hit and miss prognosticators who seem to have the Goddess of Luck hanging over his right shoulder and whispering from day to day, "That's the right one, go ahead and pick him."

One of the many duties of a sports writer in small American race horse towns is to pick winners (if at all possible) for the patrons of his newspaper. And this was one of the jobs willed to me when I became sports editor of *The Lexington Herald*.

I immediately began to hunt around for a system and I located one which picks 'em fairly well. It doesn't call for any unusual amount of brain power, and is just as simple as A, B, C's. In fact, I call it the A, B, C, D method, for this is the way I designate a horse when he has scored a "point" over all others taken into consideration.

The first thing I do is to take the *Daily Racing Form* and look at the consensus of all the selectors. The consensus is the basis of the system, for the four horses named here are the only four which I take into consideration. The rest are literally thrown into the ash can or any other convenient receptacle.

Taking only four—the four most likely choices—into consideration, I take cognizance of, first, the number of races won by each horse in the past twelve months; second, the most recent race; third, the numerical total of the past four races of each horse; and fourth, the weight on or off.

For instance, if Barney Google has won four races and Spark Plug three, Barney Google is given a point. That point is called "A"

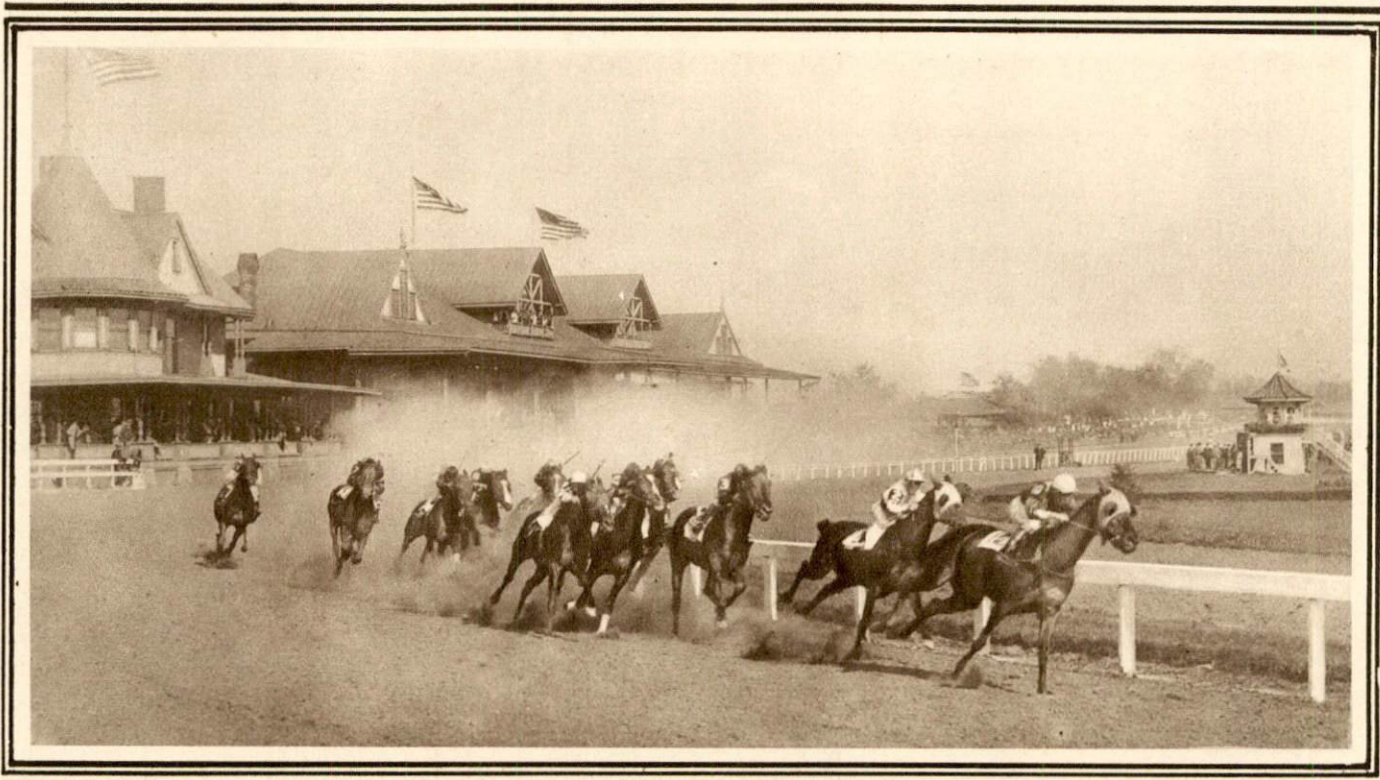
For point "B" we figure the most recent race factor. If Barney Google started April and was fourth and Spark Plug started on March 31 and was first, then Spark Plug gets the point. But this is the only way he could get it. Taking the four horses, the one having the most recent race to his credit (provided he was as good as third) gets preference over all others and gains a point.

In figuring point "C" we take into consideration the past four races of each starter. If Barney Google has run first, second, third and fourth in his last four times, his total is 1 plus 2 plus 3 plus 4, which makes a total of 10. If Spark Plug has finished second, third, fourth and fifth in his last four times, then his total is 14, and therefore is eligible for point "C", which goes to the old reliable Barney.

Weight on or off is the simplest part about the whole system. If Barney Google carried 124 pounds yesterday and is starting today with 120 pounds, while Spark Plug

(Continued on page 40)





Racing at America's oldest running course at Lexington.



Derby Day crowd at Latonia Race Track.

# Winners of Derby from 1875 to 1929

Long Line of Distinguished Thoroughbreds, from Aristides, "Little Red Horse," to Clyde Van Dusen Have Won Classic.

By CHARLES O'CONNOR

In Cincinnati *Times-Star*

**C**HURCHILL DOWNS—Historic in the turf annals of Kentucky the Derby will be renewed for the fifty-fifth time on Saturday, May 17, over this famous racing strip. On the identical course the same Kentucky Derby, shy possibly some of its present-day brilliance, was first run on Monday, May 17, 1875. Now, 55 years later, we see prophecy fulfilled and the event has grown to one of international reputation.

While the majority of admirers of the thoroughbred and the great sport of racing know that Aristides, the little red horse, won the first Derby and Clyde Van Dusen the last in 1929, how many can recall the names of the winners and the thrilling incidents of the races in between those years? Herewith is presented a brief history of each and every year of Kentucky Derby.

## Aristides—1875

Aristides won the first Kentucky Derby. He was a son of Leamington, one of the greatest horses ever brought to this country from England. Ridden by Oliver Lewis, Aristides went to the front at the end of the first half-mile and from there to the finish the race was never in doubt. He won by two lengths from Volcano, with Verdigris third, the time for the mile and a half being 2:37 $\frac{3}{4}$ . There were fifteen starters and they were sent away without delay by Col. W. H. Johnson, with Col. M. Lewis Clark, president of the club, which had been organized by him after nine years of turf decadence in the Falls City, as the presiding official of the stand.

## Vagrant—1876

A Lexington horse, Vagrant, also won the second running of the Kentucky Derby. He was a son of Virgil, son of Vandal, sire of Volcano, and was owned by Capt. T. J. Nichols and ridden by Bobby Swim. Standing nearly sixteen hands, he was a dark bay gelding that was so unattractive as a yearling that he was sold for \$250. However, he had a graceful way of running and was what in those days was termed a daisy cutter. Favorite at evens, Vagrant "galloped along at his ease in his big stride" and never left the result in doubt, winning by a length, with Creedmoor second and Harry Hill third, eleven starting, the drum having been tapped by Col. Robert Johnson.

## Baden-Baden—1877

Daniel Swigert's Baden-Baden, a big chestnut, with nothing particularly striking about him, won the third Derby in an exciting finish with H. P. McGrath's Leonard, the margin being a length, while only a head separated Leonard and King William. The winner, ridden by William Walker, was sold for \$400 against \$430 for the field. He, like Aristides and Vagrant, was trained at Lexington. Baden-Baden was a son of Australia-Lavender, a daughter of Wagner. There were eleven starters.

## Day Star—1878

Day Star, winner of the fourth Derby, was 15.2, with an extraordinarily short, stout back, and well coupled.

He was bred at Ashland by John M. Clay, who sold him to T. J. Nichols as a yearling for \$825, and it was in his colors that he scored the second triumph in the race for that well-known citizen of Bourbon County. He was a son of Star Davis and was ridden by Carter. Day Star sold in the field for \$110 against \$305 for the favorite, Himyar, from which he won easily by two lengths. Himyar was miserably ridden by Robinson.

## Lord Murphy—1879

Lord Murphy, winner of the fifth Derby, was bred in Tennessee, being a son of Pat Malloy, and was owned by George W. Darden and G. H. Rice of Nashville. He was an overwhelming favorite and, ridden by Shauer, he won by a length and a half from Falsetto after an exciting race.

## Fonso—1880

The sixth Derby was won by Fonso, son of King Alfonso, bred at Woodburn, owned by J. S. Shawhan of Bourbon County, trained at Lexington, ridden by Lewis, and third choice in the betting. Fonso "cut out the work at a good pace," and "won a splendid race, a little over a length" in front of Kimball, the favorite, with Quito, the second choice, last of five and carrying the colors of Dwyer Brothers. Col. Milton Young's Bancroft was third and Boulevard was fourth.

## Hindoo—1881

The colors of Dwyer Brothers were carried to victory in the Derby of 1881 by that sturdy progenitor of the blood of his line, Hindoo. An odds-on favorite, and ridden by Jimmy McLaughlin, the son of Virgil moved up from second position as they entered the stretch and won easily by four lengths, Lelax second and Alfambra third, McGrath's Sligo, son of Tom Bowling, being last of the other three. Dwyer Brothers had paid Daniel Swigert \$15,000 for Hindoo as a two-year-old.

## Apollo—1882

Daniel Swigert likewise was the breeder of Apollo, son of Ashtead or Lever, which won the Derby of 1882, in the colors of Morris & Patton, after it seemed in the stretch that the favorite, Runnymede, ridden by McLaughlin for Dwyer Brothers, had the race at his mercy. Runnymede quit and Apollo, piloted by Hurd, "coming with a wet sail after a driving race, won by a length."

## Leonatus—1883

Ascender, carrying the colors of Col. Bob Pate, the man who made a fruitless attempt to put the City of Mexico on the racing map, was favorite for the Derby of 1883, which fell to the handsome Leonatus, running in the colors of Chinn & Morgan, the Chinn being Col. Jack, father of Phil T., and author of the law creating the Kentucky State Racing Commission. Leonatus was second choice and won in an easy gallop by three lengths, with Drake Carter second and Lord Raglan third. W. Donohue rode the winner.

**Buchanan—1884**

Buchanan won the Derby of 1884 under the pilotage of that wizard, Isaac Murphy. Buchanan was a magnificent-looking son of Buckden and was foaled the joint property of Capt. W. Cottrill of Mobile and J. W. Guest of Danville, Ky., who sold his half to his partner. Captain Cottrill later sold a half interest to Capt. S. S. Brown of Pittsburg, and he ran as their property, winning easily by a length and a half from Loftin, with Audrain third, and the favorite, Bob Miles, fourth.

**Joe Cotton—1885**

However much of a disappointment had been Bob Miles to Capt. Jim Williams the previous year, Joe Cotton made amends by winning the Derby of 1885, for which he was favorite, and was ridden by Henderson. Morris & Patton, who were the owners of Drake Carter in 1883, were again second with Bersan, and Col. Milton Young for the second time got third money, his colors having been carried by Ten Booker. It was a beautiful day, and the largest crowd ever seen on a race course in Kentucky, with the exception of that which had witnessed the match between Ten Broeck and Mollie McCarthy, was present.

**Ben Ali—1886**

It was the consensus of opinion that the field of ten that ran for the Derby in 1886 was "the best since Aristides' year." Ben Ali, son of Virgil, the third by that sire to make a success in this prize, was the favorite, carried the colors of James B. Haggin, was ridden by P. Duffy and won by three parts of a length after a driving finish with Blue Wing. The time, 2:36½, was a new record for the race, the previous best having been Lord Murphy's 2:37. Free Knight was third.

**Montrose—1887**

Montrose, at odds of 10 to 1, ridden by Isaac Lewis, wearing the colors of Col. Alex Labold and his brother, won the Derby of 1887 by a length and a half from Jim Gore, which pulled up lame a length better than Jacobin; the favorite, Banburg, fourth.

**Macbeth II.—1888**

Derby Day in 1888, the day that Starter J. F. Caldwell made the mistake and sent the horses away for the first race at the half-mile post in the chute, instead of the five-eighths post, causing the race to be run over, was cold and raw and the track was deep in dust and the Melbourne Stable's pair, Alexandria and Gallet, were favored in the betting. Macbeth II., at odds of 10 to 1, carrying the colors of the Chicago Stable (Hankins & Johnson), and ridden by Covington, won handily, Galifet second and W. O. Scully's White third.

**Spokane—1889**

The next year, Derby Day was insufferably hot, yet the largest crowd gathered that had ever been present to see the Derby. There was free entrance to the infield. It was, notwithstanding the day and track, great racing, and the field that went to the post in the Derby put up a brilliant contest, Noah Armstrong's Spokane, at 10 to 1 and ridden by Tom Kiley, winning by a short head from Proctor Knott, the 1-to-3 favorite, which lost the race when he swerved with Pike Barnes at the head of the stretch. The time was 2:34½, and that stands today as the record for the race at one mile and a half distance.

**Raily—1890**

Raily, at 4 to 1, ridden by Isaac Murphy in Ed Corrigan's colors, won the Derby in 1890 from Bill Letcher and Robespierre, the favorite, the track being muddy.

**Kingman—1891**

Isaac Murphy rode his third winner of the race when he scored with the 2-to-5 favorite, Kingman, after a hard drive over a track deep in mud, doing the mile and a half in 2:52¼, the Derby's slowest time, yet before the most immense crowd ever at the course.

**Azra—1892**

The race of 1892 produced the duel between George J. Long's Azra, ridden by Lonnie Clayton, and Ed Corrigan's Huron, guided by Tom Britton, which so frequently has been recounted as one of the most stirring contests of the last quarter of a century. Huron, coupled with Phil Dwyer, the only other starter, was odds-on, but Azra beat him by six inches.

**Lookout—1893**

The next year Lookout, trained by Will McDaniel and ridden by Kunze, won in a canter for Cushing & Orth, while his stable companion, Boundless, was beaten a head for second place by George J. Long's Plutus. The Cushing & Orth pair were favorites.

**Chant—1894**

Chant, son of Falsetto, which had not been able to win the Derby in Lord Murphy's year, carried the colors of H. Eugene Leigh and George Rose to victory in 1894. Chant was ridden by Goodale and was a strong favorite. He led all the way and won without great effort, Pearl Song second and Sigurd third.

**Halma—1895**

Halma, Byron McClelland's black son of Hanover, ridden by "Soup" Perkins, and favorite at 2 to 5, won easily in 1895 from Basso, Laureate and Curator.

**Ben Brush—1896**

The next year Ben Brush won the Derby by his whiskers from Ben Eder and it was heralded as the greatest race for the event since Spokane beat Proctor Knott.

**Typhoon II.—1897**

The succeeding year saw another duel for the Derby when J. C. Cahn's Typhoon II. (Garner) defeated Headley & Norton's Ornament (A. Clayton), the favorite, by a neck. The winner was a son of Top Gallant.

**Plaudit—1898**

John E. Madden's Plaudit, son of Himyar, ridden by Simms, beat Licher Karl, the 1-to-3 favorite, owned by John W. Schorr and ridden by T. Burns, a length after a hard drive, in the race of 1898.

**Manuel—1899**

The following year the prize again went to the East when Manuel, ridden by Fred Taral, favorite at 11 to 20, won for A. H. and D. H. Morris. Manuel was a son of Bob Miles. The second horse in this race was Corsini, which Ed Corrigan had shipped all the way from California, but T. Burns was not skillful enough to get closer than two lengths to the winner at the end.

**Lieutenant Gibson—1900**

Lieutenant Gibson, son of G. W. Johnson, owned by Charles Head Smith, trained by Charles H. Hughes, ridden by Tom Kiley, won the Derby in 1900 from Bill Letcher and Robespierre, the favorite, the track being muddy.

(Continued on page 36)

# "A. Nonymous," Horse Poet, Dashes Off History of Kentucky Derby

(Louisville Herald-Post)

## Sonnets of the Derby Decades

(1875-1884)

*Aristides beat Volcano to win  
The first Kentucky Derby, we are told;  
While Vagrant had the foot of Creedmore in  
The next contest for racing fame and gold.  
Fleet Baden Baden then his field outstayed,  
While Day Star shone resplendent in his year;  
Lord Murphy put Falsetto in the shade,  
And Fonso, downing Kimball, had his cheer.  
The peerless Hindoo left Lelex behind,  
Well-named Apollo vanquished Runnymede;  
Leonatus swept home like the storm wind,  
In Drake Carter he whipped a worthy steed.  
Buchanan, Isaac Murphy up, proved best,  
With Loftin and Audrain leading the rest.*

(1885-1894)

*Joe Cotton conquered Bersan for the prize,  
Ben Ali outran Blue Wing and Free Knight;  
Montrose took Jim Gore in a great surprise,  
Macbeth left Galifet in sorry plight.  
Spokane in epic clash beat Proctor Knott,  
Riley from Erin made Bill Letcher fade;  
Kingman led Balgowan to reap the pot,  
George J. Long's Azra topped the Dwyer parade.  
Lookout showed Plutus and the World's Fair star,  
The gallant Boundless, how to gallop home;  
While Chant to Pearl Song and Siguard flung far  
His winning challenge, to his laurel come.  
They were great horses in Victorian days,  
Those blacks and browns and chestnuts, roans and bays.*

(1895-1904)

*Halma, a rare one, gave Basso no chance,  
Ben Brush nosed out Ben Eder in a drive.  
Typhoon led Ornament a merry dance,  
For Madden Plaudit gallantly did strive.  
To Manuel, with Taral up, the task  
Of trimming Corsini proved not too great.  
Lieutenant Gibson never odds did ask,  
His Eminence for his field would not wait.  
Allan-a-Dale, another Bluegrass gem,  
Gave game Inventor and The Rival pause;  
Judge Himes did nobly earn his diadem,  
To carry on traditions of the cause.  
When Elwood triumphed, Hoosierdom, and—well,  
That was the day of days for "Boots" Durnell.*

(1905-1914)

*Agile it was which Ram's Horn could not beat,  
A sorry afternoon for Captain Jim;  
Sir Huon won for Long, and Trainer Pete,  
A great horse he, yes, every inch of him.  
Pink Star, with Minder up, splashed through the mud,  
Stone Street, another long shot, lit the town;  
The sturdy Wintergreen raced to his blood,  
"Der Schoenen Blauen" Donau rolled right down.  
Meridian from flag to flag displayed  
The keenest pace and staying power to score;  
When Worth led Duval to the wire it made  
The Lexington contingent wildly roar.  
Tom Hayes with Donerail surprised the world;  
Old Rosebud's colors proudly were unfurled.*

(1915-1924)

*Regret, the only filly in the list  
Of Derby winners, was queen of her year;  
George Smith was steered home by the Loftus wrist,  
Macomber's Star Hawk slightly in the rear.  
Omar Khayyam no Ticket to Midway  
Required to earn his oats in '17;  
Exterminator handsomely did pay,  
Sir Barton ran as seldom has been seen.  
Paul Jones Upset On Watch, and won much fame;  
Behave Yourself took what Black Servant earned;  
Morvich, unbeaten then, remained the same;  
Zev Martingale's best efforts nimbly spurned.  
Black Gold in Golden Jubilee swept by  
Chilhowee in his drive to victory.*

(1925-1929)

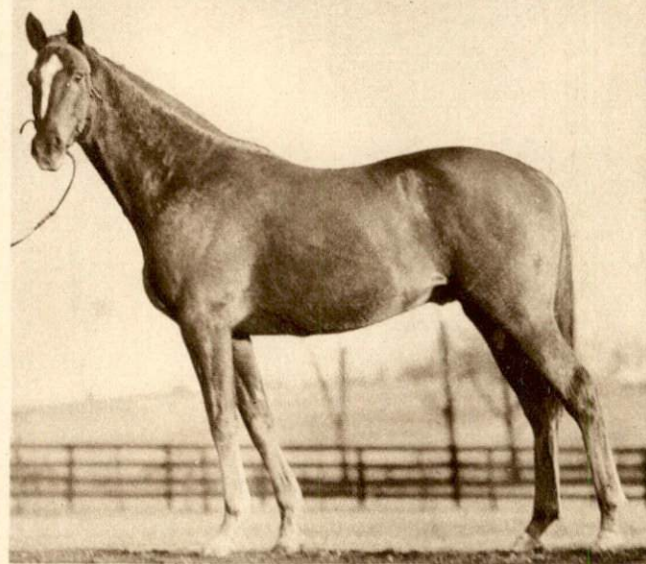
*When Flying Ebony sped through the rain  
With Sande up, to frustrate Captain Hal,  
The rider, more than horse, prevailed; again,  
The Cochran colt achieved the pedestal.  
In '26, the Bradley colors, borne  
Most fittingly by Bubbling Over, won.  
While Whitney's Whiskery made home folks mourn,  
He was the best, conceded, the race run.  
Reigh Count no Misset made, nor Toro threw;  
Sturdy Clyde Van Dusen wore wooden shoes.  
You have them all there, both the old and new,  
Each his own favorite can quickly choose.  
The question now before the house, to-wit:  
What steed in 1930 will be "it."*

# One Owner Wins Derby Twice 1-2



—Lafayette Studio.

Bubbling Over, Bradley's winner of the 1926 Kentucky Derby, Bradley's Bagenbaggage finished second.



—Lafayette Studio.

Bagenbaggage finished second in the 1926 Kentucky Derby, Bubbling Over, another Bradley horse, was first.



—Lafayette Studio.

Black Servant, Bradley's own choice for the 1921 Kentucky Derby, was beaten by a head by his stable mate, Behave Yourself.



—Lafayette Studio.

Behave Yourself, Bradley's winner of the 1921 Kentucky Derby, Black Servant, another Bradley horse, finished a close second.

# Horses Race Here For Charity



Col. E. R. Bradley and his niece, Miss Peggy Bailey at Bradley's Charity Meet, Idle Hour Farm.

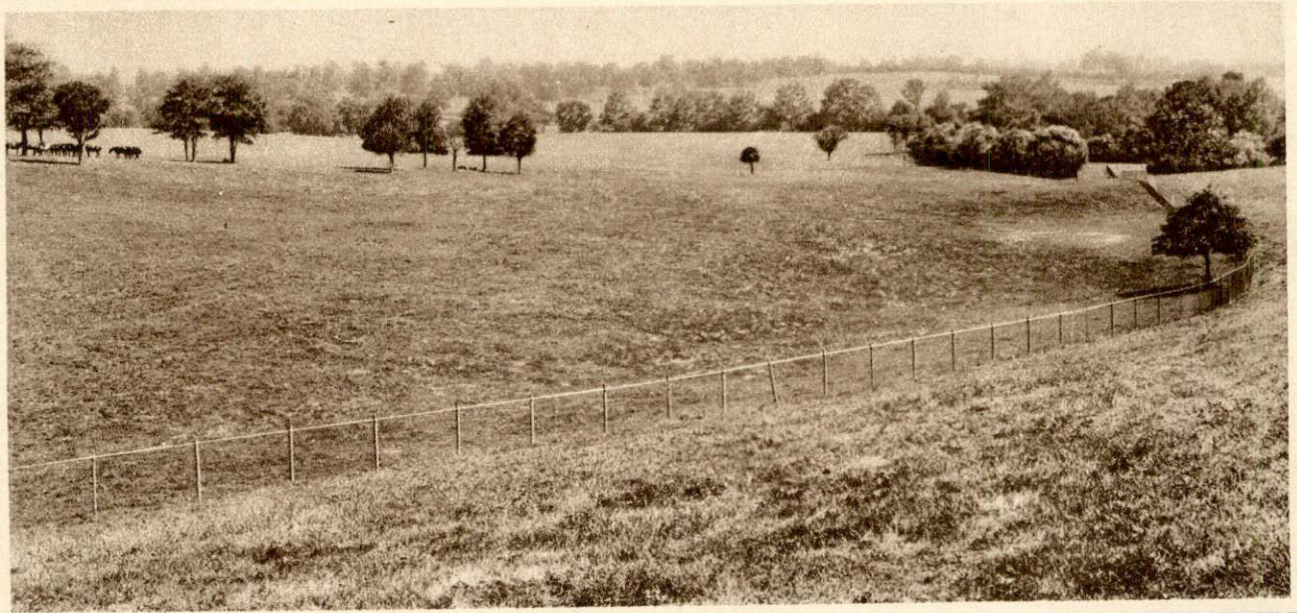
—Lexington Herald.



Scene at Bradley Charity Race Meet on Idle Hour Farm.

—Lafayette Studio.

*Kentucky Progress Magazine*  
**Attractive Blue Grass Farms**



—Lafayette Studio.

Blue grass Beauty on Elmendorf Farm, Lexington, typical of the fine thoroughbred farms of Kentucky.



Walnut Hall Farm —“That is more beautiful than anything in England,” Lord Derby is said to have exclaimed when shown a picture of this beautiful trotting horse farm by a London newspaper man. —Bradley Studio

# Horse Farms First Chapter of Thrilling Story

Seeing the Derby and Missing the Beautiful Thoroughbred Farms of Kentucky  
Is Like Pretending To Admire Long Dresses Now!

EVER seen a "hoss farm?"

Meaning, have you visited one of the beautiful thoroughbred nurseries for which Kentucky is so famous?

As a well-known voice of the air says: "Don't go 'way." When the excitement of the Derby lets go of you, stay in Kentucky for a few days—it's the most beautiful month of the year—and visit some of the noted farms which produce the fleet runners that in turn produce the Derbies.

"Ya ain't bin nowhar ner seen nuthin'," as the expression goes, until you have visited one or more of the smart-looking horse-breeding establishments of the Bluegrass State.

Highways are good and they are plentiful in Kentucky, notwithstanding some erroneous impressions to the contrary, and a motor tour through the bluegrass country is about the best recreation and recompense the world offers.

Everyone enjoys seeing a real thoroughbred horse, and everyone enjoys visiting a thoroughbred horse farm. It also looks like almost everyone, in recent years, has succumbed to the desire to see the Kentucky Derby. But

this story is about horse farms. No king has a palace more in keeping with royalty than the barn which His Majesty, King Horse, occupies on a thoroughbred horse farm. Some owners are now installing shower baths for the horses.

Why, the house—no visitor would think of calling it a barn—on Joseph E. Widener's Elmendorf Farm which Stefan The Great relinquished recently to make a trip abroad looks every inch a king's castle.

Man o' War is insured for \$500,000, and his owner, Samuel D. Riddle, has refused a million dollars for the "superhorse." Don't you think he deserves royal treatment? And he gets it. Like every king, he has a bodyguard day and night. Miss Elizabeth Daingerfield, manager of Faraway Farm, where Man o' War makes his home, sees to it that this greatest of all racers wants for nothing that his horship may desire.

Do people like to see Man o' War? Say—there are more visitors going to see this world-renowned king of the turf each year than attend the Kentucky Derby—and you know how many thousands go to the Derby. He has



—Lafayette Studio.

Man o' War at his home on Faraway Farm, Lexington.



—Fred Bryant.

This charming Colonial residence of Colonel E. R. Bradley, Master of Idle Hour Thoroughbred Farm, near Lexington is 130 years old.



visitors' hours during the summer.

When Man o' War's homecoming to Lexington was fittingly staged several years ago and the great winner thought he was going to get away from the crowds and the excitement of the track for the remainder of a peaceful life that he deserved, his retirement was but the signal for the Big Parade.

Among the first arrivals on the farm where Man o' War was dreaming of the hours of feeding undisturbed on the luscious bluegrass, was America's most noted evangelist, who hastened from Cincinnati to pay homage to the "head man" of the thoroughbred horse profession. A battery of cameramen arrived simultaneously with the evangelist, who was wreathed in the smiles for which he was also noted, and photographs were taken with his arm around Man o' War's neck. The photographs were labeled "Two Thoroughbreds."

Man o' War has since been photographed more times than Niagara Falls, and last year, after the Derby, the king of horses was filmed with sound. Up-to-date? Sure. And, believe your uncle, no Hollywood star has anything on Man o' War when it comes to posing.

These incidents are merely cited to show the interest



Clyde Van Dusen, winner of the 1929 Derby —Caulfield & Shook

taken in one horse and one farm by the thousands of visitors to Kentucky annually who spend several days visiting the many handsomely-appointed nurseries where are produced the trim runners and trotters that contest for speed and endurance on the many tracks throughout the country. Incidentally, here are also produced the thoroughbreds for the U. S. Remount Service — horses with courage, stamina and fettle, so essential in the big contest of war.

A description of any thoroughbred farm is apt to appear to be overdrawn to the uninitiated. "Farm" to one who lives "Up North," "Down South," or "Out West," means usually a bare field—bare, so far as trees are concerned—of land newly plowed, decorated with tractors and other agricultural machinery, or else fields of waving wheat, corn stalks or stubble—according to the season.

In Kentucky, a horse "farm" means a great expanse of beautiful country, carpeted with bluegrass, studded with stately trees, subdivided with brightly painted fences to afford paddocks for the horses on pasture and dotted with handsome buildings, which you learn are horse-barns. There is always a color scheme, consistently carried out in painting the buildings, fences and sometimes



Typical scene of paddocks on horse farm.

the trees—the colors often representing the racing colors of the owner of the nursery.

Two striking features of the thoroughbred farms in Kentucky—or “estates,” as they are frequently referred to—are the mansion and the stone fences fronting the highway. The mansion is invariably a Colonial home of the Southern type that spells the hospitality for which the Bluegrass State is noted. The stone fences are usually moss-covered and vine-clad, and were built mostly by the slaves before the war—you know, the other war. Many farms have mile after mile of newly-built and handsomely - constructed stone fences, with a crowning stone entrance to the mansion, the modern fences being erected after the style set in the mellow days of mint juleps and Kentucky Kernels, however — but, that’s another story about a “horse’s neck.”

Nearly every horse farm is equipped with patent gates and intersected with roads to the mansion, the offices and the horse barns. Visitors are welcome to drive through the farms, but one request is emphasized for obvious reasons. The patent gates are opened by pulling down a “handle” suspended so that one has but to reach out of the car-window and easily work the patent open-sesame. The emphasis comes on promptly remembering to pull down the opposite handle, after passing through, to close the gate.

Visitors may drive up to the horse barns, park and walk through the barns where the horses are stalled. Attendants are at every barn to show the horses, proudly tell of their records and, as happens at Man o’ War’s barn, reg-

ister the visitors in a book that carries the names of notables from all over the world who have journeyed to the “horse country” to see the nurseries of the thoroughbreds.

The “horse country” does not stop with mere attention to the needs of the stallions, the brood-mares and the colts which playfully romp over the expansive pastures or proudly occupy the princely stalls, but erects suitable memorials to His Departed Majesty when his “last race” is over.

The horse graveyard on Hamburg Place is one of the leading tourists attractions of the famous thoroughbred State.

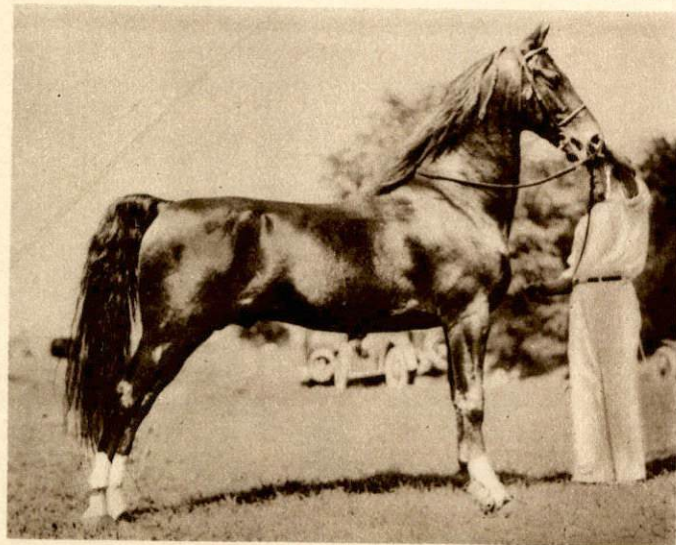
The burial ground faces U. S. Highway No. 60 about four miles east of Lexington and is surrounded by a horseshoe-shaped stone wall. A stone wall also faces the highway, with steps over the wall. A path leads through the trees to the imposing monument, surmounted by a small statue, marking the grave of Nancy Hanks. There are a semi-circle of head-stones around Nancy Hanks’ monument, each

designating the grave and marked with the name of the noted racers buried there.

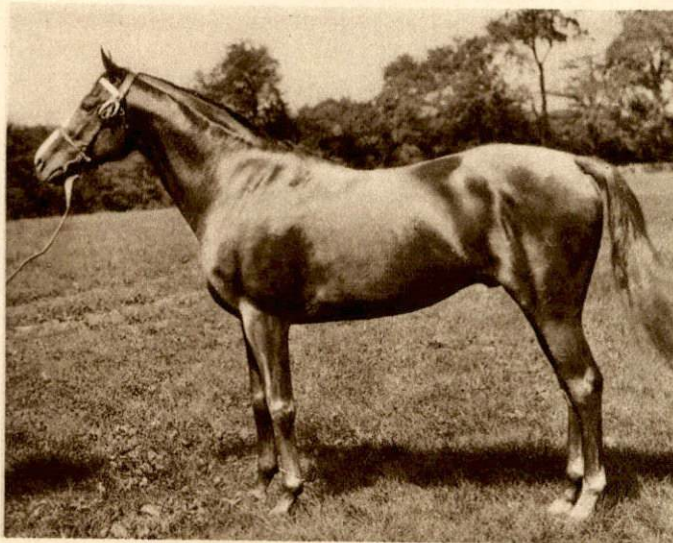
On Elmendorf Farm, about six miles north of Lexington on U. S. Highway No. 27, Mr. Widener has recently unveiled a bronze statue, life size, of Fair Play, sire of Man o’ War. The statue was made by Mrs. Frazier, noted animal sculptor of New York City. Fair Play died suddenly, not long after the statue was made by the famous Eastern sculptor, and the statue was placed on his grave. The site of the Haggin mansion on Elmendorf Farm, occupying one of the most commanding spots in one of the



“Keeneland” thoroughbred farm near Lexington, where Gen. LaFayette stopped over night on his memorable visit to Lexington, in May, 1825.



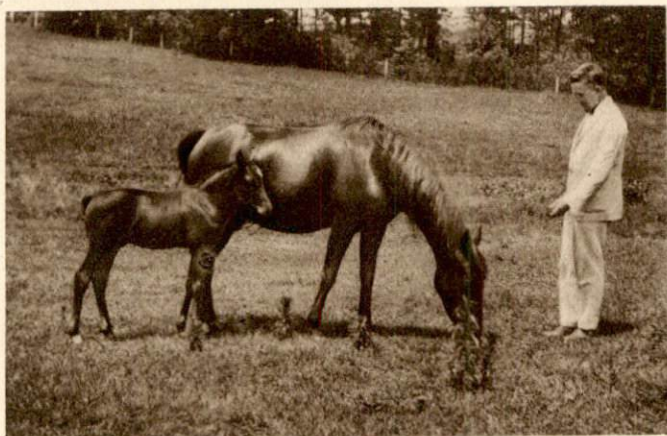
Kentucky is noted for saddle horses. “The Feudist,” owned by Minton Hickory Mountain Farm, Barbourville.



Epinar, the “International Race Horse”, who was sent from France to spend two years in the Bluegrass Region of Kentucky.

prettiest sections of the whole bluegrass, is to be converted into a horse graveyard by Mr. Widener, and Fair Play, as well as the monument to the great stallion, may be removed to this, the finest of all horse cemeteries.

The next day after the Kentucky Derby last year, Frank C. Reilly, New York broker, visited Man o' War. Overawed by the magnificence of this "cynosure of all ages," Mr. Reilly raised a fund upon his return to New York, commissioned F. G. R. Roth, noted animal sculptor, to



Vendetta, a colt by the Feudist. Only grand champion mare at Louisville since the \$10,000 stake was started to produce a foal. Owned by Minton Hickory Mountain Stable, Barbourville, Kentucky.

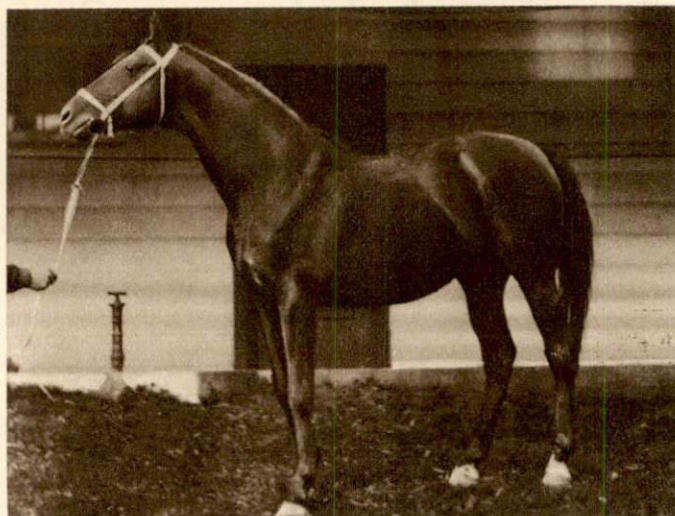
make a life-size statue in bronze of the great horse and recently unveiled the likeness in Belmont Park.

Monuments to horses are not uncommon in Kentucky. Years ago monuments, telling the records of the respective horses, were erected side by side over the graves of Longfellow and Ten Broeck, at the old Harper Place on the old Frankfort Pike in Woodford County.

A granite monument marks the burial place of Domino, at the roadside on the way to Man o' War. Domino's monument is inscribed: "Here lies the fleetest runner the turf has ever known, and one of the gamest and most generous of horses." You are told that Domino, imbued with true sportsmanship, always refused to finish more than a length ahead. Think a horse can't be sentimental? Or hoss-pitable?

Now, "Don't go 'way." After you've seen the Kentucky Derby and, like the impetuous female who has to read the last chapter first of a book you have seen the last

chapter first of Horse Breeding—the contest on the track—then motor around to the thoroughbred farms, as many Derby visitors did last year, and get an eyefull of the most gorgeous country you've ever beheld—the home of past and future Derby winners and their families. Whoever heard of coming to Kentucky and failing to see the farms of E. R. Bradley, H. P. Whitney, Phil T. Chinn, W. M. Wright, Dr. Ogden M. Edwards, Chas. T. Fisher, David M. Look, Chas. B. Shaffer, Hal Price Headley, Thos. C. McDowell, Edward F. Sims, A. B. Hancock, Senator J. N. Camden, J. L. Dodge, J. O. Keene, W. R. Coe, George Collins, Morton L. Schwartz, J. Cal Milam, Mrs. Payne Whitney, George D. Widener, Charlton Clay, J. Miller Ward, R. E. Morehead, A. B. Gallagher, John S. Barbee, Howard Black, C. W. Hay, Walter J. Salmon, Gifford A. Cochran, Leo Marks, Carr and Piatt,

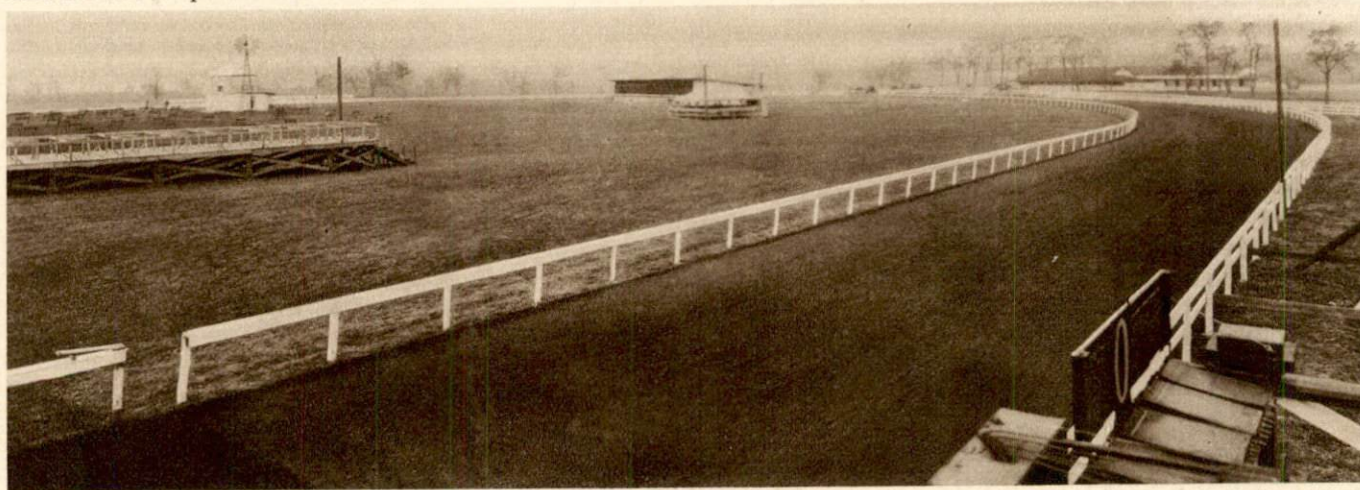


Imp. North Star III, Head of the Bradley Stud. His get have won (up to Nov. 1, 1929) the princely sum of \$1,063,072.

W. B. Miller, Luther K. Rice, Miss Clara S. Peck, Miss Nola Minton, Mrs. T. J. Regan, Dr. M. W. Williams, John H. White, L. A. Moseley, Rodman Meacham, John H. Morris—as well as the ones mentioned above and numerous others whose thoroughbreds have made history in the running, trotting or saddle horse world.

"Don't go 'way."

Derby visitors desiring to visit some of these farms and to see these noted sires should read *Stallion Tours* on page 35 of this issue.



Private race track on Idle Hour Farm.

—Lafayette Studio.

# Stallion Tours

For the Convenience of Derby Visitors Who Desire to Visit Some of the Horse Farms and to Know Where to See Some of the Noted Sires, *Kentucky Progress Magazine* Has Permission to Publish the Following Logged Tours.

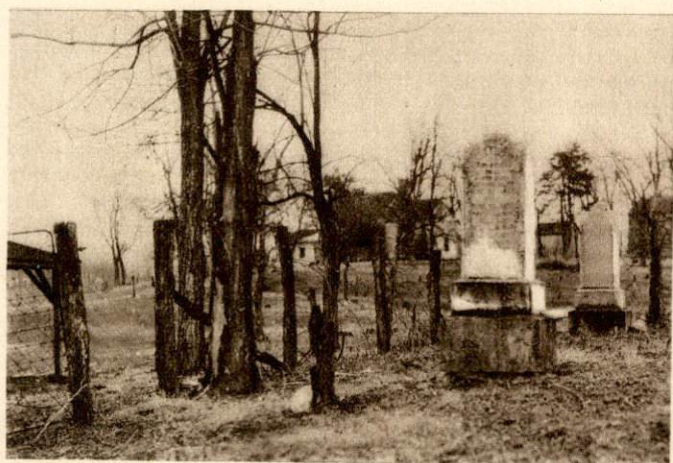
Copyrighted, 1930, By C. FRANK DUNN

Logged continuously over a route reaching the farms named. If you drive into a farm, RESET YOUR MILE-AGE to number shown BEFORE PROCEEDING FURTHER.

## FIRST ROUTE

- 0.0 Lexington. Zero milestone. East on Main Street.
- 1.4 "Ashland," home of Henry Clay, at right.
- 2.2 To Ashland Stud, Major T. C. McDowell, right, on narrow road. (Manager Waite, Flying Ebony, Coventry.)
- 2.7 Reservoirs right and left.
- 3.1 Left onto Todd Road. 3.6 "Few Acres" home of Clyde Van Dusen, Derby winner. 5.0 Straight Ahead on Bryant pike.
- 5.4 Caution, cross R. R. "Hamburg Place," J. E. Madden begins left.
- 7.5 Left onto Winchester pike (concrete). To Bramble Farm, W. E. Caskey, Jr., go right on Winchester pike 1/2 mile. (Nocturnal.)
- 7.6 Elmwood, W. R. Estill, right (Bracadale, Sun Pal). 8.2 Elmhurst Farm, R. W. Collins, right.
- 9.1 Horse Graveyard on "Hamburg Place." Left. Note monument to Nancy Hanks. Many noted racers buried here. Park and go in.
- 9.5 Entrance to Hamburg Place, John E. Madden, left. (Kernel.)
- 9.7 Anderson Dairy, right, formerly "Patchen Wilkes" stud of W. E. D. Stokes, New York, deceased.
- 10.9 Grasmere Farm, right. 11.4 R. S. Strader Forkland Farm, left. (Peter Pluto, Martinique.)
- 11.8 Kentucky Association Track, oldest running course in America, in plain view to right. Spring and Fall races are held here.
- 12.1 Curve right, then Straight Ahead on Third Street. 12.7 ahead with trolley. 12.8 ahead, leaving trolley.

- 13.1 Right out North Limestone Street and Paris pike (U. S. 27).
- 16.4 Joyland Park at left. 16.9 Lexington Country Club, right. To Haylands, Miss Elizabeth Daingerfield, turn left at (16.9) on Swigert Avenue, to farm entrance (17.5) left. (Morvich, Dress Parade, Last Coin, Yield Not, Prince of Umbria.)
- 17.7 Brier-Mar Stock Farm, left. (Misstep, San Utar.)
- 18.3 "Old Hickory Farm," Phil T. Chinn, right. (Donnacona, Tea Caddy, High Time, Noah, Dunboyne, Flittergold, Carlaris Crusader.)
- 19.2 Entrance (concrete) to Harry Payne Whitney Farm, right. (Chicle, Mad Hatter, Pennant, Peter Pan, Wildair, Disdonc, Blondin, Upset.) To Mrs. Payne Whitney, continue on Paris pike to next farm on right, adjoining Harry Payne Whitney. (St. Germans, Dominant.) To Elmendorf Farm, Jos. E. Widener, Philadelphia, continue on Paris pike. Elmendorf begins immediately at left and extends for several miles. (Sickle, Haste.) Geo. D. Widener, occupies part of Elmendorf. (St. James.) To Wade Harley, continue on Paris pike to 20.9, right.
- 19.3 Left across trolley (caution) onto Ironworks road. Elmendorf Farm is now at right.
- 21.0 Hinata Farm at left, LeBus Estate. Phil T. Chinn, manager.
- 21.5 Right onto Russell Cave pike.
- 22.0 Left on Huffman Mill pike. To Dixiana Farm, owned by Charles T. Fisher of Detroit, continue on Russell Cave pike at 22.7, first entrance at right. To "Blue Spring," Mrs. T. J. Regan, (Transmute, All Gold), and "Glen Helen," John S. Barbee, (Sweep, Basil, (Continued on page 62)



Burial place of Tenbroeck and Longfellow, famous racers of the past.



Burial place of Nancy Hanks and other famous racers on Hamburg Place at Lexington, Kentucky.

(Continued from page 26)

den by Jockey Borland, and favorite in the betting, had no difficulty in showing his heels to Florizar and Thrive, and those behind them, in the Derby of 1900. He ran the mile and a quarter in 2:06 $\frac{1}{4}$ , which stood for ten years after that as the record for the race at that distance, the reduction from one mile and a half having been made in Ben Brush's year. Ben Brush's 2:07 $\frac{3}{4}$  was the fastest previous record.

#### His Eminence—1901

His Eminence, another son of Falsetto, owned by F. B. Van Meter and ridden by Jim Winkfield, the colored jockey, who afterward distinguished himself in Russia, won the Derby of 1901 quite easily from Will Hayes' Sannazarro, piloted by Winnie O'Connor. John W. Schorr's Alard Sheck, odds-on favorite, was last of five, and Tennessee was sick at heart.

#### Allan-A-Dale—1902

Thomas Clay McDowell's Allan-a-Dale, son of Halma, bred at Ashland, ridden by J. Winkfield, won the 1902 Derby, while his stable companion, The Rival, ridden by Nash Turner, was third, Thomas W. Moore's Inventor, piloted by R. Williams, splitting them. Last of the four was the boasted Tennessean, Abe Frank. It was a thrilling race and a close finish.

#### Judge Himes—1903

McDowell, the following year, put Dick Crowhurst on Bourbon and Helgerson on Woodlake and made another essay for the prize, but a couple of Chicagoans beat him to it, Judge Himes, ridden by H. Booker, at odds as high as 15 to 1, winning under the colors of Charles R. Ellison, after a drive with the favorite, M. H. Tichenor & Co.'s Early, ridden by J. Winkfield. The winner was by Esher.

#### Elwood—1904

Elwood, a son of Free Knight, mounted by Jockey Prior, running in the name of Mrs. Lasca Durnell, wife of "Boots" Durnell, who at the outbreak of the recent war was in Rumania, an outsider in the betting, won the 1904 Derby, Ed Tierney second and Bracas third. It was a poor field.

#### Agile—1905

Only three started over the muddy track the following year, when Capt. S. S. Brown's Agile, by Sir Dixon, ridden by J. Martin, won at 1 to 3, easily, from W. S. William & Co.'s Ram's Horn and T. P. Hayes' Layson.

#### Sir Huon—1906

Charles R. Ellison made another try for the Derby in 1906 and succeeded in getting second and third money with his pair, Lady of Navarre and James Reddick, the winner being the favorite, Sir Huon, bred and owned by George J. Long, saddled by Pete Coyne and ridden by Roscoe Troxler. He was the third son of Falsetto to triumph in the race, though he was a tired horse at the end of the journey.

#### Pink Star—1907

J. Hal Woodford's Pink Star, son of Pink Coat, winner of the American Derby, trained by W. H. Fizer and ridden by Andrew Minder, at odds of 15 to 1, won in 1907 from Zal and Ovelando.

#### Stone Street—1908

In 1908, the year of the institution of the pari-mutuel

system for a second era in Kentucky, the track was muddy and C. E. Hamilton's Stone Street, paying \$123.60, won easily, with Sir Cleges, the favorite, Dunvegan, Synchronized and Banbridge heads apart. It was a bad band.

#### Wintergreen—1909

Next year Wintergreen (V. Powers) won for Rome Respass and he was bred in Ohio, being a son of Dick Welles and the only horse foaled in the Buckeye State to win the race.

#### Donau—1910

Then came Donau in 1910. He was a son of Woolthorpe and owned by William Gerst of Nashville, Tenn. He beat Joe Morris and Fighting Bob in a close finish. All three were extreme outsiders in the betting.

#### Meridian—1911

Meridian, by Broomstick, carrying the colors of R. F. Carman of New York, scored for the East in 1911, when he defeated the even-money favorite, Governor Gray.

#### Worth—1912

Again in 1912 the East was triumphant, Worth winning for H. C. Hallenbeck of New York. Worth was the favorite and led all the way, but was hard-pressed by Gallagher Bros.' Duval at the end, only a neck separating the two as they dashed past the judges.

#### Donerail—1913

A Western owner won in 1913. Ten Point, owned by A. L. Aste of New York, was a hot favorite, but after leading to the last sixteenth gave way to the rank outsider, Donerail, owned by T. P. Hayes of Lexington. Donerail paid \$184.90 for \$2 in the mutuels, and was the longest-priced winner in the history of the Derby.

#### Old Rosebud—1914

Old Rosebud, son of Uncle, owned by H. C. Applegate & Co., of Louisville, and later known as the "Miracle Horse" because of his triumphant return to the races after apparently breaking down, won the Derby in 1914 in 2:03 $\frac{3}{8}$ , the fastest time recorded for the race since the distance was reduced to a mile and a quarter.

#### Regret—1915

Regret, the only filly ever to win the Derby, daughter of Broomstick, owned by Harry Payne Whitney of New York, was the winner in 1915, defeating fifteen other three-year-olds with the greatest ease after leading all the way.

#### George Smith—1916

The honor of winning the forty-second running of the Derby fell to John Sanford of Amsterdam, N. Y., when his black colt George Smith outlasted A. K. Macomber's Star Hawk under the masterly finish of Jockey J. Loftus.

#### Omar Khayyam—1917

In 1917 Omar Khayyam was the first foreign-bred to ever win the event. Omar Khayyam carried the colors of Billings & Johnson. Shortly afterward the colt was sold to W. Viau, the Montreal turfman.

#### Exterminator—1918

In 1918 W. S. Kilmer purchased Exterminator a few days before the Derby after it was discovered that his great colt, Sun Briar, would not be able to start, and, to the surprise of the vast crowd present that day, car-

(Continued on page 44)

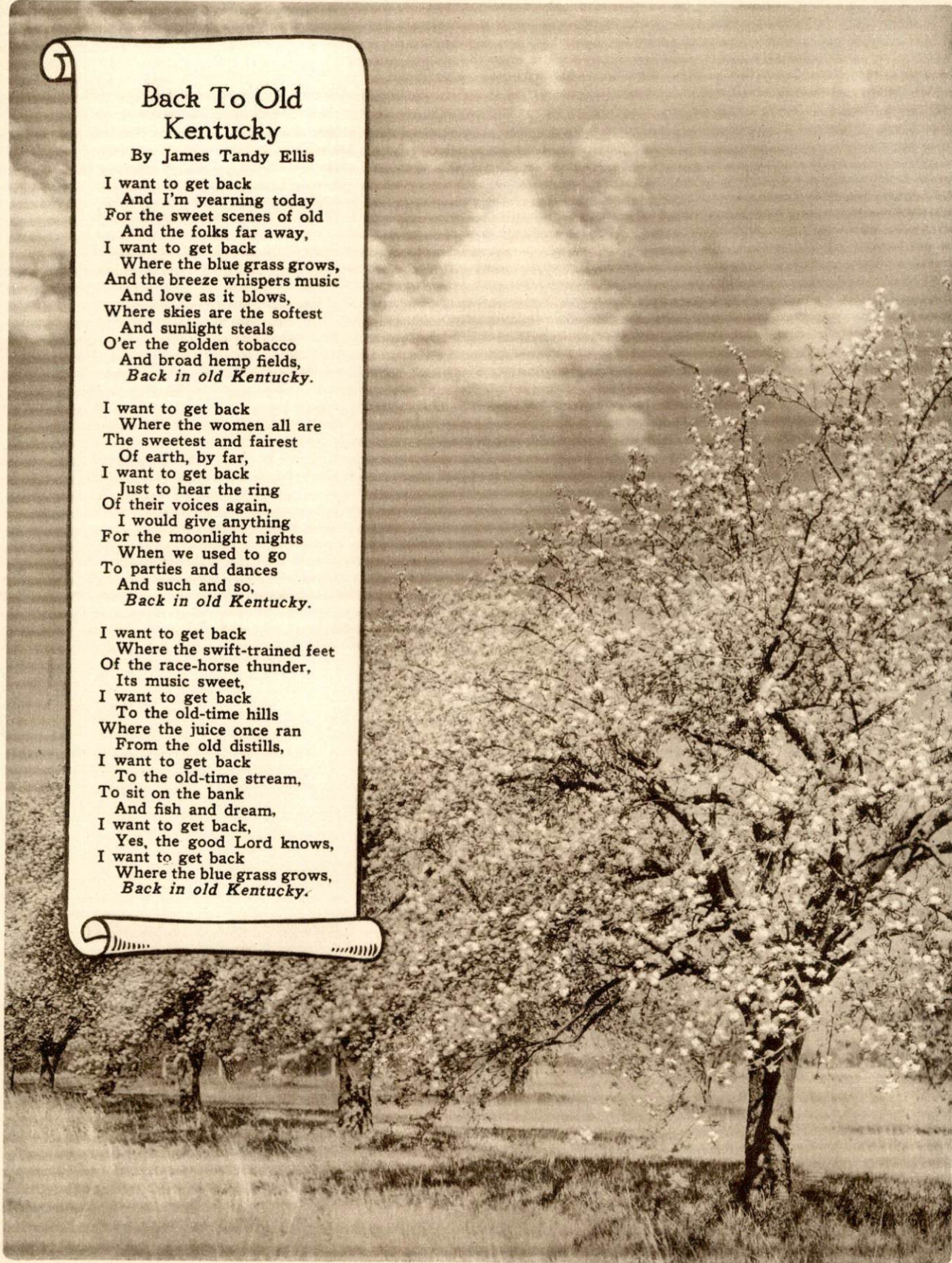
## Back To Old Kentucky

By James Tandy Ellis

I want to get back  
And I'm yearning today  
For the sweet scenes of old  
And the folks far away,  
I want to get back  
Where the blue grass grows,  
And the breeze whispers music  
And love as it blows,  
Where skies are the softest  
And sunlight steals  
O'er the golden tobacco  
And broad hemp fields,  
*Back in old Kentucky.*

I want to get back  
Where the women all are  
The sweetest and fairest  
Of earth, by far,  
I want to get back  
Just to hear the ring  
Of their voices again,  
I would give anything  
For the moonlight nights  
When we used to go  
To parties and dances  
And such and so,  
*Back in old Kentucky.*

I want to get back  
Where the swift-trained feet  
Of the race-horse thunder,  
Its music sweet,  
I want to get back  
To the old-time hills  
Where the juice once ran  
From the old distills,  
I want to get back  
To the old-time stream,  
To sit on the bank  
And fish and dream,  
I want to get back,  
Yes, the good Lord knows,  
I want to get back  
Where the blue grass grows,  
*Back in old Kentucky.*



"It's Apple Blossom Time In Kentucky"

Canfield & Shook.

Page Thirty-seven

# Calumet Farm, Trotting Horse Nursery

From the *Horse Review*

SO FAR as we are aware, there has never been but one stock farm, in the history of the light-harness horse, whose breeding operations exceeded in extent those now in process at Calumet Farm, Lexington, Kentucky. That was the Palo Alto Farm of Leland Stanford, in California, in the "boom days" of some forty years ago. At one time Mr. Stanford's brood mares reached the number of 325 and he was using something like twenty different stallions to a greater or less extent. As is well known he went in for "mass production" in all the term implies, though at that period the term had not yet been invented. He was also intent upon proving, by experiment, various theories which he had conceived and for whose carrying out he desired almost unlimited material.

However, from the modern standpoint, a great deal of the material that Leland Stanford used was undesirable; worthless, to all intents and purposes. While the renowned Electioneer was at the head of Palo Alto, many of the other horses used there failed to make good as sires. As for the 325 brood mares, a large proportion were of a quality which a breeder who had not gone in for mass production would scarce have tolerated.

It will therefore be seen that Calumet Farm's 175 mares, all of the most select class, comprise the largest collection of high-grade trotting matrons ever collected under one ownership. It is impossible to undertake to go into details about them, because merely to give a list of them, with a few of the most interesting statistics, would more than occupy the entire space at our command. We may pause to mention, however, that they include the two far-famed matrons, Nervolo Belle and Sienna 2:06¾, each the dam of six 2:10 trotters. Only a notch below them is Petrella 2:15¾, the dam of five; Nelle Worthy L. being the dam of five also. The group of dams of from two to four each is astonishing, as belonging to one breeding establishment.

Similarly of the fast-record mares. We encounter such names as those of Sumatra, 3, 2:02¼, Margaret Chenault 2:03¼, Hindustan 2:03½, Station Belle, 3, 2:04½, Zombrewer 2:04¼, Straight Sail 2:04¼, Jane the Great 2:03¼, Abbacy 2:04¼, Charm, 3, 2:04½, Silver Bell, 2, 2:04¾, all with records below 2:05. The number in the 2:10 list resembles a small army and as one progresses through the pastures and their names and records

are called off in turn by Will Raetzman, who has the superintendence of the breeding stock (and a marvelous faculty for instantly identifying anything of any age, color or sex on the whole vast estate) the visitor experiences a sense of bewilderment. Any one of scores of these mares would in herself confer distinction upon a breeding farm—to find them collected in one stud in such profusion is staggering. Like gazing at too bright a light, the vision becomes dazzled.

To accommodate this great equine population, which at times, counting stallions, brood mares, suckling, yearlings, colts in training, etc., etc., runs around 400 head, Calumet Farm, which now includes over 1,200 acres, has been equipped and improved and is organized and administered upon the most lavish and ultra-modern scale, while in addition it is supplemented by the training stable and paddocks which open upon the track of the K. T. H. B. A., in the city limits of Lexington, the finest structure of its kind located in or about that famous plant.

The farm itself, as is pretty well known, was formerly called Fairland and first became prominent in the trotting world when owned by the late Senator J. W. Bailey, of Texas, whose breeding operations were carried on in Kentucky. There Prodigal 2:16 passed the last period of his career and there Guy Axworthy 2:08¾ stood when first taken to the bluegrass. Later it was acquired by Mr. Henry Schlesinger, of Milwaukee, who desired to transfer his base from Wisconsin to Kentucky, his stud being headed by Belwin, 4, 2:06¾, then just at the threshold of his career as a sire. Under Mr. Bailey's regime Fairland was a typical old-style breeding farm, very ordinary in its improvements, but beneath them visibly one of the most beautiful tracts in the entire bluegrass region. After taking possession, Mr. Schlesinger did much in the way of rearrangement, improvement and modernization, making it far more attractive. But its large career may be said to date from its passage to Mr. Wright, about four years ago and the revolution which has wrought in it is something that only those familiar with its past can fully appreciate.

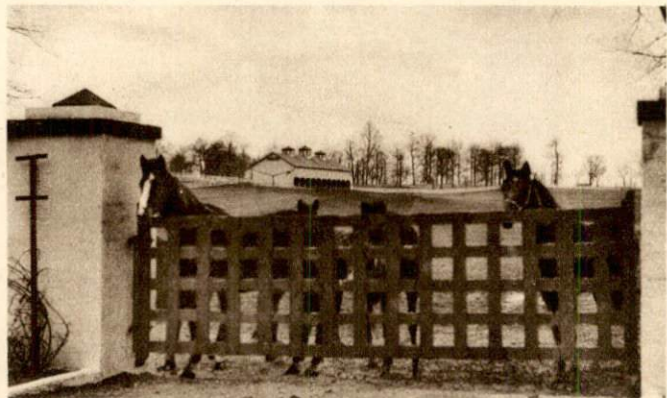
From the moment it became his property, the great industrialist of Chicago, who had determined to retire actively from business and devote the rest of his life to the realization of his dream—the creation of a trotting horse

(Continued on page 62)



Fireproof Barn—Brick, tile and concrete stallion barn. Home of some of the world's greatest trotting stallions

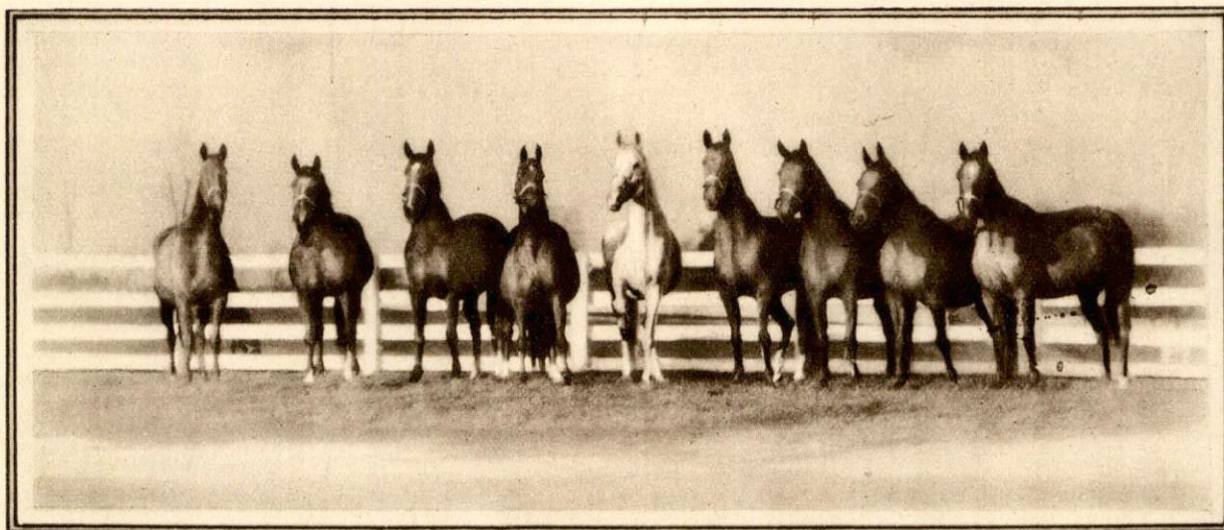
Page Thirty-eight



Yearlings, rest shed and a few acres



MR. WM. MONROE WRIGHT  
*Master of Calumet Farms*



A few of the 165 brood mares. Every one the dam of a stake winner, and 2:05 performer.

# Calumet Farms

THE HOME OF { GUY ABBA, 2:06½      PETER THE BREWER 2:02½  
                  TRUAX      2:06½      JUSTICE BROOKE      2:08½

Twelve hundred acres of blue grass, which constitutes the largest and most complete breeding establishment of Light Harness Horses in the world.

WILLIAM MONROE WRIGHT, Owner

DICK McMAHON, Manager



## Know Your Horses Sanders Says

(Continued from page 23)

for-age tables is that the mechanical rather than the animal equations are premised. Naturally, if a horse was an automaton, he would run true to figures. But being an animal and subjected to the same ills and misfortunes of a human, it is impossible to tell how a horse feels when he is asked to carry your fortunes. He cannot talk. That is the cause of so many misplaced punts.

To sum it all up, it is best that the person, who occasionally takes a flyer at the horses, choose his favorite selector and stick to him, win or lose, for as Damon Runyan says: "It is the fate of all inveterate horse players to die broke."

## Roll Your Own Says Hoover

(Continued from page 23)

carried 120 pounds yesterday and has 124 today, my old friend Barney gets the call again.

So, we have made Barney Google what we so-called race writers are prone to call "a mortal", which means, nothing more or less, than that Barney Google will win by a country block, which often varies.

Of course, we are sometimes confronted with a very, very closely matched field of horses. In this case, we just use our heads, as the baseball pitcher said when he got in the way of a hard-hit baseball and allowed his first base-

man to throw a man out at home, while the boys were running out to the pitcher's mound with a pair of stretchers.

Ofttimes all systems go "blooie" and it is then an extremely good idea to be posted on workouts on the various horses entered in the various races. Workouts are a great help to most handicappers. They are an index to the general ability of a horse—whether the horse is a "comer" or a "goer", otherwise whether he is just reaching the top of his form, or whether he has reached the peak and is sliding into oblivion.

One of the main things to consider in making selections is class. The latter element is an all important one, for a horse without class doesn't often defeat one with class. A selling plater can run three-quarters of a mile with selling platers in 1:12, and then get beat by a stake horse in 1:14. There is only one explanation here, and that is "class will tell".

Another thing to consider is the mud or fast track running capabilities of a horse. Some can run over the fast and can't beat a fat man over a sticky course, and vice versa. All handicappers should possess knowledge of the prowess in this respect of the horses which they are trying to pick a winner from.

System or no system, most anybody can pick winners if he has been around the race track long enough. It just comes second nature. The "regulars" of the track scan the various selections from day to day, but they do so merely to see if they can class that selector or selectors in the "sap" division. You roll your own in cigarettes, and you might as well pick your own when it comes to "hosses".

# HARTLAND FARM

VERSAILLES, KY.



**Registered  
Jerseys**

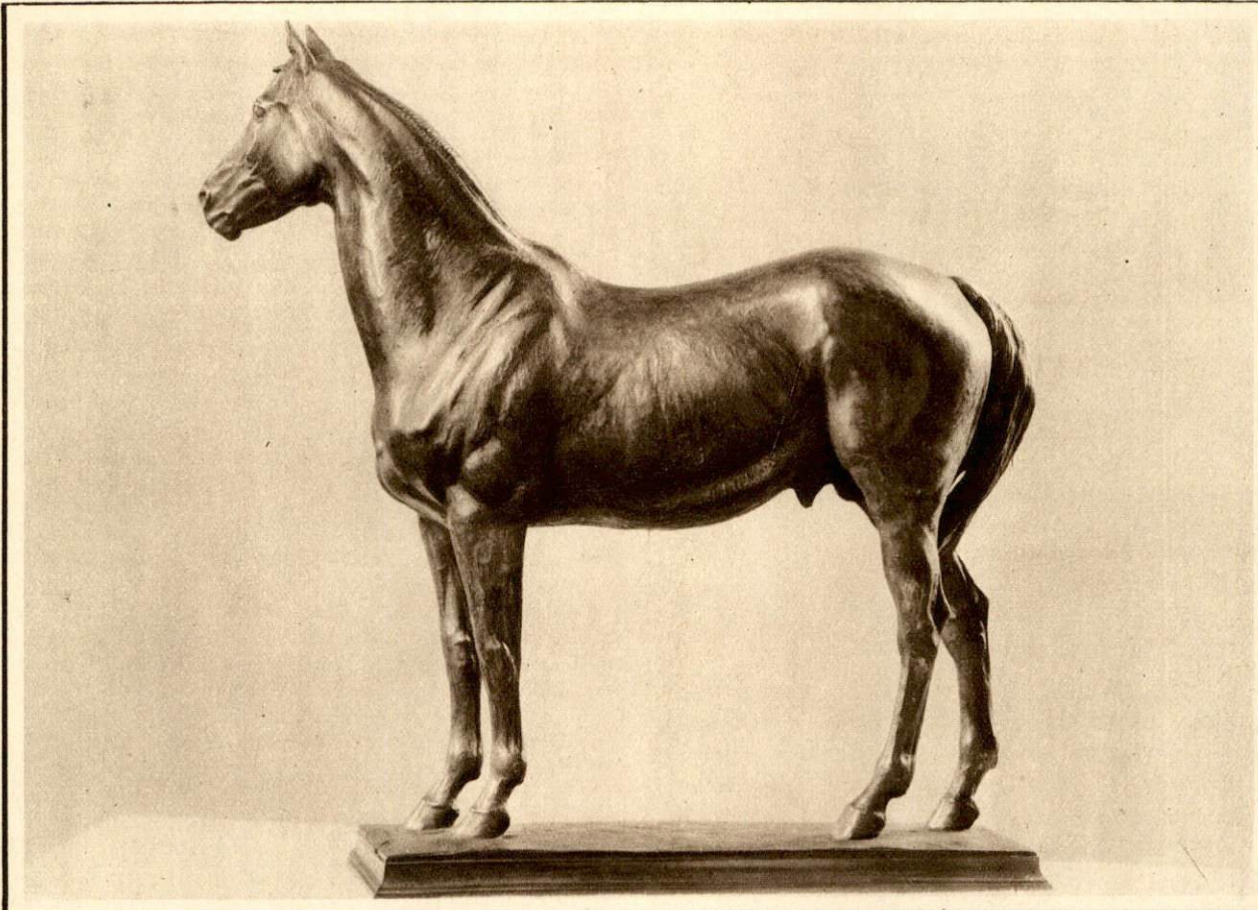
Young Bulls out  
of Register of  
Merit Cows  
**FOR SALE**

**Pure Bred  
Hampshire  
Sheep**  
Rams and Ewes  
of most fashion-  
able strains  
**FOR SALE**

Light Brigade, Craigangower, Nocturnal and Hydromel  
Stallions in Service 1930

FOR FULL PARTICULARS APPLY TO

**J. N. CAMDEN, Owner, or J. B. BRYAN, Manager**



Man o' War statue in Belmont Park. Mr. Frank Reilly, New York Broker, saw Man o' War for the first time after visiting the Derby last year and raised a fund to have the bronze statue made.



Statue of Fair Play, daddy of Man o' War, on Elmendorf Farm, at the grave of the great sire. Mr. Joseph E. Widener, owner of Elmendorf, had a noted sculptor of the East make the statue shortly before Fair Play's death.

—Lafayette Studio.

## My Experience at the Kentucky Derby

(Continued from page 19)

"I have not decided yet. I want to see the horses first," I replied.

"What! You have not picked your horse?" she exclaimed in surprise.

The first race had started, which occasioned the undivided attention of the entire party. I could not repress a smile at their antics as they urged and entreated their beloved choices as only Kentucky women can.

At the finish my hostess sank exhausted in her seat.

"Wasn't that pretty? We had that one. How did you all make out?" she inquired breathlessly.

"I was just in the money," I alibied. I did not explain that I had never heard from my horse.

"We can have a messenger take care of our bets," she suggested, in the spirit of a winner. "Who are you all betting on in this race?" she asked as she busied herself with her dope.

"I kind of like that black horse with the thin legs," I replied, as my eye was attracted to a beautiful lean mare that the jockey could hardly hold in as he rode her by the post.

"That's Dark Angel. Beautiful horse. She never ran this distance before. I don't know if she can keep up," my hostess informed me as she scanned her records.

"I'm stuck on that horse's looks. I have a feeling she is sure to win," I enthused in inspired confidence.

"I think I'll change on this race and bet on her, too, if you don't mind," the lady spoke up after deliberation.

And what a race that horse ran! I have never seen one like it. The Derby that was to follow later was not to be compared with it. Before the start she was unnoticed in the betting. As the horses broke, she leaped as on springs to the rail. With each stride she jumped farther away from the pack. The crowd marveled. At the half she was lengths ahead of the field and drawing away still faster. Although carrying hardly a bet, the applause which followed that leading streak of black was that usually accorded a favorite. Then came that tense moment on all tracks when every horse seems to stand still—the turn before the home stretch. "She can't last," went the shout. But this was Dark Angel's day. She was to upset all dope and every tradition. Down the stretch she galloped in her lone race. As she drew to the finish her jockey appeared to turn with a smile of victory, whip raised high over his head.

When the large amount to be paid holders of winning tickets was displayed on the board, amid lusty cheers from the grandstand crowd, it is needless to say I was considerably embarrassed by the effusively expressed admiration for my supposed superior knowledge, by the entire party.

They were very pleased, without forcing an explanation, which relieved me immeasurably. I hunched and bluffed throughout the rest of the day, successfully enough to maintain before my sophisticated audience the high reputation I had established at the outset. So much so, that as we parted at the gate they were very solicitous that I should join their party on the next day. But hunches or dumb luck cannot come every day, I realized, without painful experiences, so I became satisfied to rest on my laurels and be content with the thrill of at least once being in the realm of the unchallenged masters of thoroughbred performance.



**SWEEP**

An outstanding individual among Blue Grass thoroughbreds



ENTRANCE TO GLEN-HELEN STUD



A FEW YEARLINGS AT GLEN-HELEN STUD

## Glen-Helen Stud

500 acres devoted to the breeding of thoroughbred horses. Near home of Man o' War and Hightime.

One of the outstanding thoroughbred nurseries of Blue Grass section.

OWNED BY

**JOHN S. BARBEE**

HARRY B. SCOTT,

Manager

LEXINGTON, KY., R. F. D. No. 3

## Thoroughbred Breeding Interests of Kentucky Optimistic for Future

By ROBERT E. DUNDON

(Louisville Herald-Post)

**T**HOUGH many farming activities in Kentucky have suffered, during the past few years, from depression of prices and the readjustments following the World War, that Department of Agriculture concerned with the breeding of thoroughbred running horses is in a flourishing condition, both in Central and Western Kentucky.

Extension of the field of racing to Illinois, with the great opportunities existing in the purses, stakes and handicaps run on its major tracks, has stimulated the demand for high-grade foals.

Fayette County, naturally the foremost horse-raising county in the United States, is the hub from which radiates to distant sections of the Commonwealth this great farming industry.

Christian County, in the far western end of the State, is, in a way, the adopted daughter of Fayette in the matter of horse-breeding. Stallions from the Bluegrass have been located in Christian County, and many brood-mares acquired in Central Kentucky have been shipped to that part of the State.

Meanwhile, several of the large farms in Fayette have been disposed of through auctions, and others will be on the market in the near future, giving most desirable opportunities for newcomers to get into a substantially-paying and growing enterprise.

\* \* \*

D. C. Clarke of Louisville has just completed the sale of the Elmore Estates, of 400 acres subdivided into smaller farms, on the Bryant Road, near Winchester Pike, adjoining Madden Brothers' Hamburg Place, and not far from Harry Payne Whitney's Kentucky thoroughbred establishment, and the world-famous Elmdorf Farms, of Joseph E. Widener, president of the Belmont Park Racing Association.

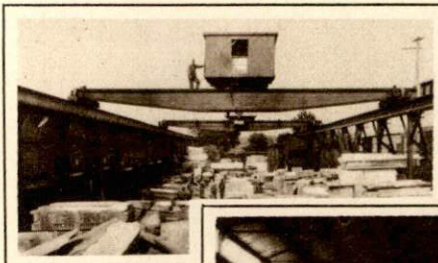
\* \* \*

In that section of Fayette are located W. E. Caskey's Bramble Farm, Mrs. J. H. Graves' Conoid Farm, R. W. Collins' Elmhurst, Jesse Spencer's Chilesmeer Farm, J. S. and W. R. Estill's Elmwood, E. R. Webb's Woodridge, the residence of R. M. Clark, and other notable places, where some of the leading runners on the American turf first saw the light of day.

It is a region rich in pioneer history, or stirring events as well as racing lore. The David's Fork Baptist Church, established in 1801, and the beautiful Macedonia Christian Church, are located near Elmore.

On the Hamburg Estate, there is a unique burial ground, devoted to the great horses of the past, runners, pacers and trotters. It is the eternal resting ground of Hamburg Belle, Star Shoot, Plaudit, the late John E. Madden's first Kentucky Derby winner; Ogden, winner of the Futurity; Siliko, winner of the Kentucky Trotting Futurity, and Miss Kearney, dam of Zev, leading money-winner on the American turf.

A superb monument marks the grave of Nancy Hanks, 2:04, Mr. Madden's tribute to a real champion of light-harness mare. This equine cemetery is surrounded by a rock fence in the shape of a great horseshoe.



One end of one storage yard and one end of main shop of the



**SOUTHERN CUT STONE COMPANY**  
of BOWLING GREEN, KY.

*The home of*

**KENTUCKY OOLITIC LIMESTONE**  
The World's Ideal Building Material for Modern Constructio

*Do not build before investigating. Come to us or we will come to you. Just wire or write us.*

**SOUTHERN CUT STONE COMPANY**  
BOWLING GREEN, KY.



**Business  
Education  
And  
Income**

If about one hundred more strong college and university graduates would take our Teacher Training or Accounting Course, we could place them in some of the best city high schools and some of the best business organizations in the United States at top salaries.

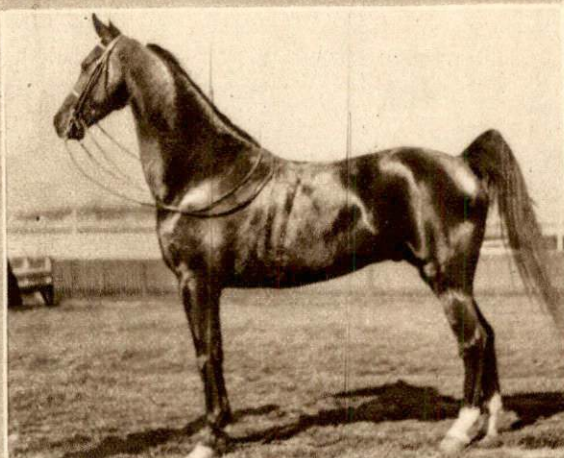
College graduates can complete our courses in surprisingly short time.

Give us facts about yourself and let us give you facts about what we can do for you.

Our Teacher Training and Accounting of college rank. Shorter courses of commercial rank.

**Bowling Green Business University**  
BOWLING GREEN, KY. Near Mammoth Cave

J. L. Harman, Pres. J. Murray Hill, V. Pres. W. S. Ashby, Business Mgr.



A REAL SHOW PROSPECT

## Three and Five-Gaited Saddle Horses

A FEW SHOW PROSPECTS

**LUTHER K. RICE**

PARIS, KY.

## Coldstream Stud

Lexington, Kentucky



**POT AU FEU**  
Winner of French Derby, 1924

**DR. JOHN BAIRD,**  
Manager

## Winner of Derby

(Continued from page 36)

ried off the big prize with his new purchase. Exterminator afterward became one of the most famous of American race horses, his brilliant career on the turf being well known to all devotees of racing.

### Sir Barton—1919

The first and only Canadian owner to win the Derby was J. K. L. Ross of Montreal, when his Sir Barton and Billy Kelly finished first and second in 1919. Sir Barton was a maiden when he started in the Derby, but he easily beat his more famous stablemate, Billy Kelly, and proved to be the champion three-year-old of the year.

### Paul Jones—1920

Seventeen started in 1920 and Paul Jones, carrying the silks of Ral Parr and trained by William Garth, surprised the vast assemblage by triumphing over the Whitney and other stars, finishing a head in front of Upset, with On Watch third.

### Behave Yourself—1921

In 1912 E. R. Bradley not only achieved his lifelong ambition of breeding and owning a Derby winner, but had the extra satisfaction of seeing two of his Idle Hour stud horses finish first and second in that most coveted race when Behave Yourself and Black Servant led home the grand band of three-year-olds that carried the silks and hopes of the most prominent horsemen East and West.

### Morvich—1922

Heralded far and wide as another Man o' War, the unbeaten colt Morvich, champion two-year-old of 1921, owned by Benjamin Block of New York, a newcomer on the turf, won the Derby of 1922, the richest in the history of the race. Morvich, however, was far from being another Man o' War, and, strange as it may seem, the Derby was the only race he won that year.

### Zev—1923

Zev showed a splendid effort in winning the 1923 Derby over a field of twenty horses. The son of The Finn was ridden by Earl Sande, and those to finish in back of him were Martingale and Vigil. The victory marked a complete triumph for the East, as the first three horses to finish came from the Atlantic seaboard. The colt went on showing his great ability, particularly that of his sire, and later became the greatest money-winner on the American course. The colt was the property of Harry F. Sinclair, master of the Rancocas Stable, of which Sam Hildreth was trainer.

### Black Gold—1924

A Western colt won the 1924 classic, much to the satisfaction of those from the Blue Grass State. He was bred by Black Toney and succeeded in winning the rich classic after having a successful winter season. Chilhowee, another Western sensation, finished second, and Beau Butler third. Black Gold was owned by Mrs. R. M. Hoots, and the colt went on to more greatness. He went to the post the public's first choice. The field was made up of nineteen starters, of which eight were Eastern color-bearers.

### Flying Ebony—1925

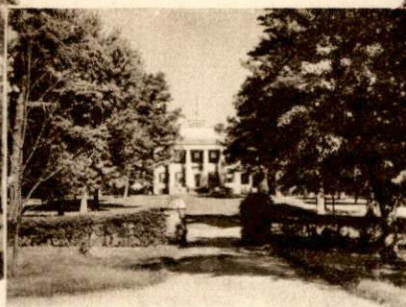
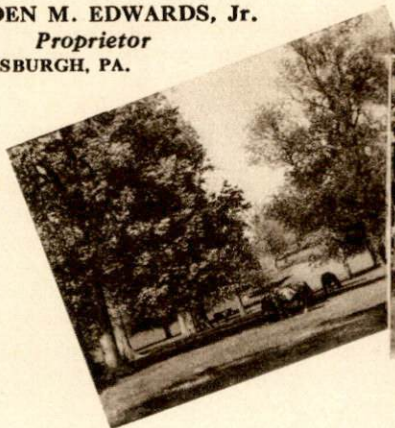
Flying Ebony, coupled with several others in the mutuel  
(Continued on page 46)

# Walnut Hall Farm

DONERAIL, KY.

OGDEN M. EDWARDS, Jr.  
*Proprietor*  
PITTSBURGH, PA.

ROY MILLER  
*Superintendent*  
DONERAIL, KY.



GUY AXWORTHY  
2:08 $\frac{3}{4}$   
Private

McGREGOR THE GREAT  
2:03 $\frac{1}{4}$   
Fee, \$100

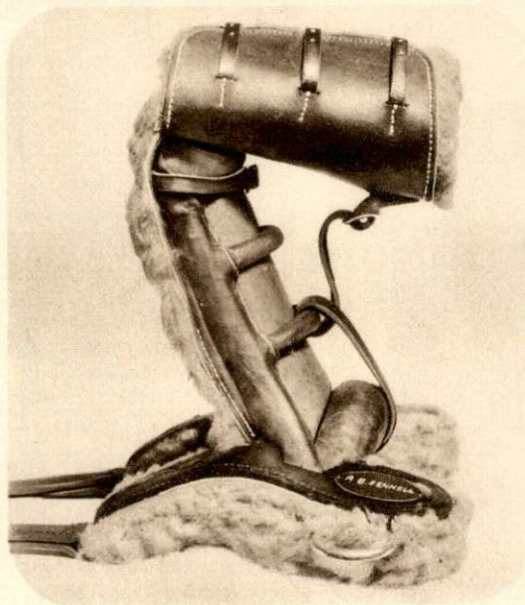
CHESTNUT PETER  
2:05 $\frac{1}{4}$   
Fee \$200

SAN FRANCISCO  
2:07 $\frac{3}{4}$   
Book Full

PETER VOLO  
2:02  
Fee \$500

VOLOMITE  
(3) 2:03 $\frac{1}{4}$   
Fee \$100. Book Full

MANUFACTURING  
FENNELLS  
Blankets  
Boots and  
Tail-Sets



DEALER IN  
English  
Saddles  
Bridles and  
Supplies

TAIL-SET

ROBERT E. FENNELLS

SALES OFFICE—FAIR GROUNDS

LEXINGTON, KY.

All Goods Guaranteed to Give Satisfaction or Money Returned

(Continued from page 44)

field and regarded as one of the outsiders, won the 1925 classic, after his stablemate, Coventry, won the Preakness Stakes a few days previous for Gifford A. Cochran. Earl Sande held the reins, and, once the colt was on top, he was never headed, and his victory was due to the uncanny judgment of his rider. Captain Hal, a Kentucky-bred, was second, and Son of John third. Flying Ebony was unsound when he won this classic and was retired soon after. The victory was another for the East and marked the second Derby that was ridden by Sande.

#### Bubbling Over—1926

The praise of E. R. Bradley's good colt, Bubbling Over, was sung far and wide when the son of North Star III. scored a most decisive victory in the 1926 Derby. He was the players' choice and ran to a mark of 2:03 $\frac{1}{2}$  for the mile and a quarter, which was close to the record made by Old Rosebud. Bubbling Over was a representative of the West and Kentucky. His stablemate, Baggenbaggage, was second, while Rock Man was third. The Bradley colt was straight as a string when he paraded down the finish line, winning as his rider pleased. Pompey, one of the pronounced favorites from the East, was not in the money, much to the dissatisfaction of his many followers.

#### Whiskery—1927

Whiskery, coupled with Bostonian, as the Harry Payne Whitney entry, scored a close victory in the 1927 Derby over Osmand, Jock and others. The pair were installed as the public's choice in a field of fifteen starters. The two were representatives from the East, in fact all three horses in the money sported the colors of turfmen from the Atlantic seaboard. Jock made the pace, followed by

Osmand, but Whiskery made his run from the far turn. The  $\frac{1}{4}$  mile was run in 2:06. Jockey L. McAtee had the winning mount.

#### Reigh Count—1928

Reigh Count, two-year-old champion of 1927, continued his great running through 1928 and stamped himself as one of the greatest horses to win a Derby when he accounted for the classic, defeating the largest field that ever faced the starter, for the greatest purse in the race's long history. Reigh Count, favorite, coming from behind, showed a brilliant run through the stretch and defeated, handily, Misstep, the pacesetter, Toro and nineteen others. This was a score for the West over his Eastern rivals. The race was worth \$55,375 to Mrs. John Hertz, the owner. Jockey Chick Lang had the winning mount. The track was slow.

#### Clyde Van Dusen—1929

A rain-soaked track was home for Clyde Van Dusen, and the little son of Man o' War pulled through the mire to win the fifty-fifth classic and \$53,950 for his owner, Herbert P. Gardner. Linus "Poney" McAtee, who piloted Whiskery to victory in 1927, gave the little horse his head from the start. Breaking seventh, Clyde Van Dusen was out in front of the second largest field in Derby history at the first furlong pole, ploughed down the back stretch unchallenged, and led Naishapur to the wire by two lengths. Panchio finished third, a nose ahead of Blue Larkspur, the favorite, which later won the three-year-old championship of America for 1929. Clyde Van Dusen, trainer of the Derby winner and for whom the horse was named, received the \$5,000 gold trophy in the absence of the owner. Time, 2:10 $\frac{1}{2}$ .

# Claiborne & Ellerslie Studs

## • Stallions and Service •

AGA KHAN  
BROWN BUD  
CAMPFIRE  
CHATTERTON  
★DURBAR 2nd

GENERAL LEE  
SINGLE FOOT  
★SIR GALLAHAD 3rd  
STIMULUS  
★WRACK

Annual Sale of Yearlings, Saratoga, August 13th and August 18th.

A. B. HANCOCK,

Paris, Kentucky

## Stay Sweet, Win or Lose

(Continued from page 22)

Tenth, above all else, be just as good a winner as you are a loser. There are hundreds of good losers to one good winner. What we mean by that is, don't crow over your friends if you outpicked them. They will beat you some other time.

Eleventh, remember that racing is, above all else, a sport, and not essentially a commercial proposition. It could not last a week if the gambling element was all there is to it. So try to retain the sportsman's attitude of tolerance and *laissez faire* toward all.

Twelfth, and last, as Kentuckians, we should show to the world that the true spirit of the pioneers who, through blood and travail, founded this Commonwealth, still exists in Kentucky. Be considerate and friendly to our visitors on Derby Day. We want them all to go home with the best impressions of Louisville, Churchill Downs and our great State. In other words, let Kentucky racing stand for the highest and best, to the end that we shall all, when our time on earth is terminated, stand at the Supreme Judge's bar, without a blemish caused by personal pride, or injuring the feelings of the least of our fellows, by a bearing which is otherwise than that of gentlemen and ladies.

### Speed, Etc.

(Lexington Herald)

**R**UNNING races will start in Lexington April 17. Speed will be glorified. The races will be started from a barrier gate, which will add to the start.

The thoroughbred is not the fastest animal alive. In a recent issue of the Atlantic Monthly, Roy Chapman Andrews tells of a race in the desert with a startled gazelle. The speedometer of his car was registering about fifty miles an hour and the gazelle was going at a rate which he estimated to be about sixty miles an hour.

The fox usually leads foxhounds that travel at forty miles an hour, while an American pigeon recently flew 300 miles at seventy-one miles an hour.

The thoroughbred, however, combines speed with courage and stamina. He not only can run fast, but he can run fast and carry weight, the weight of a man upon his back as well as the handicapper's additions.

He can run fast at distances. The qualities which the thoroughbred possesses are brought out forcefully in such a race as the Kentucky Derby, and this is one reason for the interest in this event long in advance.

Right now there are almost as many Derby winners as there are eligibles. Derby candidates are burning up the sand track even as the gazelle leaves a cinder track in his wake on the Goby Desert. They are passing the quarter poles on the real track fast enough to make them a little dizzy.

It will require many more days of training and preparation. The Lexington meeting will show the condition and ability of the Derby eligibles and introduce many of the new 2-year-olds as well.

In the days that are ahead the thoroughbreds will continue to go through the gruelling training which other animals, relying upon speed alone to carry them through life, could not stand.

## Livingston, Kentucky HAS TAKEN WINGS

In the past three years the little City of Livingston, located in southeast Rockcastle county, on the banks of the beautiful Rockcastle River, on Dixie Highway No. 25 on the Louisville and Nashville Railroad, 140 miles south of Louisville, Ky., 150 miles south of Cincinnati, Ohio, 130 miles north of Knoxville, Tenn., through its Chamber of Commerce has progressed more than any other town of its size in Kentucky.

### Livingston has—

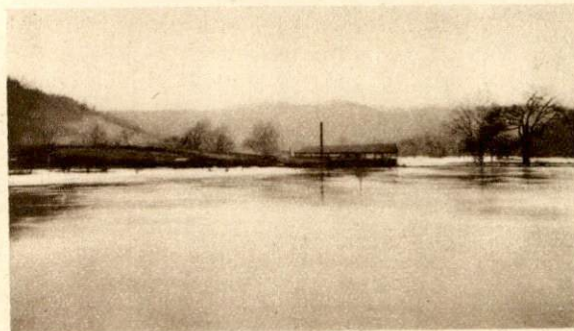
A Government located Airport under construction.  
A new modern school building under construction.  
A new Doctors' Office building.  
Power plant—Kentucky Central Electric Co.  
City road markers, built of natural stone in the rough.  
An unlimited supply of coal, limestone rock and timber.

### Livingston wants—

A new modern fireproof hotel.  
A good road to Wild Cat Battle Grounds, only three miles from city limits. A historic site of interest.  
A factory—big, little, small, (any kind).

### Livingston offers—

Exemptions from city taxes for five years.  
Factory sites free.  
Unlimited water and electric supply.  
Pure Anglo-Saxon labor. No strikes.



The picture above is of the beautiful Rockcastle River at high tide, which part is located in the incorporate limits. It offers sport to the fisherman, and abounds with the game black bass. Our valleys and hills will compare in scenery with any other place in Kentucky, and on account of our location we have the best places to sleep, during the hot season, of any town on the Dixie.

If you are looking for business or pleasure, traveling by air, railway, bus or auto, stop, look us over and see the town of less than 1,000, but to be exact, 932—1930 census 25% gain, that has taken wings. (They said it couldn't be done, but we did it.)

If interested in us in any way write the

### CHAMBER OF COMMERCE

DR. R. G. WEBB, Pres.

C. M. MARTIN, Secy.

LIVINGSTON, KY.



“Nature surely believed in  
outdoor advertising when  
she created the beautiful

# Blue Grass Region of Kentucky”

*~this is what one visitor exclaimed  
upon seeing this world-noted Garden of  
Eden.*

**Y**OU can not resist the lure of the land that inspired Stephen Collins Foster to write the immortal song, "My Old Kentucky Home."

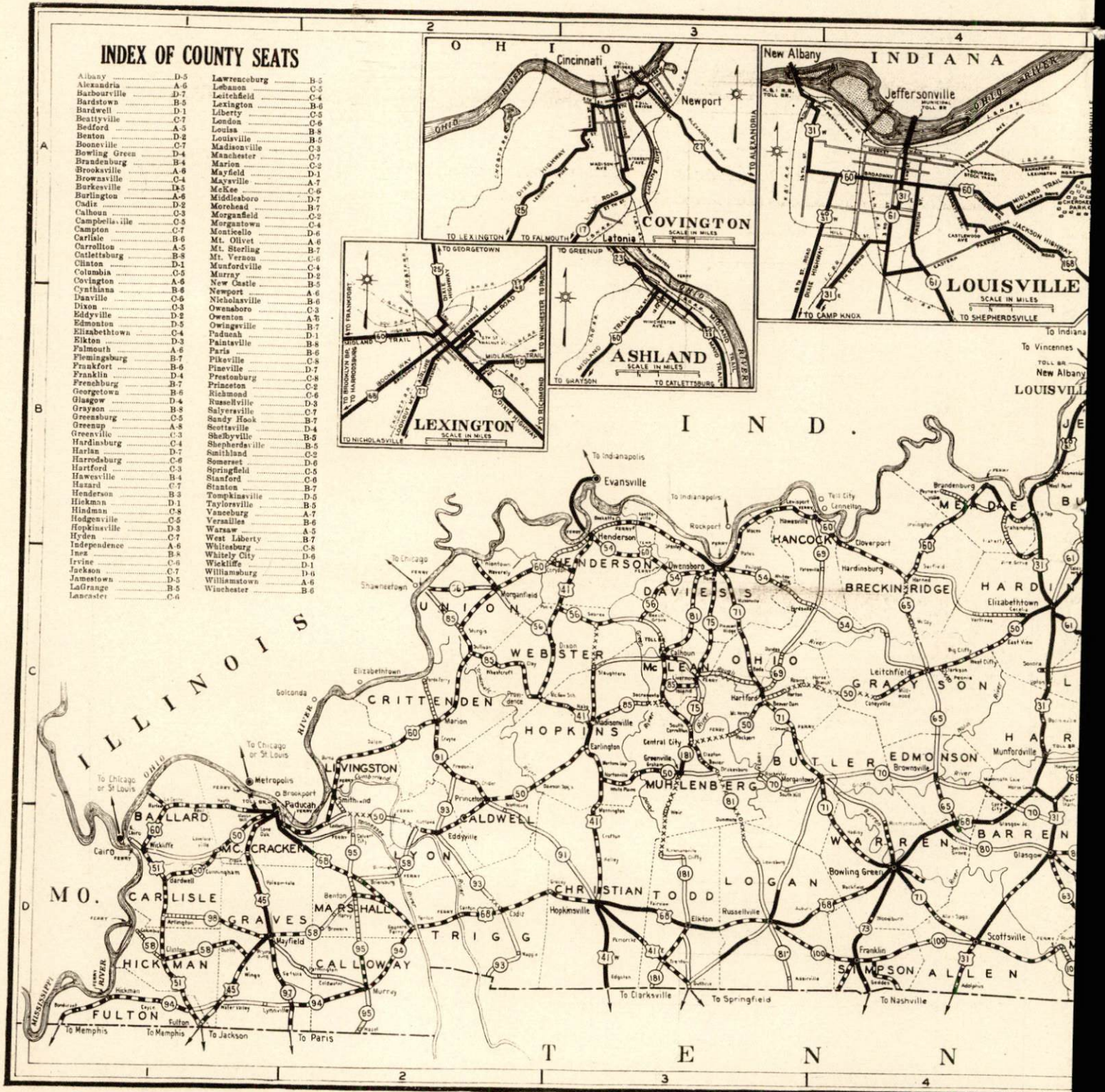
Come to Kentucky now—the most charming season of the year—revel in the blossom-perfumed atmosphere of the Blue Grass, live for a few days where life is truly worth living and enjoy the hospitality of these Kentucky cities—

CYNTHIANA, WINCHESTER  
LANCASTER, NICHOLASVILLE  
DANVILLE, HARRODSBURG  
LEXINGTON

*Blue Grass Tours*

INCORPORATED

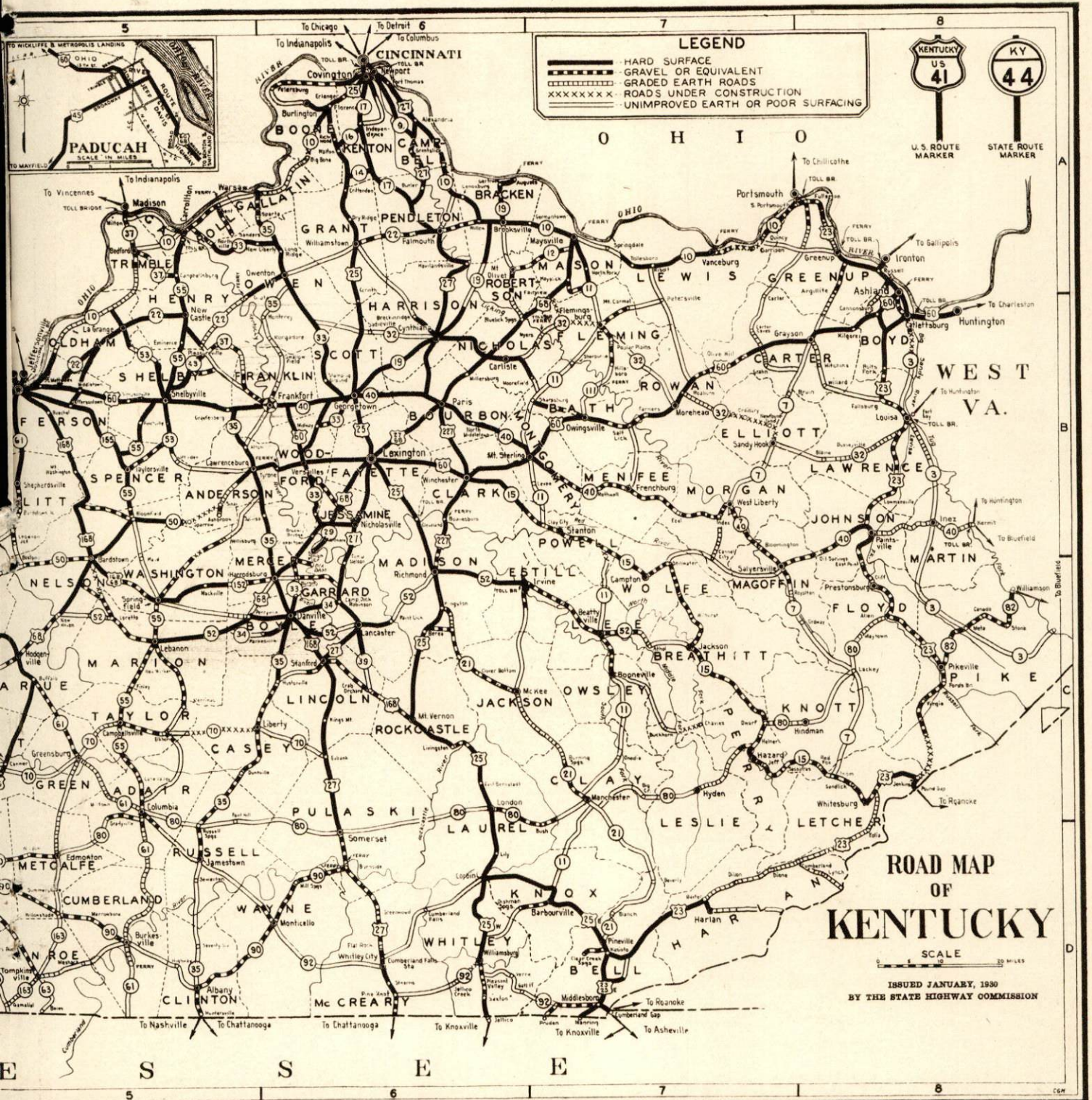
# Highway Map of Kentucky



There is a great demand from the motoring public for accurate highway maps and the above map is published through the courtesy of the Kentucky Highway Department for the benefit of automobile clubs and other touring agencies, as well as the thousands of individuals who receive the Kentucky Progress Magazine.

See Highway Bulletin

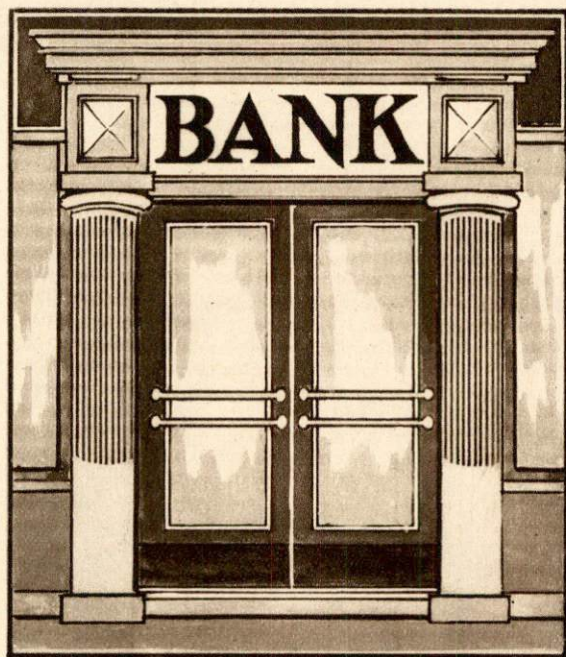
# Routes and Road Conditions



ay Condition  
on Page 54

This map is revised to January 1, 1930, and gives accurate description of Kentucky's highways as they will be found by the Spring tourists, so start planning your trip to Kentucky now. Come and revel in the dogwood and the redbud, and stay for the mountain laurel and the rhododendron. "See Kentucky."

# An Aid to New Industries



---

One of the considerations in locating an industry is "Local Banking Facilities."

The officers and directors of the Covington Banks are willing always to aid.

The combined resources of the Covington Banks amount to over *Thirty-one Million Dollars.*

*The Banks of  
Covington, Kentucky*

# COVINGTON

D I X I E ' S G A T E W A Y

*Second City in Kentucky*



Area 5.7 square miles.  
Population 70,000.  
Native Whites, 95%.  
Ohio and Licking Rivers.  
Dixie and Appalachian Highways.  
Louisville & Nashville R. R.  
Chesapeake & Ohio R. R.  
Southern R. R.  
Interurban Busses.  
Paved Streets, 97 Miles.  
7 Banks.  
Resources, \$25,000,000.00.  
34 Building & Loan Associations.  
Natural Gas.  
Municipally owned Water Plant.  
Municipally owned Incinerator.  
4 Daily Newspapers.  
1 Carnegie Library.  
2 Hospitals.  
57 Churches.  
10 Kindergartens.  
14 District Schools.  
3 Junior High Schools.  
1 Public High School.  
2 Catholic High Schools.  
13 Parochial Schools.  
9 Theatres.  
8 Playgrounds.  
4 Country Clubs.  
550 Acres of Parks.  
Good Retail Stores.  
Hilltop Home Sites.  
Skilled Labor.  
Factory Sites.  
Covington's Radio Station:  
WCKY 5000 W.  
1480 K.

NORTHERN IN LOCATION  
SOUTHERN IN SPIRIT  
KENTUCKIANS ALL

CITY OF COVINGTON

*Thomas F. Donnelly, Mayor*

# Highway Condition Bulletin

ISSUED BY STATE HIGHWAY DEPARTMENT

(See map on pages 50 and 51)

**NOTE: Enquire locally relative to condition of gravel roads before traveling.**

**U. S. 23—Mayo Trail** (Marked from Ashland to Prestonsburg). Ashland via Catlettsburg, Louisa, Paintsville, Prestonsburg, Pikeville, Jenkins, Whitesburg and Harlan to Pineville. This is surfaced road to Prestonsburg. Road being surfaced from Prestonsburg to Allen. Under grade and drain and surfacing construction from Allen to Harold. Surfaced from Harold to Pikeville. Road from Pikeville to Elmwood surfaced. On Mayo Trail from Jenkins to Seco concrete paving open to traffic. From Seco to Whitesburg and across Pine Mountain to the foot of Cumberland side is a State maintained road passable in fair weather. From Pikeville to Harlan several sections are being graded, impossible for traffic to get through. Pineville to Harlan, concrete and macadam surface, good condition.

**U. S. 25—Eastern Dixie Highway:**—Covington via Williams-town, Georgetown, Lexington, Richmond, Mt. Vernon, London, Corbin, Barbourville, Pineville, Middlesboro and Cumberland Gap in good condition the year around. Note: Marked U. S. 25—E from Corbin to Middlesboro.

**U. S. 25—W—Corbin Jellico Road:** Macadam road Corbin to Williamsburg excellent condition. Traffic bound macadam between Williamsburg and Saxton good condition. New concrete pavement from Saxton to Jellico excellent condition.

**U. S. 27—Newport-Cynthiana-Lexington**—Newport via Monmouth Street to Alexandria good macadam road then via Claryville, Grants Lick and Butler to an intersection with the Covington-Falmouth road at Greenwood concrete pavement. Turn left at Greenwood over macadam road to Falmouth, Cynthiana.

**U. S. 27—Lookout Mountain Air Line:** Lexington via Nicholasville; Lancaster, Stanford, Somerset, Whitley City to Tenn. State line. Excellent surface treated macadam from Lexington to Somerset. From Somerset to two miles north of Whitley City traffic bound macadam surfacing complete and in very good condition. From this point to the Tenn. State Line surface treated macadam except the last two miles which is traffic bound macadam in very good condition.

**U. S. 31—Western Dixie Highway**—Louisville by way of Tiptop, Elizabethtown, Munfordsville, Horse Cave, turn left to Bear Wallow. Bear Wallow to 7 miles south of Glasgow excellent surfaced road. From this point to Barren River traffic bound macadam. Barren River to Scottsville to Tenn. State line south of Scottsville, good macadam and gravel surface.

**U. S. 41—Dixie Bee Line:** Henderson to Madisonville excellent gravel. Madisonville to Earlington concrete. Earlington to Mortons Gap excellent gravel. High type surfacing Mortons Gap to Nortonville. High type surfacing finished four miles near Crofton. From Hopkinsville to Tennessee Line high type surfacing.

**U. S. 45—Paducah to Lone Oak** penetration macadam. Lone Oak to Graves county line excellent gravel. Graves county line to Mayfield high type surfacing. Mayfield to Wingo high type surfacing. Wingo to Fulton excellent gravel road.

**U. S. 51—Wickliffe, Bardwell Clinton and Fulton** good gravel road. Bridge runaround just south of Arlington.

**U. S. 60—Midland Trail:** Ashland to Olive Hill high type road. Olive Hill to Rowan County line good travel. Rowan County line to Farmers high type. Farmers to 2 miles east of Owingsville traffic bound macadam, good. From this point to Lexington concrete and high type asphalt and macadam in excellent condition. Lexington to Louisville all high type road.

**U. S. 60—Louisville-Paducah-Wickliffe Road:** Louisville to Tiptop excellent surfaced road. Tiptop to Grahampton traffic bound macadam good condition. Grahampton to Brandenburg gravel and macadam, excellent condition. Brandenburg to Hardinsburg to Cloverport good gravel. Cloverport to Owensboro good gravel and asphalt. Road under construction beginning five miles east of Henderson to Henderson. Detour from U. S. 60 to Owensboro over route marked temporary U. S. 60 via Sorgho, Hibbardsville and Zion to Henderson—gravel road. From Henderson to Corydon under construction. Detour from Henderson via U. S. 41 to Rock Springs to Corydon

good gravel road. Corydon, Morganfield, Marion and Smithland to Paducah gravel road. (Ferry at Cumberland-Tennessee Rivers operates until midnight). Construction on main road from Paducah to Wickliffe completed and open to traffic.

**U. S. 68—Lexington-Maysville Road**—Good surfacing and penetration macadam from Lexington via Paris to Maysville.

**U. S. 68—Historic Trail, Lexington-Bardstown:** Lexington to Harrodsburg via Brooklyn Bridge and Shakertown surface treated or better; Harrodsburg to Perryville a rough section of approximately 10 miles of county road. Traffic is advised to follow Ky. 35 from Harrodsburg to Danville and U. S. 168 from Danville to Perryville; from Perryville via Lebanon to Springfield, this route is marked "temporary" over Ky. 52 and Ky. 55; from Perryville to Lebanon is surface treated macadam and from Lebanon to Springfield is traffic bound macadam; Springfield to Nelson County line surface treated macadam and traffic bound road; from Nelson County line to Bardstown surface treated macadam.

**U. S. 68—Jackson and Jefferson Davis Highway:** Bardstown via Bear Wallow, excellent surface from Bardstown to Magnolia. Magnolia to Bear Wallow completed surface in good condition. Bear Wallow via Horse Cave to Bowling Green excellent surface. From Bowling Green to 8 miles west of Bowling Green high type surfacing, from this point to Auburn traffic bound macadam surface. Auburn to Russellville high type surfacing. Russellville to Todd county line traffic bound macadam Todd county line to Fairview and Hopkinsville high type surfacing. From Hopkinsville by way of Gracey and Cadiz to Tenn. River excellent gravel.

**U. S. 68—From Tennessee River to Benton** excellent gravel. Detour via Briensburg detour good. From Briensburg to McCracken County line excellent gravel. McCracken county line to Paducah new rock asphalt road open to travel.

**U. S. 168—Jackson Highway**—Louisville to Bardstown to Springfield route marked temporary from Springfield through Lebanon to Perryville. Permanent marking from Perryville to Danville, Stanford, Crab Orchard and Mt. Vernon, road in good condition.

**U. S. 227—Winchester-Richmond road:** Now open to traffic surface treatment and traffic bound macadam.

**Ky. 10—Vanceburg-Maysville-Covington.** Good surfaced road across Lewis and Bracken counties. Mason county to Maysville poor but passable. Concrete road from Maysville to Germantown. Germantown via Alexandria to Newport treated macadam and traffic bound macadam in good condition.

**Ky. 15—(Marked to Jackson) Winchester-Stanton-Hazard-Whitesburg road.** Winchester to Clay City oiled macadam and good gravel. Stanton to Campton, gravel and traffic bound macadam. Campton to the Breathitt county line, eleven miles of traffic bound macadam surfacing. Breathitt county line to Jackson sixteen miles of creek gravel surface. Jackson to the Perry county line a distance of 21.5 miles graded road under contract for surfacing. Sections not entirely surfaced in poor traveling condition and construction work closed down. Perry county line to the end of gravel road under contract for surfacing. Hazard to Knott county line good gravel surfacing. Knott county line to Whitesburg 12.3 miles, traffic bound sandstone.

**Ky. 17—Covington-Falmouth;** Covington south to the Pendleton county line concrete road. From this point to Falmouth, good macadam treated.

**Ky. 33—Carrollton-Georgetown-Versailles-Brooklyn Bridge Road.** This road via Worthville and Owenton is State maintained surfaced road throughout, suitable for travel at all times.

**Ky. 35—Graefenburg-Lawrenceburg-Harrodsburg-Danville-Liberty-Jamestown:** treated macadam to Hustonville. Gravel and traffic bound stone to Liberty and Jamestown, passable at all times.

**Ky. 37—Frankfort-Pleasureville-New Castle-Campbellsburg-Bedford-Milton.** From Frankfort approximately 7 miles toward Pleasureville traffic bound surface; remaining six miles to Henry county line graded earth passable in dry weather. Henry county line to North Pleasureville traffic bound surface. North Pleasureville to New Castle excellent treated

(Continued on page 75)

# Old Covington Landmark Has Interesting History

Lafayette, Henry Clay and Other Distinguished Men Were Feted There;  
Tradition of Restless Ghost

By MARY LAIDLEY  
(In Kentucky Post)

ONE of the most interesting homes in Kenton County is the house at 406 East Second Street, the present residence of F. A. Rothier and wife.

In 1814, Gen. John S. Gano, Richard M. Gano and Thomas D. Garneal purchased 150 acres of land from Thomas Kennedy in the northeastern part of what is now Covington, extending from the junction of the Ohio and Licking Rivers. In the next year they appointed Albert Sanford, William Hubble, John C. Buckner, Uriel Sebree and Joseph Kennedy as trustees to incorporate a town. This was the beginning of the city of Covington.

Thomas Carneal built a handsome residence near the Point. The house is built of brick and has an upper and lower gallery intaglio (cut into the brickwork) supported by slender Corinthian columns. Everything in the house is handmade.

No description of the house would be complete without mentioning the old elm which is still standing on the broad lawn. No definite age can be set for the tree. It may have been standing for a century and a half, but it has surely passed its one hundredth birthday. The old tree is therefore a worthy rival of the Washington elm, under whose branches General Washington took command of the Continental Army, and which only recently died after having been so carefully preserved for a century.

Later the house was the home of William Southgate, who was prominent in civic and social life in the early

part of the nineteenth century. Old records show that he was chairman of the Board of Trustees of Covington in 1832, probably the first governing body. Three years later when this government became a council, he served as mayor, being the second mayor of the city.

In 1824 the Marquis De Lafayette made a visit to the United States upon the invitation of President Monroe, visiting every state in the Union, and he was given a reception in the old house by William Southgate. Other famous visitors were Andrew Jackson, Daniel Webster and Henry Clay.

Often, the present owner says, when digging in his garden he uncovers arrow heads, relics of the Indian skirmishes which frequently occurred at the junction of the Licking and Ohio Rivers.

It is said that a former mistress of the house was unhappy there, and her spirit being earthbound, her restless ghost for nearly a century wandered through the old home. Hers grew to be a familiar figure as she walked through the rooms and the broad upper gallery, and she was called, almost affectionately, "the little lady in gray."

Some say that a ghost may be quieted by questioning its restlessness, and so about twenty years ago a member of the household saw the little gray lady one dark winter afternoon on her unhappy roaming and asked, "Why do you return to earth? There is nothing to distress you now. Sleep your long sleep in peace." The little lady is said to have returned and her story is almost forgotten.



Thomas Carneal, pioneer, built this handsome century-old residence at Covington.



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Kentucky Post

COVINGTON, KY.

—*first in circulation!*  
—*first in advertising!*  
—*first in influence!*

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CIRCULATION

*of any Kentucky Newspaper  
Outside of Louisville*

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G. A. JOHNSTON, *State Manager.*

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*Stamped and Cast Radiator Grilles*  
*Grilles and Wickets*  
*Kick and Push Plates*  
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*Wire Work*  
*Thresholds*

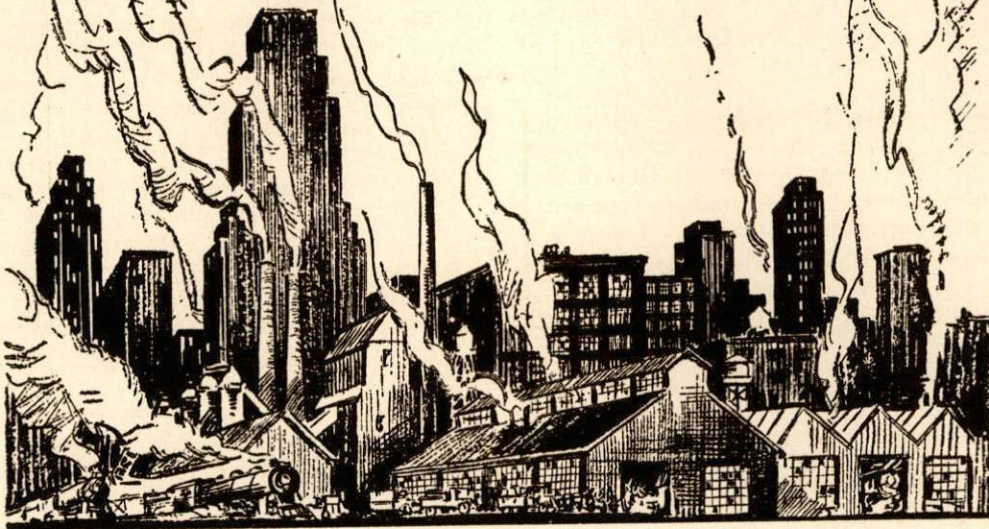
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THE X-RAY CITY

# Danville's History Is History Of Kentucky

By W. O. MCINTYRE, Mayor of Danville, Ky.

**B**ROADLY speaking, the history of Danville from the date of its founding by John Crow and others in the spring of 1774, until the removal of the capital to Lexington on June 4, 1792, is the history of Kentucky.

Danville had been the capital of the Kentucky district of Virginia for many years. It was the capital of the newly-formed Commonwealth for three days—June 1-4, 1792. Three days after Isaac Shelby was elected governor, the capital, together with all of the documents of State, was transferred to Lexington. Governor Shelby, who lived on his farm five miles south of Danville, was accompanied to the new capitol by a great throng of friends and admirers eager to do him honor and to witness the ceremonies of his inauguration.

Kentucky's first attorney-general, George Nicholas, resided here and it was in his honor that Nicholas County was named. The first state auditor was also a resident of Danville.

Judge Harry Innis, whose old home still stands on the Lexington Road, near Danville, was chosen the first Chief Justice of the Court of Appeals, but declined the honor. It was Judge Innis who issued the warrant for the arrest of Aaron Burr on the charge of high treason. The youngest daughter of Judge Innis became the wife of Governor John J. Crittenden, of Woodford County.

George Muter, another citizen of Danville, accepted the justiceship declined by Innis and later he was succeeded by Thomas Todd, a relative of Judge Innis, and who lived in his home. Thus the first three chief justices of the Kentucky Court of Appeals were all residents of Danville.

It is a debatable question whether Danville or "Boiling Spring" marked the site of the first permanent settlement in Kentucky. "Boiling Spring," located on the Hundley Farm three miles northwest of Danville, was pre-empted by James Harrod and there he built his cabin in 1774. He owned twelve hundred acres of land and a large settlement soon sprang up there. All that now remains to

mark the spot is the giant, historic sycamore whose spreading, silvery arms sheltered and shaded the cabin home of this great pioneer leader. The State of Virginia also granted to Harrod a large tract of land which is now embraced in the present city of Danville. As he was the leader of the first band of settlers who came here from Virginia in 1774, it naturally follows that the first cabin erected would have been built upon his land.

The greatest law suit in the pioneer days of Kentucky was between James Harrod and John Crow. The object of this litigation was to determine ownership of the "town spring" in Danville. From the original records in the county clerk's office in Stanford we quote the following interesting deposition:

"The Deposition of James Brown, of full age and taken in behalf of John Crow in the suit in Chancery now depending (sic) in the District Court of Kentucky, wherein James Harrod is complainant and the said John Crow defendant: The deponent first being sworn deposeth and saith that in the year, 1774, the said defendant, John Crow, this deponent and William Fields and others were conducted to this district by the complainant, James Harrod, for the purpose of exploring and improving certain lands therein for their own use; that an agreement took place in the company to the following effect: That a cabin should be built for each person, contiguous to each other, or as much so as the situation of the country would admit; that after the cabins were built, they should be numbered and each person to draw his lot and possess that cabin on which the number should fall; that the cabin which was built at the spring in Danville fell to the lot of Azor Rees who was a member of the company and who afterwards sold his cabin to John Crow, and that the cabins adjacent to and around the said spring fell to the lot of the following: John Crow, Martin Stall, William Fields, James Blair and the said Crow as assignee of Rees."

(Continued on page 60)



A photo of the old home of Gov. Christopher Greenup at Danville. It was erected prior to 1792, when Greenup was a practicing lawyer in Danville. When the capital was moved to Frankfort, he located there. He was elected governor in 1804. Greenup county was named in his honor. He lived in Danville from 1781 to 1792. This is now the home of Mr. J. F. Robinson.



The remodeled home of John Crow, founder of Danville. A section of this historic old home was erected in 1776 and is therefore as old as the Declaration of Independence. It is the first stone house erected west of the Allegheny Mountains. It is now owned and occupied by Mr. J. B. Adams and family and is located in the eastern outskirts of Danville.

1930 CENSUS POPULATION 7,596  
INCREASE WITHIN 10 YEARS 49%

TO  
HOME SEEKERS—

*An ideal place to live and rear a family.*  
*Beautiful.*  
*Splendid schools and colleges.*  
*Churches.*  
*Modern utilities.*  
*Interesting entertainment and sports.*

**D**  
**A**  
**N**

TO  
INDUSTRY

*Offers advantages to industry.*  
*Three railroads.*  
*Eight modern highways*  
*Low tax rate.*  
*Cheap electric power.*  
*Native born labor.*  
*Community co-operation.*

**DANVILLE**

**I**

TO  
TOURISTS—

*Interesting historical setting.*  
*Inspiring scenic grandeur.*  
*Splendid hotels.*  
*Outdoor sports.*

**L**  
**L**  
**E**

TO  
AGRICULTURE—

*Located in a fertile section of the Bluegrass.*  
*Live stock and tobacco center.*  
*Highest tobacco market in Kentucky in 1929.*

*In the Bluegrass*

## Danville

(Continued from page 58)

Those five cabins constituted the founding of Danville. They were built in 1774 and for the next decade Danville was the most prominent town in Kentucky, although John Crow was not granted his village rights until April 26, 1780. In 1784, John Crow sold a portion of the "town lands of Danville" to Walker Daniel and this transaction is recorded in Deed Book No. 1 at Stanford. The survey began at the town spring.

While planning his conquest of the great northwest, General George Rogers Clark made his home in Danville. On Walnut Street there still stands the pioneer postoffice where he received his mail. It is built of logs, pegged together; not a nail was used in its construction. Here also, long before postage stamps were in use and when the mail was forwarded by couriers, James Harrod, Major Silas Harlan (for whom Harlan County was named) John Crow, William Crow, Gabriel Jones and other early settlers called for their mail.

The first Presbyterian Church west of the Allegheny Mountains was erected in Danville. Rev. David Rice was its pastor. A handsome granite shaft, erected by the Presbyterians of Kentucky as a tribute to his great work, stands in McDowell Park.

Transylvania Seminary, the first college established west of the Alleghenies, was located in Danville. General George Rogers Clark was a member of its first Board of Trustees. Three years later this institution was moved to Lexington. Danville Academy, which under charter from the legislature in 1819 became Centre College and Transylvania Seminary (now Transylvania College) both

had their humble beginnings in a log cabin near the town spring situated upon what is now a part of the campus of "Old Centre." Rev. David Rice, in addition to his ministerial duties, taught both of these schools.

The old brick court house, the first erected in Kentucky and in which the first constitution of our State was adopted, still stands on East Main Street. The first court house for complete judicial procedure west of the Alleghenies was in Danville and, of its three judges, two lived here as did the prosecuting attorney.

All of the nine constitutional conventions which led to the formation of our Commonwealth were held in Danville. Judge Samuel McDowell was president and Judge Thomas Todd was secretary of these assemblies. Their pioneer homes are still to be seen in this vicinity.

The first trial for murder in Kentucky was held in Danville and Walker Daniel, for whom Danville is named, was the prosecutor. Judge Samuel McDowell presided at this trial.

For many years Danville was known as "Crow's Station" and, later on, as "Crow's Village."

The Dutch Church, near "Boiling Spring" (referred to above) was the first church building erected in Kentucky and in it the sessions of court were held in 1783 while the court house in Danville was in process of construction. Nothing of the church remains but the old log parsonage stands hard by.

The first corn grown in Kentucky was raised by James Cowan, a member of the Harrod party, in the year, 1774, in Boyle County west of Danville. (Kentucky Reports Vol. 1, Sinclair vs. Singleton).

Dr. Ephraim McDowell, the first surgeon to locate

# Centre College of Kentucky

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The Most Famous Small College in the South  
Not Co-educational

Separate Departments for Men and Women  
Enrollment Limited to 300 Men and 150 Women

*Trains for Leadership—Equips for Service*

CHARLES J. TURCK, President

west of the Alleghenies and who attained world recognition for the first operation in ovariotomy and without the use of anaesthetics, lived in Danville. His statue was recently unveiled in the Hall of Fame at the National Capitol.

George Nicholas conducted in Danville the first law school on this side of the mountains. The celebrated pioneer lawyers, Joseph Hamilton Daviess, Felix Grundy, Jesse Bledsoe and others were among his students.

Joseph Hamilton Daviess was reared in Danville. Counties in Kentucky, Indiana, Missouri and Illinois bear his honored name. It was he who swore out the warrant for the notorious Aaron Burr.

Danville was the scene of the great Spanish intrigue which came so near placing the whole southwestern section of the United States under Spanish rule instead of under British control.

Dr. Thomas Walker visited Kentucky in 1750. His youngest daughter, Peachy Walker, married Joshua Frye and they made their home in Danville. Their granddaughter became the wife of Adlai Stevenson, who was vice-president under Cleveland. Hundreds of their descendants became distinguished citizens of the commonwealth. Surviving today are the Bullitts and Speeds in Louisville and the Bells, Englemans, Hogsetts and others in Danville. The original Joshua Frye home still stands.

Danville was located on the first Federal mail route established in Kentucky. At that time the mail came from Maysville via Paris, Lexington, Harrodsburg and Bardstown to Louisville.

Danville is the only town in Kentucky in which many of the original homes of the settlers of 1774 have been preserved. In addition to those previously referred to, the McDowell house—the first two-story log house built in Kentucky, the first stone house erected by John Crow, and that of his brother William, form an interesting group of historic dwelling places.

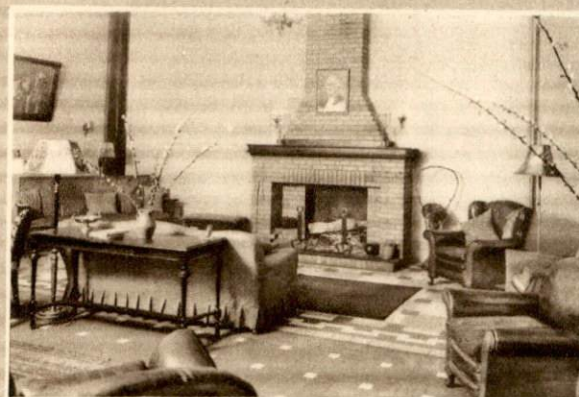
James G. Birney, the first anti-slavery candidate for president of the United States, was born in a log house upon the site of the present Methodist church. He was a large land owner and a professor in Centre College. He built and for many years resided in the palatial home now owned by Col. and Mrs. Robert G. Evans on the Perryville road. In 1844, Birney again ran for president and brought about the defeat of Henry Clay by dividing the abolitionist vote, and thereby electing James K. Polk.

Centre College, from whose walls President Woodrow Wilson declared had been graduated more great men than from any other college of any size in the world, is located in Danville, as is Kentucky College for Women, under the same board of trustees and administrative officers.

Located here is also the Kentucky School for the Deaf, the first institution established in the world for the education of deaf mutes at public expense.

As the town nearest to Herrington Lake, Danville, has become the mecca of fishermen from many states, more than two hundred club houses have already been erected on the lake and many others are now under construction. Hundreds of light fishing canoes are to be seen upon the lake, as well as larger boats for sightseers.

The picturesque low ranges of the Cumberland Mountains, the deep river gorges, the High Bridge palisades, the geographical centre of Kentucky, Old Kentucky Home, Perryville Battlefield, the site of Logan's Fort and Sportsman Hill, Kentucky's first race track, the old home of Col. William Whitley and the first brick house erected in Kentucky, are all easily accessible from Danville.



THE LOUNGE

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Away from home.

## The Pineville Hotel

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Comfortable rooms, elevator service, good food,  
pleasant surroundings, popular prices.

C. W. MEALY, Manager

DANVILLE—On U. S. 168, Kentucky 35



## Gilcher Hotel

"A Good Hotel in a  
Good Town"

Fireproof

Strictly Modern

Coffee Shop in Connection

## St. Asaph Hotel

STANFORD, KY.

Just Remodeled and Newly  
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OPEN MAY FIRST

At Junction of U. S. Routes 168 and 27



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MIDDLESBORO, KY.

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New, Modern Fireproof

In the Heart of the Cumberlands

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HENRY CLAY HOTEL  
Ashland, Ky.

MANCHESTER HOTEL  
Middletown, O.

WADE H. LOWRY, President

(Continued from page 38)

breeding establishment without an equal—set about what has been virtually its recreation. In that process he has completely transformed it. The original estate when purchased by him was of only about 900 acres which he has increased to over 1,200 by the purchase of adjoining parcels of land. The situation is unique, as it is much closer to Lexington than any of the great trotting stock farms of the terrain. By motor one is there almost before one knows it, while in addition the interurban makes reaching it an easy task. The moment one approaches along the Versailles pike, its beauty is apparent. Today, indeed, it resembles a park more than anything else, or one of those highly-improved European country estates which, in the long course of time, have been improved and beautified to the uttermost inch of ground within their confines. Calumet Farm, in "lay of the land," is of a conformation picturesque and diversified. This has been taken advantage of in the most admirable manner in its separation into pastures, paddocks and enclosures, the disposition of the buildings, the patterns described by the roads and drives and the views and vistas that are prepared for the eye.

But just at present, to the horse lover, the center of attraction is the new stallion stable. Of brick and tile construction, the walls of a soft buff shade, the roof and trimming of a warm red-russet, beautifully located and tastefully parked about, inside it is a revelation in its spaciousness, the superb character of its every appointment, the

(Continued on page 80)

## Stallion Tours

(Continued from page 35)

- Peace Pennant) continue on Russell Cave pike to 26.5, right.
- 23.3 **Mt. Brilliant Farm**, Louis Lee Haggin, right. Note at right roadside monument to **Domino**, surrounded by hedge.
- 24.2 **Right into Faraway Farm**, Miss Elizabeth Daingerfield, manager. 24.4 turn left. 24.5 stop. **Man o' War**, world's greatest racehorse, owned by Samuel D. Riddle, and insured for \$500,000, is in barn at right. Faraway Farm also has **Golden Broom, Oceanic, Star Hampton, American Flag, Mars.**
- Return on Huffman Mill pike to Russell Cave pike. Don't change odometer.
- 27.0 Right onto Russell Cave pike.
- 27.5 Onto Ironworks road.
- 28.0 **Elsmeade** stud of Morton L. Schwartz, New York, left.
- 28.9 **Castleton**, David M. Look, New York, right. 29.4 entrance. (**Daystar, Lee Tide, Spencer.**)
- 30.1 **Left** on Newtown pike. To **Walnut Hall Farm**, go right on Newtown pike to 31.1, entrance left. (**Guy Axworthy, Peter Volo, Chestnut Peter, San Francisco, McGregor the Great.**) When you return to Ironworks pike reset odometer to 30.1 and continue on Newtown pike.
- 32.8 Entrance to **Cold Stream Farm**, C. B. Shaffer, right. (**Pot Au Feu.**)
- 34.2 **Julius Marks Sanatorium** in distance at right. 35.2 Eastern State Hospital at left.
- 35.6 **Left** after R. R. onto Third Street. 36.2 **Right** onto Broadway.
- 36.6 **Left** onto Main Street. 37.0 zero milestone.

### SECOND ROUTE

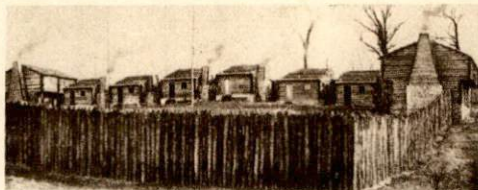
- 0.0 Zero milestone. West on Main Street.
- 0.4 **Right** on Broadway.
- 0.8 Transylvania University right.
- 1.5 **Left** (under R. R.) on Russell Cave pike.
- 2.2 "**Paradise Stock Farm**," J. P. Headley, right. (**Angon.**)
- 3.7 **Sledmere Farm**, Dr. John R. Hagyard, right.
- 3.8 "**Himyar Stud**," Phil T. Chinn, at left.
- 4.3 "**Kingston Stud**," R. E. Moreland, Mgr., at left.
- 4.4 "**Shandon Farm**," Gifford A. Cochran, of New York, right. (**Under Fire.**)
- 4.7 Road at right goes to "**Haylands**," Miss Daingerfield, (1 mile, right). (**Morvich, Dress Parade, Last Coin, Yield Not, Prince of Umbria.**)
- 4.8 **A. B. Gallaher farm.** (**Menifee, Cherokee.**)
- 6.1 "**Hinata**," LeBus farm; Phil T. Chinn, Mgr., right.
- 6.3 "**Elsmeade**," Morton L. Schwartz, New York, left.
- 6.5 **Left** on Ironworks pike.
- 7.0 "**Elsmeade**" Morton L. Schwartz, again at left.
- 7.9 "**Castleton**," David M. Look, New York, right. 8.4 entrance. (**Daystar, Lee Tide, Spencer.**)
- 9.1 Cross Newtown pike. "**Shoshone Stud**," W. R. Coe, New York, begins left. Entrances at 9.7 and 10.1. (**Poly-melian, Sweep On, Over There, Pompey.**)
- 10.9 **Left** on Berea Road, at Berea Church, opposite

(Continued on page 65)



Beaumont Inn.

OLD FORT HARROD



"The cradle of the Old Northwest."

BEAUMONT INN

Rooms With or  
Without Bath  
Country Ham and  
Chicken or Turkey  
Twice Daily

Mr. and Mrs.  
Glave Goddard

See Quaint  
SHAKERTOWN  
Dine and rest  
SHAKERTOWN  
INN and  
GUEST HOUSE

# HARRODSBURG

"The Historic Center of Kentucky"

SEE

Old Fort Harrod

Quaint Shakertown

High Bridge

Herrington Lake

Dix Dam

Pioneer Cemetery

Lincoln Marriage Cabin

PIONEER PONIES

The first race courses in Kentucky were at Harrodsburg in 1783, Humbles Race Path, Haggin Race Path.

The only time The Famous Nancy Hanks was defeated was in Harrodsburg. Bonnie Wilmore was the winner of the race.

We invite the Derby visitors to visit historic Harrodsburg.

## COME TO HARRODSBURG

Side trips to Lexington, Danville, Lawrenceburg, Frankfort, Bardstown and the famous Bluegras section.

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D. T. BOHON  
COMPANY

BLUE GRASS  
BUTTER CO.  
Manufacturers  
of  
Blue Grass  
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ANTIQUES  
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Rest"  
HOTEL HARROD  
Harrodsburg's  
Hospitable  
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BLUE RIBBON  
CAFE  
A Place to Eat  
Whitman's  
Candies

"Harrodsburg's  
Convenient  
Garage"  
FORT HARROD  
MOTOR CO.  
Service to the  
Touring Public



Dix Dam, Harrodsburg, Ky. Largest rock-filled dam in the world.

The One Stop  
Service Garage  
for Tourists  
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COMPANY  
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*In the Foothills of the Cumberlands*

THE CITY OF

**CORBIN**

ONCE—Just a spot on the Old Wilderness Trail where Daniel Boone and his companions paused long enough to decide that here they should turn northward.

NOW—A thriving Railroad Center, where the parting of the eastern and western branch of the Dixie Highway—U. S. Route No. 25—exemplifies Boone's judgment—

*That it is truly the gateway to the majestic scenic splendors of the Cumberlands.*

*Nature's  
Masterpiece*

*Kentucky's  
Niagara*



"Cumberland Falls" 18 Miles West of Corbin

*Corbin Welcomes You*

CORBIN CHAMBER OF COMMERCE,

- *Corbin, Kentucky*

## Stallion Tours

(Continued from page 62)

rear entrance to "Walnut Hall" farm. Shoshone Stud still at left.)

Optional (1.2 m. longer): Ahead on Ironworks pike, 12.2 through Donerail, at right is Harry Burgoyne's farm (The Laurel Hall, Full Worthy). 12.7 Left on Georgetown pike, 14.2 cross bridge, 14.4. Berea road joins at left (there set speedometer back to 12.1 and go ahead).

- 12.1 Left on Georgetown pike.  
 14.1 Greendale pike at right. (Take Greendale pike, passing Greendale School of Reform, 3 miles to "Brookdale" farm, Messrs. Carr and Piatt, on Spurr pike. (Bunting, Upset, Master Charlie, Prince Pal); also, "Mereworth Stud," Walter J. Salmon, New York, owner; Kenneth Kane, mgr. (Swift and Sure, Swinborne.)  
 14.5 "Greenwich Stud" (formerly Belmont) entrance left W. B. Miller, Greenwich, Conn., owner; Mrs. Ed. Kane, mgr. (Waygood, Infinite.)  
 15.5 Allendale Farm, Jere Tarleton, right (Peter Scott).  
 15.5 E. L. Featherstone farm, left. (Joseph Guy.)  
 15.5 Right on Sandersville road (Hillenmeyer Nurseries).  
 16.7 Left (end of road) on Greendale pike.  
 17.6 Right on Leestown pike. 17.8 site of million dollar U. S. Veterans' Hospital.  
 18.1 Left on Viley pike. 18.6 caution. Cross R. R. then curves right and left. 18.8 city quarry.  
 19.2 Right on old Frankfort pike. 20.3 residence of Barry Shannon, manager of "Idle Hour," at left.  
 20.6 Entrance Idle Hour Farm, Col. E. R. Bradley, right. Note horse tunnel under road, connecting Bradley farms. (North Star III, Bubbling Over, Black Toney, Black Servant, Blue Larkspur, National Derby Champion, 1929.)  
 Return on old Frankfort pike to Viley pike. Reset odometer to 20.6 leaving Idle Hour farm.  
 20.9 Pass residence of Barry Shannon, at right.  
 22.0 Right in Viley pike. 22.8 caution, sharp curve left. 23.0 danger. Cross R. R. 23.2 curve right.  
 24.0 Right (caution, cross R. R.) on Versailles pike.  
 24.8 Entrance to Calumet Farm, W. M. Wright, Chicago, right. (Belwin, Justice Brooke, Peter Brewer, Truax, Guy Abbe.)

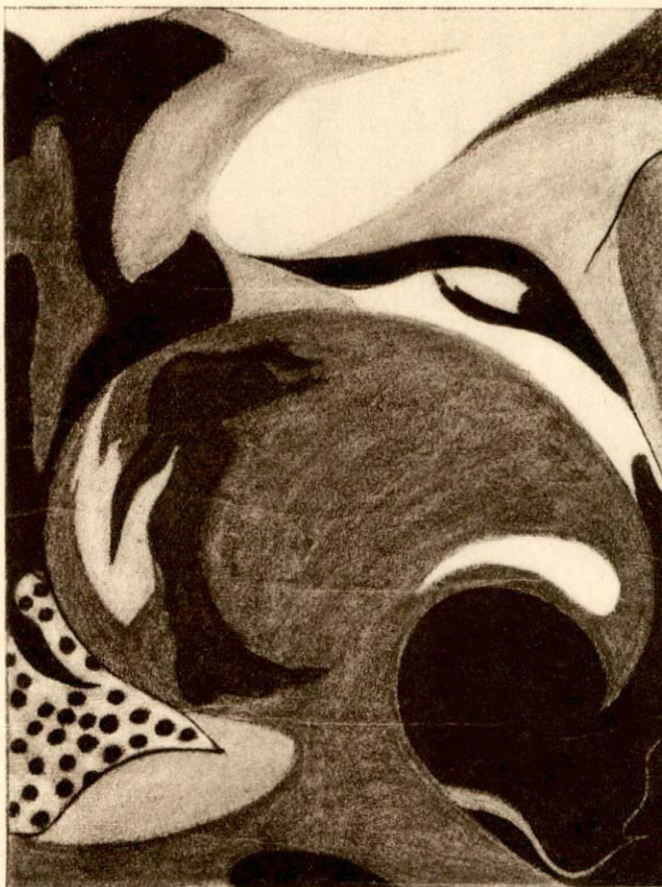
To Keeneland, J. O. Keene, straight ahead on Versailles pike to 25.8, at right (the residence where Lafayette stopped overnight in 1825 on his visit to Lexington) then next right (26.0) entrance to Keeneland Farm. (Sand Mole, Pagan Pan.)

To Hartland, Senator J. N. Camden, straight ahead through Versailles (33.2 right with trolley, U. S. 60) to 35.3, entrance right. (Light Brigade, Nocturnal, Craigangower, Rose of Sharon, Champion 3-year-old filly, 1929.)  
 37.0 Thistleton, farm of Geo. Collins.

Return (12 miles from Thistleton) on Versailles pike resetting speedometer to 24.8 at Calumet Farm

As You Pass Entrance

- 26.0 Right on Parker's Mill pike. 26.1 Duntreith, Silas Mason, left.  
 27.0 Left on Lane Allen road. 27.7 Scarlet Gate,



## CHURCHILL FABRICS

A riot of color

The summer collection of Hand Loomed Frocks and Coats highlight the mode for sports wear. Visit our Loom House during the races to see our colorful Shawls, Bags, Scarfs, Couch Throws, Baby Blankets.

CHURCHILL WEAVERS

BEREA, KY.



The Churchill Weavers

Berea, Ky.

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In Kentucky  
 Louisville, Ky.  
 217 Martin Brown Arcade  
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# THE KENTUCKY HOTEL

"Where Kentucky Hospitality Greet's You"

WALNUT ST. AT FIFTH

LOUISVILLE, KENTUCKY

450 Rooms

Louis XVI Dining Room

Coffee Shoppe

European Plan Rates:

Single, \$3 to \$7

Double, \$5 to \$8

Sample Rooms \$5.00 to \$6.50

Parlor Suites \$10 Upward



450 BATHS

Bath and Servidor, Circulating Ice Water, Sample Rooms. Private Dining Rooms. Convention Hall, seating 800; Banquet Hall.

*Discriminating Folk will find every desire of their heart fulfilled in this newest and most modern hotel.*

SAMUEL S. FRIEDMAN  
Vice President

RODNEY D. BEMISS  
Manager

Clarence LeBus, right.

The beautiful residence on Scarlet Gate is the former home of James Lane Allen, the noted author.

- 28.8 Right on Harrodsburg pike.
- 29.2 Hollyrood, J. L. Dodge (right), trotters (Hollyrood Harkaway, Hollyrood Prince.)
- 29.7 Entrance Beaumont Stud, Hal Price Headley, right. (Supremus, Pharamond II.)  
Return on Harrodsburg pike to Lexington
- 30.6 Pass Lane Allen road at left. 32.1 ahead with trolley (one block left is Kentucky Trotting H. B. A. Track). 32.4 cross R. R.
- 33.1 Right on Main Street.
- 33.5 Zero milestone.

### Carter Made Transy Photos

THE photos illustrating the Transylvania article in the April issue was made by John L. Carter, 17-year-old High School student, of Lexington. Credit for his splendid work was overlooked by the printer. No higher compliment can be paid him than the exclamation made by the first individual to see the array of Transylvania notables grouped page after page in the Magazine: "Why that's almost a roll-call of history." Many thanks, John! One prominent newspaper already has asked for the use of the photos.

The  
Kentucky Culvert  
Manufacturing Co.

Armco Culverts

Louisville, Kentucky

# "Come On Down", Old Kentuck' Calls

(From "Going Places and Seeing Things")

By HOWARD BURBA in *Dayton News*

ALONG about the time our feathered friends begin coming up from the south each year our flivver friends of the north start going there. It isn't a coincidence, because the same thing occurs every spring. It doesn't just happen, because everyone knows in advance exactly when the double hegira is going to set in. There must be a reason for it and that reason must be both satisfying and sufficient since each spring season sees the southbound flivver family increased in numbers.

Over at headquarters of the Dayton Auto Club, in the long room devoted to the touring and travel department is to be found, even now, positive proof of this. Already local motorists have commenced to lean on the counter, eye the attractive tour maps which emblazon the walls, and ask questions. They may differ as to their ideas of a perfect outdoor tour or vacation; they may disagree as to the merits of various makes of motor cars, but in one respect they are all of one mind—they want to go places and they want to see things.

And the young men and young women in the touring and travel department tell me without hesitation that most of their patrons want to go south.

That isn't hard to understand, insofar as residents of the state of Ohio are concerned. Take the first chapters in Ohio's history, the very genesis of it, and you'll find standing out above all the rest such names as George Rogers Clark, Simon Kenton and Daniel Boone. Every school child is familiar with the part they played in venturing in where white men feared to tread; in hunting down the scalp-seeking Red Man and checkmating his campaigns of ruthless slaughter; in planting in a wilderness thickly beset with dangers and discouragements the bright sunshine of hope and homelife; in making possible the peace and contentment we now enjoy. Isn't it perfectly natural then that those so blessed should be anxious to motor into the neighboring state from whence came these three illustrious pioneers—these three who did more, possibly, than any other three men to give the state of Ohio and the whole Northwest Territory into the keeping of the white race? You will find the answer in the interest displayed by members of our motoring army as they lean across the auto club touring counter and ask for a map that will take them into the romance-filled state of "Ole Kentuck."

So going places and seeing things is, in the language of the rural correspondent to the little home-town weekly, "the order of the day."

There's a fascination in skimming over broad, smooth highways where once the crack of a feudist's rifle shattered the stillness of the hills. There's a feeling akin to affection for Clark and Kenton and Boone as we wind in

and out on what was once but dimly-made trails over which their moccasined feet followed the tracks of an enemy equally as fleet of foot. There's God-consciousness in the Cumberlands. You can't get away from that once your eyes have beheld their manifold beauties.

\*\*\*\*\*and you arrive at a State capitol that fairly swims in history. Here at Frankfort have been fought political duels, verbal and physical, for more than a century.

Touch your foot to the brake at the corporation line or you'll run by a lot of things worth seeing, before you are aware of it. Lying on your left as you enter the city is the Frankfort cemetery. At the brow of the steep hill which leads down into the center of the city is its entrance.

Drive in. Anyone can direct you to the drive which winds through this peaceful city of the dead to the tomb of Daniel Boone. It is marked by a modest granite shaft, and stands out some distance from any other grave on a point extending out to where a single misstep would plunge you into the valley of the historic Kentucky River several hundred feet below.

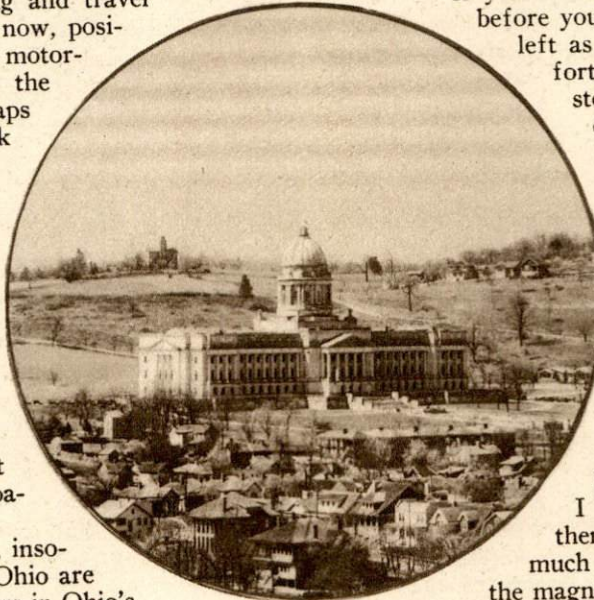
I have traveled Kentucky. Born in them, its hills and valleys are pretty much an open book to me. Yet of all the magnificent views to be found in the entire commonwealth none approach in silent grandeur, or historic interest, the panorama which spreads before the eye as you stand at

Daniel Boone's grave. In the wide, sweeping bend of the river below nestles the city of Frankfort, its homes and public buildings set down to resemble the tiny town your own little boy makes on the floor with his miniature toys. For here you gaze down upon the State's new capitol, an example of architectural beauty second to none in America.

As you leave Frankfort for Louisville, 50 miles away, and over Kentucky's blue-ribbon highway, pause at the brow of the hill and gaze back across to Boone's grave on the opposite side of the town, where you halted as you drove in. Your picture is complete. You have seen one of the South's greatest scenic offerings.

As you enter Louisville, after winding through one of the city's most delightful beauty spots, Cherokee Park, you will emerge on a broad highway leading southeast. Thirty miles over this gently rolling concrete and asphalt all the way, and you are at Bardstown.

Here, in still another town that is world-famed historically, you have much to see. Visit the "Old Kentucky Home," in which Foster wrote not only the song by that name but several others equally as familiar. The piano, with keys of mother-of-pearl, on which he composed his best-known airs, is but one of the treasured antiques, priceless, all of them, to be found within this typical Ken-



State Capitol from Daniel Boone's grave.

tucky mansion. In the public square is a monument marking the grave of Fitch, inventor of the steamboat, whose early life was closely associated with Bardstown. Two squares away, at the edge of the town, is St. Joseph's, the first Catholic Cathedral west of the Allegheny Mountains, founded when its present site was a part of Virginia.

By all means park your car and step within its doors. True, it is not a very prepossessing pile of brick and mortar, viewed from the exterior. But you will regret it if you pass through Bardstown without entering this house of worship, for within its walls are paintings valued at more than a million dollars—original Van Dyke's and others equally as precious. Here, too, King Phillippe of France found refuge during the revolution in his native land, when a price was put upon his head. From here, where he had been so securely domiciled from his enemies and so kindly ministered to by his friends, he set out for the return journey to France, there to mount the throne that was rightly his. Within the church you will find on exhibition many beautiful and costly presents which he sent back to the goodly people of St. Joseph's congregation as tokens of his appreciation of their aid.

From Bardstown, motor southwest 17 miles over a good road, past the site of the Lincoln homestead on Knob Creek, though naught remains now but the little creek which flowed past it. Thence on over the hills to Hodgenville, the birthplace of "Honest Abe."

Enter the imposing stone and marble structure housing the little cabin in which the martyred president was born; drink from the cool, gushing stream that pours icy, refreshing torrent from the heart of a nearby hill. Cater to your appetite, if you like, in the log cabin inn a few paces away—and be glad you live in a land where greatness springs from red clay and the roots of sassafras bushes as readily as from the palaces of royalty and riches.

Have a look at the replica of St. Gauden's famous statue of Lincoln in the public square at Hodgenville. Then turn your auto northward to Elizabethtown, on through the Muldraugh Hill country, past and directly through the center of Uncle Sam's big artillery encampment, Camp Knox; on to West Point where the broad Ohio greets the eye; past Ohio River bottom lands rich in the luxuries now fast maturing for Louisville dining tables, on into the metropolis of the State wherein all that goes to make one of America's fastest growing and most modern cities awaits you.

There is much of interest in Louisville, historically and

otherwise. Members of Ohio auto clubs can learn all about these points of interest by a call at the Louisville Auto Club. Those not identified with a motoring organization have ready access to guide books, while every Louisville citizen is a walking encyclopaedia of information when it comes to knowing his home city, and the graciousness with which he bestows it will make you glad you asked.

Spring has parked on your doorstep. The motor germ is inoculating your system with wanderlust. You want to go places and you want to see things—

And Old Kentuck' is calling: "Come on down!"

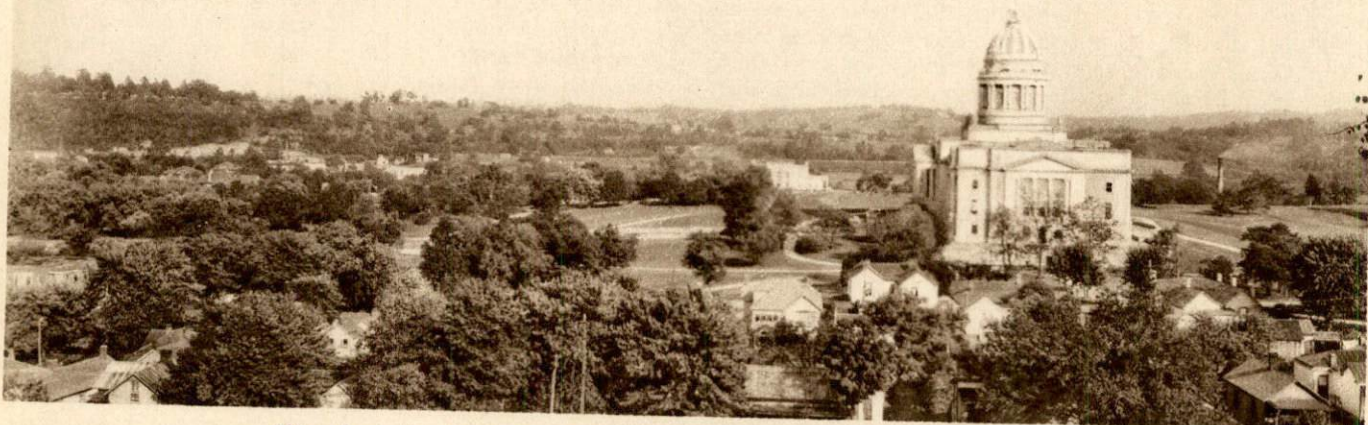
#### Michigan Compliments Magazine

RECENTLY, through the courtesy of a Muskegon visitor to your State, I received a copy of KENTUCKY PROGRESS Magazine (March, 1930). I want to commend you on getting out one of the most interesting and readable pieces of tourist publicity matter which it has ever been my pleasure to examine. I am persuaded that your Commission is doing a tremendously valuable bit of work in acquainting the traveling public with Kentucky's attractions and that the continuance of this work will attract an ever-increasing number of visitors to your State. Personally, I drive through Kentucky every year on an annual winter vacation south, but until I saw KENTUCKY PROGRESS MAGAZINE, I had no conception of the many interesting spots in your State awaiting the tourist visitor.

Several years ago I served as chairman of a committee of the Michigan Tourist and Resort Association and eventually secured, through co-operation with other agencies, an appropriation of \$100,000 a year for advertising Michigan to the summer tourist trade. It has occurred to me that we could advantageously put out for our state a piece of literature similar to your publication.—J. C. Beukema, Secretary-Manager, The Greater Muskegon (Mich.) Chamber of Commerce.

Nature-lover, gazing at a gigantic tree: "Oh, wonderful oak, if you could speak what would you tell me?"

Old Woodsman, standing nearby: "Scuse me, mum, but e would probably say, 'If you please, mum, I'm not an oak, I'm a spruce.'"



View from U. S. 60, overlooking Capitol, Boone grave in distance (left).

You Will Find a Friendly Welcome in

# Barbourville, Kentucky

KNOX COUNTY

*In the Cumberlands—The City of Progress*

ESTABLISHED OCTOBER 1, 1799

## **BARBOURVILLE is**

On the Eastern Dixie Highway, U. S. 25.

The Home of  
Gov. F. D. Sampson  
Senator J. M. Robsion  
Hon. Sawyer A. Smith  
Ex. Gov. Jas. D. Black  
Hon. Caleb Powers  
Judge T. D. Tinsley

The former Home of

Joseph Eve., only American Minister to the  
Republic of Texas.  
Samuel F. Miller, Associate Justice of the U. S.  
Supreme Court.  
Silas Woodson, Governor of Missouri.  
Wm. Pitt Ballinger, first Chief Justice of the  
Texas Supreme Court.  
Major Geo. M. Adams, Congressman.  
John H. Wilson, Congressman.  
Circuit Judge Green Adams.  
Colonel T. W. Minton, Nationally Known  
Horseman and Sportsman.

## **BARBOURVILLE offers many industrial advantages:**

Dependable Electric Power  
Cheap High-Grade Coal  
Ample American Labor  
Freedom From Strikes  
Good Railroad Facilities  
Modern Highways and Paved Streets  
Natural Gas and Water Works  
Cumberland River  
Mild, Healthful Climate  
Factory Sites Reasonable  
Beautiful Home Sites Available  
Five Churches  
Modern Hospital  
Three Banks and Three Hotels  
In Kentucky—Factories Pay No City or County  
Tax on Machinery and Raw Material and  
Only 50 Cents Per \$100 State Tax.  
Is the Educational Center of Southeastern Ken-  
tucky, having Union College, Baptist Institute,  
High and Public Schools, Class A.  
A Good Place to Live and Educate Your  
Children.  
Census Increase Nearly 33 1/3%.

## *Tourists Are Invited Especially To See*

Site of First House built in Kentucky in 1750, by Dr. Thomas Walker.  
Dishman Springs and Summer School for Boys.

Minton Hickory Mountain Farm: the Home of the Grand Champion  
Five-Gaited Stallion "The Feudist" and other World's Champion  
Show Horses.

Largest Exclusive Hickory and Golf Shaft Factory in the World.  
Original Office of S. F. Miller and Silas Woodson, Law Partners.

*A Typical Southern Mountain Town of High Ideals and Cozy Homes*

This Space Donated By

T. W. MINTON & CO.  
RAPP LUMBER CO.

SENATOR J. M. ROBSION  
INDUSTRIAL LEAGUE

KIWANIS CLUB

# They Live Forever in the Sandy



Five living generations in one family: Lanita Gene Clark, 3; Mrs. Matilda Williamson, 94; her son, John L. Williamson; her grandson Marvin Williamson, clerk of Pike County Quarterly Court; her great-granddaughter, Mrs. Hazel Williamson Clark. (Photo taken recently on ninety-fourth birthday of Mrs. Williamson.)

**L**ANITA GENE CLARK, 3 year old Pike County girl, does not trace her lineage back to the Mayflower, but she can look through four living antecedents to pioneer days in Kentucky.

Lanita doesn't understand all about ancestors—direct lineage means nothing to her—but she does know that she has a mother, a grandfather, a great-grandfather and a great-great-grandmother, and her eyes grow big with wonder when the latter tells stories about “Injuns” and “woofs.”

But of all the stories Mrs. Matilda Williamson, now in her ninety-fifth year, tells, Lanita likes the one about “Dan’el Boo” best, and the great-great-grandmother tells it well, “because,” she says, “my husband’s father, Benjamin Williamson, was among the ‘Great Hunter’s’ companions on one of his trail-blazing trips into the wilderness.”

In her turn, the little Pike County girl has heard from her “granny’s” own lips how Aulden Williamson fought against the “Redcoats” under Captain Campbell, and how, when the war was over, he and his two sons, Benjamin and John, left Fincastle County Virginia, and accompanied Boone into Kentucky, there to establish a home on Little Paint Creek in Floyd County, now Martin County.

ulden Williamson’s story and that of his two sons, is unlike other tales of early settlement,—a story of

moving wagon-trains, hostile Indians, stockade walls, depressing hardships, exposure, sudden death, grim determination and final success, a home builded from virgin timbers—the seed of civilization in a new country. But while others turn through the pages of history, Lanita hears the romance from one who was on the scene.

I have frequently said, and I will say it again, that the KENTUCKY PROGRESS Magazine is the most elegantly done publication that comes to my desk.—J. Murray Hill, Bowling Green, Ky., District Governor, Rotary International.

\* \* \* \* \*

I believe you are putting out something which should attract a great many outsiders to the historic spots and scenes of natural beauty in Kentucky. The magazine is certainly one of the best of its kind.—Earl W. Browning, Librarian, Public Library, Peoria, Ill.

\* \* \* \* \*

The PROGRESS Magazine is a most artistic and interesting magazine. It is beautifully done, and aside from its publicity purposes, it is an excellent publication from a literary viewpoint.—Lorine Letcher Butler, New York City, author “My Old Kentucky Home”.

# NEWS OF ORGANIZED BUSINESS

By WILLARD L. HAMMER

### Promoting Kentucky

STRICTLY speaking, the Kentucky Progress Commission, created by the 1928 Kentucky Legislature, is not an organized business; but in organization it is roughly comparable to a state chamber of commerce.

The Commission was organized to promote development of the state, making a general study of its resources, facilities and advantages. For the first year \$50,000 was appropriated for advertising the advantages and attractions afforded by this Commonwealth.

One of the most important things done by the Commission was the founding of *Kentucky Progress Magazine*. Another noteworthy activity has been the preparation of a motion picture showing the attractions and resources of the state.

Many interesting facts about Kentucky are developed in the first report of the Commission.

### Virginia Studies Taxes

THE Virginia State Chamber of Commerce committee on taxation has just made public a report entitled "A Review and Analysis of the Reconstruction of Virginia's Tax System." The recommendations made, we believe, will be interesting to secretaries of other chambers wrestling with the same problems—and what chamber isn't?

The report reviews the "phenomenal and unparalleled progress" Virginia has made in modernizing her tax structure since 1925, and recommends among other things that:

The State should make liberal provision for research in taxation. Provisions require careful investigation. The State is the only agency which can bear the expenditure necessary and continuous research.

The State should make liberal provision for research in taxation. Provisions require careful investigation. The State is the only agency which can bear the expenditure necessary and continuous research.

problems arising under the present inheritance tax law.

Steps should be taken to bring about a uniform reduction in the rates on tangible personal property. A reduction in the rates and equitable assessment would probably result in increased revenues from this source.

The Virginia Chamber further recommends that the tax system be simplified by the elimination of minor taxes which are relatively costly to collect.

### A New Business Magazine

ACCORDING to a recent announcement by the Los Angeles Chamber of Commerce, *Southern California Business* is to have a new editor, James H. Collins, whom many of our readers know as a frequent contributor to *NATION'S BUSINESS*. This move is in line with a plan to extend the scope of the magazine. To quote the announcement in the *Los Angeles Chamber of Commerce Bulletin*:

It is proposed to develop *Southern California Business* to do for southern California what *NATION'S BUSINESS* does for country-wide affairs. Mr. Collins has for more than 20 years written for the leading magazines of the country including *The Saturday Evening Post*, *Country Gentleman*, *McClure's*, *Every Week*, *NATION'S BUSINESS*, and many trade and special publications.

### Making Gifts of Gobblers

THE American Chamber of Commerce of China has made a list of the importance of addresses and cable heads if a business man is to be successful. The list is as follows:

stock has been made for several years through the cooperation of retail merchants, partly to stimulate the retail trade but more to improve the stock in the community. The 50 turkeys were given in order to stimulate the raising of turkeys for profit.

In the talks that were given the farmers along with the turkeys, one speaker developed the fact that turkeys can be marketed more profitably in a cooperative way and should be home-dressed.

The distribution of cattle in previous years has made the vicinity of Sullivan one of the best dairying communities in the state. It is hoped that the distribution of turkeys will add this money-crop to the farm communities.

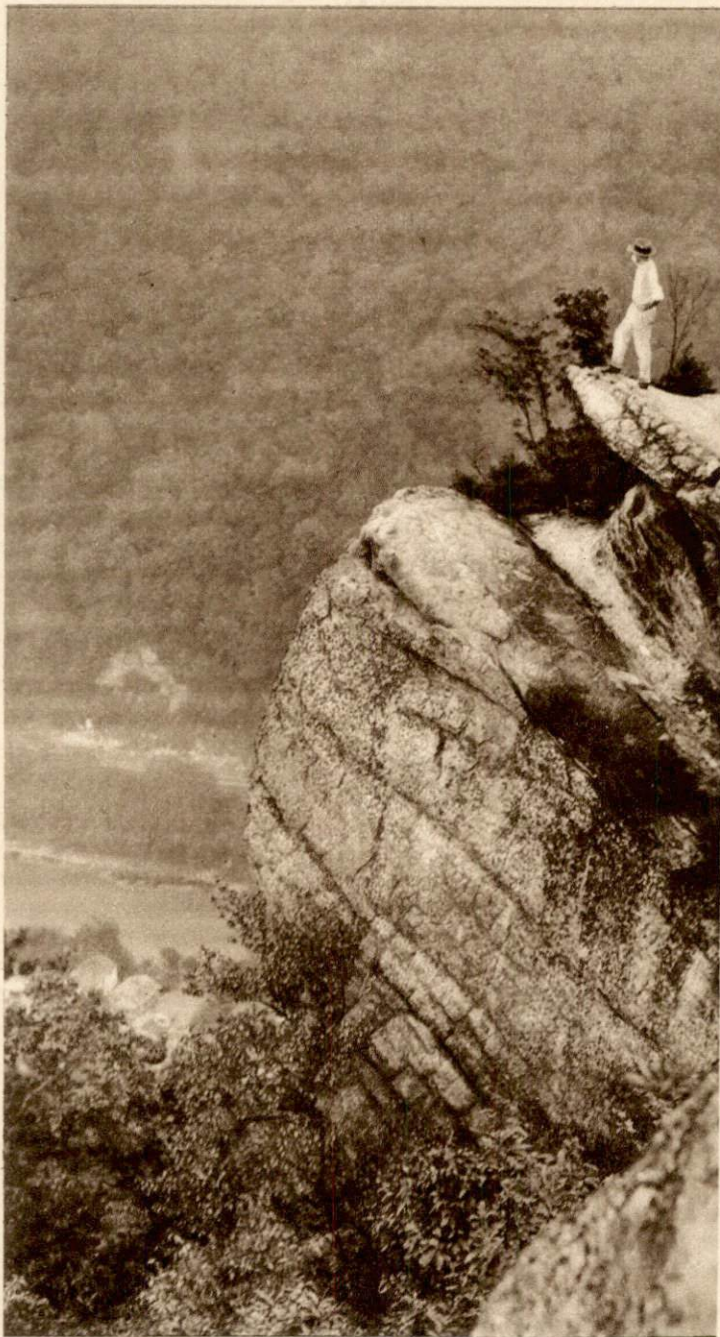
### Cable Addresses

THE American Chamber of Commerce of China

us of the importance of addresses and cable heads if a business man is to be successful. The list is as follows:

*Thanks!*  
*From*  
*Ol' Kentucky*  
*"Check and Double Check!"*





## Pineville

**I**N the very heart of the Cumberland Mountains, Pineville offers the finest summer climate and the grandest scenery in the State of Kentucky.

**T**HE Cumberland River, famous for small-mouth bass fishing, winds like a horse-shoe about the town, and the Cumberland Mountains tower abruptly above on all sides to an elevation of half a mile above sea level.

**C**LEAR Creek Springs and Cumberland State Park are at its door, and splendid, hard-surfaced roads offer many miles of scenic driving. Short side trips can be made to Cumberland Gap and the Pinnacle, or over "The Trail of the Lonesome Pine" to Big Stone Gap. The "Rhododendron Way" has recently been opened to Lynch and Hazard via Harlan.

**P**INEVILLE is on U. S. Route 25E and is less than a day's drive from Louisville or Cincinnati. The Continental Hotel and the Pineville Hotel are modern in every respect and thousands of tourists stop here annually.

**T**HE great coal fields and hard-wood forests offer industrial opportunities that have hardly been touched.

# COME TO PINEVILLE

Pineville Kiwanis Club  
City of Pineville, Ky.

# Famous Old Drennon Springs

## Historical Sketch

By COL. R. T. DURRETT

SO FAR as we have learned from history and tradition, Drennon's Springs, on Drennon's Creek, in Henry County, Kentucky, were not visited by any of the early explorers who were in this part of the country. They were known to the Indian, and probably to the Mound-builder, who antedated him, but were unknown to the white man until a comparatively modern period. This seems strange when we consider that great roads made by the buffalo, as broad and as plain explorers must have crossed these as the highways of civilization, led from almost every part of the country to these springs. Some of the early explorers must have crossed these roads and gone along them in their wanderings. Thomas Batts, in 1671, John Salling, in 1730, John Howard, in 1742, Christopher Gist, in 1751, James McBride, in 1754, James Smith, 1766, John Finley, in 1767, Daniel Boone, in 1769, the Long Hunters, in 1770, Simon Kenton, in 1771, each and all may have been on one of these buffalo roads and in discovering distance of these springs. But, so far as has been made known to us, the hundred years of exploration between Thos. Batts, in 1671, and Simon Kenton, in 1771, left these springs known only to the Indian and the buffalo and the deer and other wild animals that enjoyed them unmolested by the white man.

They were destined, however, not to remain unknown much longer. The good they had done the Indian and probably the Moundbuilder before him was at last to be shared by the white man. The huge mastodon, the haughty buffalo and the timid deer which had time out of mind come in immense herds to these springs, had in going and coming tramped down the earth and leveled it into broad roads. So striking were these roads that they suggested to the explorers the highways leading to a populous city. The lick itself seemed like a desolate plain crushed down from the surrounding hills by myriads of hoofs, which had also tramped all life from every tree and shrub and bit of herbage for hundreds of yards around. As might have been expected it was by following one of these buffalo roads that the lick was finally discovered by the white man.

In 1773, James, George and Robert McAfee, with Hancock Taylor as surveyor, left their homes in Bottetourt County, Virginia, to locate lands in Kentucky. Near the mouth of the Kanawha they met Capt. Thomas Bullitt with another company on their way to Kentucky to survey lands. The two companies came down the Ohio together to the mouth of the Kentucky, where they separated, the company of Bullitt going on to the falls and the McAfees going on up the Kentucky River. They had spent several days at Big Boone Lick, where a Delaware Indian, under the influence of a promised rifle, informed two of the company named Joseph Drennon and Matthew Bracken of the existence of another Lick almost as wonderful as Big Boone. Such information of the locality was given by the Indian as to induce Drennon and Bracken to set out to find it. On a pretense of hunting through the country, they left the company and went through the woods along the buffalo road which the old Indian assured them would lead to the Lick. They were successful in finding it on the 7th of

July, 1773, and claimed it as their property by the right of discovery. When the McAfees and the rest of the company reached the place, Drennon and Bracken had been there two days, which they had spent in exploring the adjacent country.

The conduct of Drennon and Bracken was severely condemned by the rest of the company. They had taken advantage of their comrades and by bribing an Indian had found a valuable piece of property which ought to have been open to discovery by all alike. The condemnation of their act was so strong that neither Drennon nor Bracken seems to have taken any steps to secure the title of the property they had found. They were the first white men, so far as is known, to see these springs, but their greed to obtain them defeated them in their acquisition. Drennon gave his name to the springs, and to the creek on which they are located, but he never acquired any valid right of property in them.

In 1779, a greater man than either Drennon or Bracken went into the land office of Virginia and entered 400 acres to include Drennon's Springs. This entry was made on the 23rd of December, 1779, in the following words: "George Rogers Clark enters 400 acres by virtue of a certificate, &c., lying at Drennon's Lick, to include the Lick." On the 12th of October, 1783, this 400 acres was officially surveyed for General Clark, and on the 1st of April, 1785 Patrick Henry, then Governor of Virginia, issued to George Rogers Clark a patent for this land.

Later, February 7, 1780, one Peter Hogg entered 400 acres in this locality and still later one George Harrison, May 27, 1780, entered 2,000 acres. There may have been others who entered and patented lands in this locality, for it was not unusual at that time for more than one entry and patent to cover the same land. Sometimes they were laid on half a dozen deep, and the result was not unfrequently endless litigation and the financial ruin of all concerned. Kentucky was cursed by these repeated land entries and patents for a hundred years.

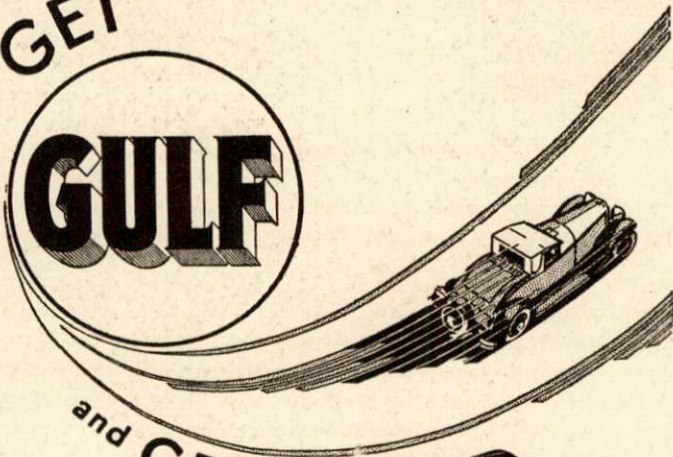
The selection of Drennon's Springs by General Clark suggests one of the characteristics of this great man. There was in spite of his stern exterior, an element of romance in his make-up that could find satisfaction only in nature's fine scenery. When he settled at the falls of the Ohio, instead of making his home in Louisville, as others did, he went across the river and built his home on the high bank of the Ohio at a point from which he could look across Goose Island, which was in the midst of the falls, to Louisville on the other side of the river. This island with its garb of green willows bathed in the mists of the rapids, was to him a thing of beauty that he could not resist. He secured it by entry and patent, not for its value as land, but for its view of the rapids and a perpendicular fall of eight or more feet just above it. When he acquired Drennon's Springs he secured something yet more romantic in the way of natural scenery. Drennon's Springs occupy the center of a series of hills which form a kind of amphitheatre bisected by Drennon's creek. These hills, caused partly on the east and on the west by

(Continued on page 82)

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J. GRAHAM BROWN, Pres.

RUDY H. SUCK, Mgr.

**FIREPROOF GARAGE ADJOINING THE HOTEL**

## Highway Condition Bulletin

(Continued from page 54)

macadam surface. New Castle to Campbellsburg narrow treated macadam; caution traffic in wet weather due to shoulder operation now under way. Campbellsburg to Milton good traffic bound surface. Madison-Milton bridge now open for traffic.

**Ky. 40—Garrett Highway** from Frankfort to Georgetown treated macadam. Georgetown, Paris, Mt. Sterling all treated macadam in good condition. Road surfaced between Mt. Sterling and Paintsville. Earth road between Paintsville and Kermit, West Virginia not passable.

**Ky. 50—Elizabethtown-Leitchfield-Caneyville:** Treated macadam and traffic bound stone.

**Ky. 50—Earlington to Dawson Springs** good gravel. Dawson Springs to Princeton traffic bound macadam.

**Ky. 50—Paducah to Bardwell** excellent gravel.

**Ky. 52—Lebanon-Danville road.** State maintained road from Lebanon to Danville via Perryville.

**Ky. 55—Columbia-Campbellsville-Lebanon-Springfield** good gravel. Lebanon to Springfield traffic bound macadam.

**Ky. 55—Bloomfield-Taylorsville-Shelbyville-Eminence-New Castle-Campbellsburg-Carrollton** excellent traffic bound and treated macadam.

**Ky. 61—Lebanon Junction-Shepherdsville road.** Traffic bound macadam.

**Ky. 61—Burkesville-Columbia road—**completed graded earth road.

**Ky. 71—Owensboro-Hardford-Bowling Green-Scottsville—**Good gravel and traffic bound macadam surface open to traffic. Beginning 5 miles south of Morgantown a 5-mile section of traffic bound macadam surface under construction. Traffic going over this section. Ferry at Green River between Beaver Dam and Morgantown runs day and night. ½ mile detour 8 miles west of Bowling Green travelable at all times.

**Ky. 73—Bowling Green-Franklin-Nashville road;** Via Goodlettsville excellent condition.

**Ky. 81—Owensboro-Calhoun-Central City-Greenville-Nortonville;** gravel Owensboro to Central City; Ky. 181—rock asphalt Central City to Greenville. Gravel-Greenville to Nortonville.

**Ky. 82—Pineville-Williamson road—**Under construction for gravel. Open to travel.

**Ky. 85—Providence-Clay to Sullivan—**Excellent gravel road all the way.

**Ky. 90—Glasgow-Burkesville road** traffic bound stone and gravel from Burkesville to Albany unimproved earth.

**Ky. 90—Burnside-Albany** traffic bound stone to Tennessee State line.

**Ky. 91—Princeton to Marion** good gravel.

**Ky. 94—From Tennessee River via Murray to Lyngrove** excellent gravel.

**Ky. 94—Fulton-Hickman and Reelfoot Lake** good gravel road all the way.

**Ky. 97—From Lyngrove to Mayfield** excellent gravel.

Salyersville-Royalton road; Five miles good earth road.

Fullerton-Olive Hill road—Thirteen miles good earth road leading out of Fullerton.

Greentop-Vanceburg road—All of this road is under construction and passable in dry weather.

Morehead-Sandy Hook Road—under construction, passable in dry weather. Not passable at present.

Louisa-Sandy Hook road—Fourteen miles good earth road leading out of Louisa.

Road from Princeton to Lyon County line under construction, but in good condition for travel. Lyon county line to Eddyville good gravel. Eddyville to Kuttawa good gravel road. Kuttawa to Smithland via Iuka under construction— not passable.

Barlow on U. S. 60 to Mound City ferry gravel road.

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education of the boys and girls,  
men and women of Kentucky.*

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LEXINGTON, KY.

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KENTUCKY PROGRESS

# Lexington's "Silent City of the Dead"

Henry Clay, John C. Breckinridge, James Lane Allen, "King Solomon" and Other Notables Buried Under Blue Grass Sod

By JOHN WILSON TOWNSEND

THE Lexington Cemetery, one of the most beautiful of smaller American "silent cities of the dead," was incorporated in 1848, but was not established until the following year. It took the place of the half-dozen burying grounds in Lexington, which, had they been allowed to continue, would soon have resulted in every man having a private burying ground at his own back door.

The \$7,000 required to purchase the forty-acre woodland of Thomas E. Boswell on West Main Street was obtained by public subscription in 1849. The men who raised most of the money were M. T. Scott, Benjamin Gratz, Madison C. Johnson and Richard Higgins. The original charter was amended after the property had been purchased and paid for with Messrs. Scott, Gratz, Johnson, Higgins and the following men as incorporators. Stephen Swift, Joel Higgins, David A. Sayre, the banker; John Tilford, a noted merchant of early Lexington; A. T. Skillman, pioneer printer; E. K. Sayre, Robert Wickliffe, the noted advocate; Thomas Hemingway, John W. Tilford, John Lutz, D. M. Craig, A. F. Hawkins, Benjamin Warfield, Dr. Robert J. Breckinridge, Elisha Warfield, G. W. Sutton, John Brand, Henry T. Duncan and Edward MacAlister.

The Lexington Cemetery was dedicated June 25, 1850. The day was declared a holiday in the city, all business houses being closed and the entire population joining in the dedicatory ceremonies. An immense procession, probably the largest that ever proceeded to the local cemetery, if the funeral of Henry Clay be excepted, took part in the occasion. The Masonic and all other fraternal bodies of the city, with students from Transylvania University, were present. The invocation was pronounced by the Rev. Dr. Miller, pastor of the Methodist Church. Professor P. S. Ruter, one of Transylvania University, who enjoyed a reputation as a poet of considerable ability, read an ode especially written for the occasion, after which Dr. Robert J. Breckinridge, pastor of the First Presbyterian Church, delivered the address of the occasion. The Right Rev. E. F. Berkley, dean of Christ Church Cathedral, pronounced the benediction, after which the vast concourse returned to the city.

Starting with forty acres eighty years ago, the Lexington Cemetery today contains 169 acres. Entire credit, practically, for laying out the property must go to Charles S. Bell, a Scotch civil engineer, who was superintendent of

the cemetery for fifty-four years, or until his death in 1905. He was born, apparently, to be a cemetery superintendent and he was true to his birthright.

In 1866 Regent John B. Bowman induced Mr. Bell to leave the cemetery for a year to help him lay out the grounds of State College, and during that time Thomas Summerville was in charge of the local city of the dead. Mr. Bell returned in 1867, however, and continued to serve as superintendent until his death.

Mr. Bell was succeeded by James Nicol, another son of Scotland, who has "made good" as superintendent of the Lexington Cemetery. Mr. Nicol was appointed by the board of Trustees a short time after the death of Mr. Bell, and has served until the present time.

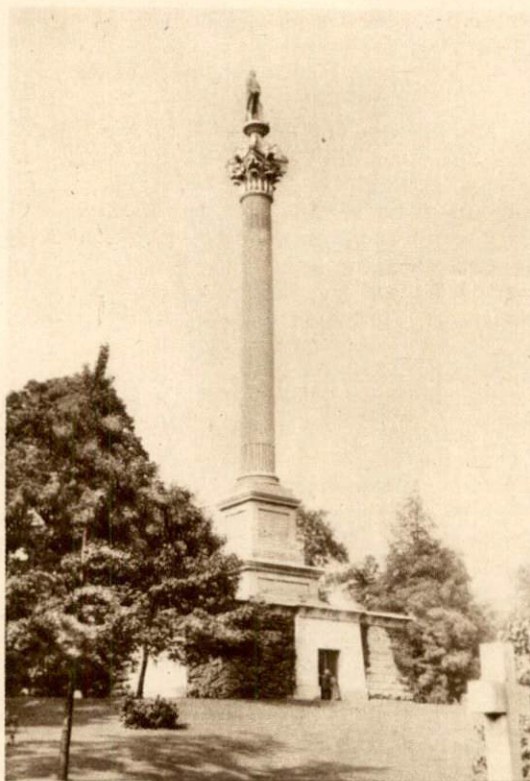
The Lexington Cemetery—it has never been christened with any other name, although from time to time public-spirited citizens have suggested various names—"Bellwood," in honor of its first superintendent, being the most popular—is famous as the burial place of Henry Clay, the celebrated Kentucky statesman, whose monument mounting an eminence and standing one hundred and twenty feet is the most prominent object in the entire

cemetery. This monument was dedicated July 4, 1857, five years and five days after the death of Mr. Clay. Many citizens of Lexington survive until this day to tell of the elaborate and imposing ceremonies with which the pile of Kentucky "marble," brought from the Kentucky River banks, was dedicated. Beside Clay, his wife, who died in 1864, also sleeps in a similar sarcophagus to that of her husband. Clay's mother is buried in another part of the cemetery and a simple monument which the statesman himself had erected marks her grave.

The Confederate monument, erected by the Southern women of Lexington, is, after Clay's, perhaps the most interesting monument in the cemetery. This monument, as is well known, is a "poem in stone," or a tangible reproduction of Father Abram J. Ryan's famous lyric, "The Conquered Banner." It is an object of considerable interest to all visitors. More than 500 Southern and 1,100 Northern soldiers sleep in plots designed especially for them.

After Henry Clay, the most distinguished man as yet buried in the old cemetery is Kentucky's most famous man of letters, James Lane Allen, who died in New York

(Continued on page 92)



Henry Clay Monument and Tomb.

## The Lexington Leader

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THE Lexington Leader's circulation, the largest of any Central Kentucky newspaper, is maintained without contest, premiums, insurance policies or similar methods. Its independent city newspaper carrier system is unique, composed of University of Kentucky students whose living expenses are derived from carrying Leader routes.

That The Lexington Leader leads, is a fact as well as a name. It has led in both national and local advertising, practically all classifications, year after year. More than two-thirds of all local department store advertising, more than two-thirds of local food advertising, and more than 60% of all national advertising which appears in the Lexington newspapers, is placed in The Lexington Leader annually.

The Lexington Leader is the influential newspaper in Lexington. Its editorial policies have always been loyal to the true interests of Kentucky, and that it completely holds the confidence of Central Kentucky people, is evident in its circulation leadership. It stands out among Lexington newspapers not because it is the only afternoon paper, but because of its strong popular appeal and the confidence which it commands.

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has grown as the state  
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Club House gardens, Churchill Downs, on Derby Day.

—Caulfield & Shook.



Scene at the paddock, Churchill Downs, Derby Day.

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Season, 1930 Lexington, Ky.

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Winner of 13 races and \$143,495 in three seasons; victories including East View, United States Hotel, Hopeful, Futurity and Wood Stakes, holds Saratoga track record, 1:17 4-5, for 6½ furlongs.

POMPEY 3.....  
Bay, 1923.

\*Imported

*Sun Briar 8 .....	{ Sundridge 2 .....	{ Amphion 12 E
Cleopatra .....	*Sweet Briar II ...	Sierra 2 E
	{ Corcyra 6 .....	St. Frusquin 22 E
	*Gallice .....	Presentation 8 E
		Polymelus 3 E
		Pearmain 6 E
		Gallinule 19 E
		St. Cecilia 3 E

## Imp. POLYMELIAN 7

Imp. POLYMELIAN 7  
Chestnut, 1914.

\*Imported

Polymelus 3 .....	{ Cyllene 9 .....	{ Bona Vista 4 E
*Pasquita .....	Maid Marian .....	Arcadia 9 E
	{ Sundridge 2 .....	Hampton 10 E
	Pasquil .....	Quiver 3 E
		Amphion 12 E
		Sierra 2 E
		Plebian 11 M
		Pasqunette 7 E

## SWEEP ON

A stake winner of four races in eight starts and never out of the money.

SWEEP ON (Am.)....  
Bay, 1916.

\*Imported

Sweep 8 .....	{ Ben Brush (Am.)	{ Bramble 9 E
Yodler .....	Pink Domino .....	Roseville (Am.) E
	*Meddler 1 .....	Domino 23 E
	Yodel .....	*Belle Rose 8 E
		*St. Gatien 16 E
		Busybody 1 E
		Tremont (Am.) H
		Contralto (Am.) E

## Imp. HUSTLE ON 9

\*HUSTLE ON is a wonderful individual as evidenced by the fact that he sold for \$70,000 as a yearling. He was a very fast horse and but for an untimely mishap he would have made name and fame on the turf.

Imp. HUSTLE ON 9....  
Bay, 1926.

\*Imported

Hurry On 2 .....	{ Marcovil 12 .....	{ Marco 3 M
Fatima II .....	Tout Suite .....	Lady Villikens 12 E
	{ Radium 3 .....	Sainfoin 2 E
	*Favilla .....	Star 2 E
		Bend Or 1 E
		Taia 3 E
		Desmond 16 E
		Startling 9 E

**PHIL T. CHINN, Manager - Lexington, Ky.**

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All for Kentucky  
and  
Kentucky for All



ROY CARRUTHERS, President



(Continued from page 62)

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scientific care with which the ventilation and sanitation have been installed, and all other features. By those familiar with similar structures at the great breeding farms of the country, both trotting and thoroughbred, it has been pronounced the "ne plus ultra" of buildings devoted to the same purpose.

The brood mare and colt barns are models of their kinds, combining adequate size with the most approved construction and a completeness of appointment from which nothing has been omitted. Everything else is upon the same scale. The roads are among the finest upon any stock farm in the bluegrass. The fencing is of the most modern and durable types. The paddocks and pastures are as carefully kept as a door yard, to the farthest corner.

General Manager Dick McMahan, who is responsible for the smooth-running functioning of the whole estate of Calumet Farm, was chosen by Mr. Wright because of his reputation, during his long career as the trainer of a public racing stable, for creating and keeping about him an organization without a superior and for his mastery of detail and capacity to present to the public what he had to exhibit in the most correct, attractive and tasteful way. The saying in the bluegrass about Calumet Farm is that "You can't pick up a straw there"—which is the same thing that used to be said by the visitors to the McMahan stable when it was "going down the line."

We have reserved mention of the stallion staff at Calumet Farm to the last because it is the outstanding feature—every breeding establishment in the end depends upon its stallion for its "place in the sun." Mr. Wright "began at the top" by acquiring Belwin, 4, 2:06 $\frac{1}{4}$ , the son of McKinney 2:11 $\frac{1}{4}$  and Belle Winnie 2:22 $\frac{3}{4}$ , by Adbell, 1, 2:23, from Mr. Schlesinger at the price of \$50,000.

Peter the Brewer, 4, 2:02 $\frac{1}{2}$ , son of Peter the Great 2:07 $\frac{1}{4}$  and the great producer Zombrewer 2:04 $\frac{1}{4}$ , by Zombro 2:11; and Justice Brooke, 3, 2:08 $\frac{1}{2}$ , son of Barongale, 4, 2:11 $\frac{1}{4}$  and Expectation (dam of Major Delmar 1:59 $\frac{3}{4}$ ), by Autograph 2:16 $\frac{1}{2}$ , were soon after placed beside him. Since then Truax, 4, 2:03 $\frac{1}{2}$  son of Guy Axworthy, 4, 2:08 $\frac{3}{4}$  and Hollywood Polly 2:10 $\frac{1}{4}$  (dam also of Hollywood Leonard 2:02 $\frac{3}{4}$ , Hollywood Susan, 3, 2:03 $\frac{3}{4}$ , and Hollywood March 2:05 $\frac{3}{4}$ ), after racing brilliantly on the Grand Circuit in the farm's colors, with McMahan behind him, has been retired to the stud; while a fifth stallion, held in reserve, is Guy Abba, 3, 2:06 $\frac{3}{4}$ , winner of the Horse Review Futurity in 1928 and second in the Hambletonian Stake to Spencer 1:59 $\frac{3}{4}$ , a son of Guy Axworthy and Abbacy 2:04 $\frac{1}{4}$  and running back to Jessie Pepper through the great producer Regal McKenney, own sister of Royal McKinney 2:07 $\frac{1}{2}$  and Queenly McKinney 2:14 $\frac{1}{2}$ , the former dam of Rose Scott 1:59 $\frac{3}{4}$  and Highland Scott 1:59 $\frac{1}{4}$ , the latter dam of Guy McKinney, 4, 1:58 $\frac{3}{4}$ .

In a review like this it is impossible to do justice to all the features connected with such an establishment as Calumet Farm. All that can be done is to sketch in a few outlines and touch a highlight here and there. Suffice to say that in the entire history of trotting horse breeding no such speed nursery has ever been seen and when we recall that it is today only about four years old, it must be regarded with genuine wonder. The debt which the harness horse interest owes to its creator is manifestly a great one, so we feel sure that every reader of the Review will join with us in extending to Mr. and Mrs. William Monroe Wright the wish that Calumet Farm will long endure to uphold the standard of the world's greatest breed of horse.

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(The College of the Bible offers a three-year graduate course in religion.)

## Calendar for 1930

150th Anniversary Celebration

1780      June 1 to 4      1930

SUMMER SESSION, JUNE 9 to AUGUST 16

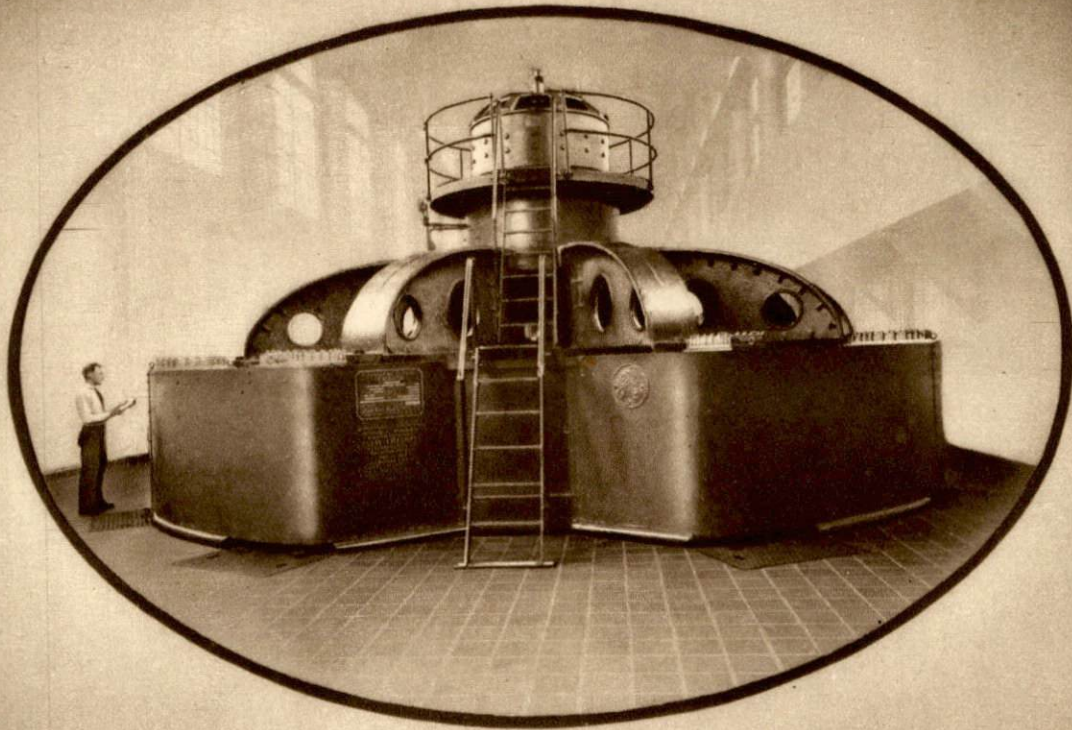
FALL SEMESTER, SEPTEMBER 9

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Director of Promotion, Transylvania College

Lexington, Kentucky

# Ample Power in Louisville



One of the eight giant generators in the  
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## Louisville Gas & Electric Company

INCORPORATED IN KENTUCKY

## Famous Old Drennon Springs

(Continued from page 73)

the deep cutting down of the creek into the earth, are both grand and beautiful. The scene must have been enchanting a hundred years ago when broad roads made by the buffalo came from every direction and centered at the springs, and thousands of buffalo and deer and other wild animals came bounding to the spring to lick the salted earth and lap the saline water. Along one of these great buffalo roads leading from the falls of the Ohio by Drennon's Springs to the mouth of the Licking, General Clark marched his soldiers in 1780, and again in 1782, when he invaded the Indian territory north of the Ohio and dealt death and desolation to the towns of Chillicothe, Piqua and Loramie's Store.

In the closing years of the last century salt was made in large quantities from the waters of these springs. The water was boiled in iron kettles, over wood fires, and although the process was crude and slow and expensive, the price at which salt was sold justified it. The common price was twenty shillings (\$3.33) per bushel, and it was as often sold for more as for less. These were times in which the breast of the turkey was bread and the wild pepper salt.

The pioneers learned from friendly Indians the use they had made of the sulphur water as it was called of one of Drennon's Springs. They could give no definite idea of the length of time they had used this water as a medicine, but indicated that their forefathers had used it for moons as uncounted as the stars in the sky. They told the following anecdote about the healing power of this water:

"An Indian chief who lived at a great distance, had an only daughter, who besides being young and beautiful, was the idol of her tribe. In some way unknown, she had offended an evil spirit, who afflicted her in such a way that none of the medicine men could cure her. The old men of the tribe advised the chief to take his daughter to the Cho-be-ni-pe (medicine water) located on the first large creek above the mouth on the sunside side of the Mil-le-wa-ke-me-ce-pe-we (Kentucky River) and induce her to drink freely of the water. The chief at once prepared a canoe in which the invalid was to be borne by four stout warriors, with four others to relieve them at intervals. The boat would serve to cross rivers if necessary, but it was designed principally for the land journey. They started, and continued their journey for many days, until at last they reached the so-called sulphur spring on the hill above the salt springs, which are in the creek bottom below. So soon as the spring was reached, some of its water was given to the girl, then almost dead from the journey. At once she revived, and after a few more drinks of the water she was well. On the return journey to her home she was not borne in the canoe, but walked all the way, and pressed the other Indians to longer and more frequent steps."

The first use made of the water of Drennon's Springs by white people was to make salt. Early in the present century, however, the whites began to use the water medicinally. The inconvenience of getting to the springs through the primeval forests at first confined the use as a medicine to the neighborhood. In the twenties, however, one or two log cabins were built near the springs in which crude accommodations were given to invalids. In the thirties these accommodations were increased by the build-

ing of more and better cabins. It was not until the forties, however, when Dr. Robert Hunter got control of the springs that they can be said to have afforded suitable accommodations for the afflicted. Dr. Hunter was a born landlord. He had but few superiors in finding out and meeting the wants of the guests. He soon made the springs popular, not only to the seekers after health, but also to those in search of enjoyment. The invalids came to his cottages perched here and there upon the hillside, but the votaries of pleasure came also to feast at his table and enjoy his music in the dance. It was not unusual for parties of young people to come unannounced in such numbers that he had to remove all furniture from his cottages and spread quilts upon the floors for beds. As many as fourteen girls have been known to sleep upon the floor of a cottage sixteen feet square, while of course as many men were squeezed together like sardines, upon another floor. They slept soundly, however, packed as they were, after dancing all day and nearly all night to the stirring sounds of a fiddle in the hands of an old Virginia negro. He played such tunes as the Virginia Reel, Arkansas Traveler, Roory O'More and Lucy Long, and the way in which he played them made the boys and girls dance whether they wanted to or not.

Drennon's Springs, however, did not become a fashionable watering place until A. O. Smith purchased the property and built additional cottages and erected a grand hotel. The first successful season was in 1849, when more than a thousand persons were guests. They came from all parts of the south and west. Every important town in Kentucky sent representatives, and from Louisville and Cincinnati and New Orleans there came an array of beauty and talent and fashion of which either city might well have been proud. The Polka and Mazurka dances were then introduced, and a full band of music took the place of the lone fiddler of earlier times. Billiards, ten-pins, cards, balls, riding parties, hunting parties, fishing parties, and parties in search of the relics of past ages afforded pleasure to all.

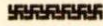
Early in the fifties the Western Military Academy was established at these springs and conducted each year during the fall, winter and spring months. The Hon. James G. Blaine, who subsequently became so great a factor in American politics, was chief instructor in this school. The war came on, and the buildings were used as a recruiting station for the Union army, and many skirmishes between Confederate and Union soldiers took place around these springs. About the close of the war a disastrous fire swept away the main hotel and many of the cottages. Fashion could not exist in the ashes of what had been its abode. The fire, however, which made way with the structures and the implements of pleasure, did not destroy the fine scenery of the locality, nor injure the medicinal properties of the waters which time out of mind had ministered to the health and comfort of Moundbuilder and Indian and mastodon, and buffalo and deer. For years there have been no suitable accommodations at these springs for persons in search of health and yet the invalids have continued to come and to live there as best they could almost without bed or board, to secure the benefits of the healing waters. These springs have now born the test for medicinal qualities of more than a hundred years under the scrutiny and the practice of the white man, and it is not likely that the time will ever come when they will cease to be a boon to the afflicted of the human race.

# SUE BENNETT COLLEGE

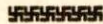
KENNETH C. EAST, M. A., President

Established 1896

LONDON, KENTUCKY



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CO-EDUCATIONAL

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Recognized by the State Department of Education in certification of teachers.

Six weeks Summer Session begins May 29th, 1930.

Fall Semester begins September the 8th, 1930.

(On Dixie Highway, No. 25)

## Outstanding Umpire of Harness Steeds



**K**ENTUCKY, home of the thoroughbred runner, is also pre-eminent in the light harness field. In this State are located some of the greatest stock farms for the production of trotters and pacers, as well as the running horses.

Naturally, in harness racing, and the show ring, it is essential to have a competent referee to determine the points and quality of the various contenders for the blue ribbon. This work of judging show horses, and harness races, is in itself a fine art, taking many years of careful study to master.

One of the outstanding men in the list of umpires of the harness steeds and tanbark arena is Judge Charles E. Reed, of Louisville, who every season is in great request among the fair associations, both State and county, for that purpose. All through the South, Judge Reed is known as a fair and impartial arbiter of the horse.

He has also helped many of the counties where the fairs are conducted under difficulties, by giving his services to the work, going from the mountains to the western section of the Commonwealth, assisting the various associations in the matter of obtaining adequate displays.

Judge Reed, possessing a pleasing and urbane personality, does not make enemies out of defeated exhibitors, as his decisions are impartial and equitable. In other words, he is that unusual type, a popular judge.

### Some Napoleonic Forestry

Napoleon Bonaparte wrote the following letter to the prefect of a department in which there had been a number of forest fires: "Monsieur Le Prefect: I am informed that a number of fires have broken out in the department the administration of which I have confided to you. You will please have the individuals convicted of having set them shot. If fires break out again I shall see to giving you a successor."



## THE TYLER

Third at Jefferson

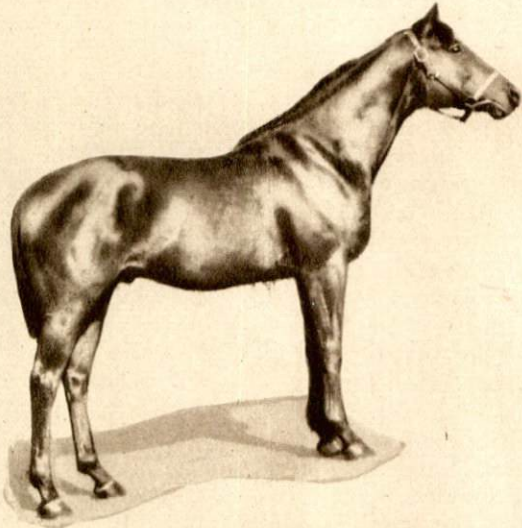
A HOMELIKE HOTEL

250 ROOMS WITH BATH

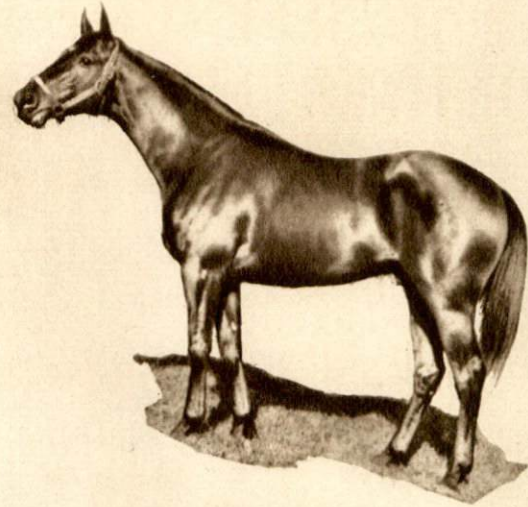
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OPERATING BOSLER'S STORAGE GARAGE



HASTE



CHANCE SHOT

*Photo by Sutcliffe*



Imp. SICKLE

# Elmendorf Farm

LEXINGTON, KENTUCKY

GEO. TERRY,

- -

Manager

## Advertising a State

(Cincinnati Enquirer)

IT IS a true maxim that "It pays to advertise," and Kentucky is one of the few States of the Union that appreciates the benefits of advertising and is endeavoring to bring capital and industries into the State through its Progress Commission, for which the Legislature appropriates \$50,000 annually and from whose work Kentucky has received not less than \$200,000 worth of advertising the past two years.

In line with the policy of removing from the hands of Governor Sampson practically all appointing power, some members of the lately-adjourned Assembly favored the abolition of the Progress Commission—lock, stock and barrel. Investigations, however, revealed the fact that the Progress Commission had made Kentucky's scenic attractions known in every State of the Union, had brought many thousands of tourists to the State and had made surveys, some of which are not yet finished, of the State's resources, its tobacco and timber lands, coal fields, live stock and horse interests, for which it has been famous throughout the world. The movement to abolish the Progress Commission thus died and the Legislature, by a large majority, continued the appropriation for its maintenance.

Whether the Progress Commission of Kentucky succeeds in bringing industries to the State or not, it certainly has more than earned the appropriation giving it in making Kentucky known the past two years in every town and city and hamlet in the United States.

# THE CONTINENTAL HOTEL

(COURT HOUSE SQUARE)  
PINEVILLE, KENTUCKY

*The Premier Hotel of Southeastern Kentucky*

### RATES

ROOMS \$1.50 to \$3.00 Single  
\$3.00 to \$5.00 Double

Breakfast 50c                      Dinner 75c  
Supper 75c

## Pineville, Kentucky

*The Gem City of the Cumberlands*

Owned and Operated By  
**CONTINENTAL HOTEL CO., Inc.**  
W. NEALE BENNETT, Mgr.

# Hotel Cortlandt

934 to 942 South Fourth Avenue  
LOUISVILLE, KENTUCKY

*Louisville's Residential and Transient Hotel*

**T**HIS hotel combines every convenience and home comfort. There is quiet and refinement and commends itself to those who prefer a restful place. But three blocks from the downtown section. Excellent dining service at popular prices.

From \$1.50 per day up without bath  
From \$2.00 per day up with bath

*A Quiet, Restful Place  
You Will Like It*

# GREENTREE FARM STALLIONS

Lexington, Kentucky

## Season 1930

**Imp. ROYAL MINSTREL - \$2,000**

(No Return) (Book Full)

Grey, 1925, Tetratema--Harpischord.  
(Property of Mr. J. H. Whitney)

**DOMINANT - - - - - \$500**

(Return Privileges)

Brown, 1923, Delhi--Dominoes

The physical condition of any mare coming to these stallions is subject to approval by us.

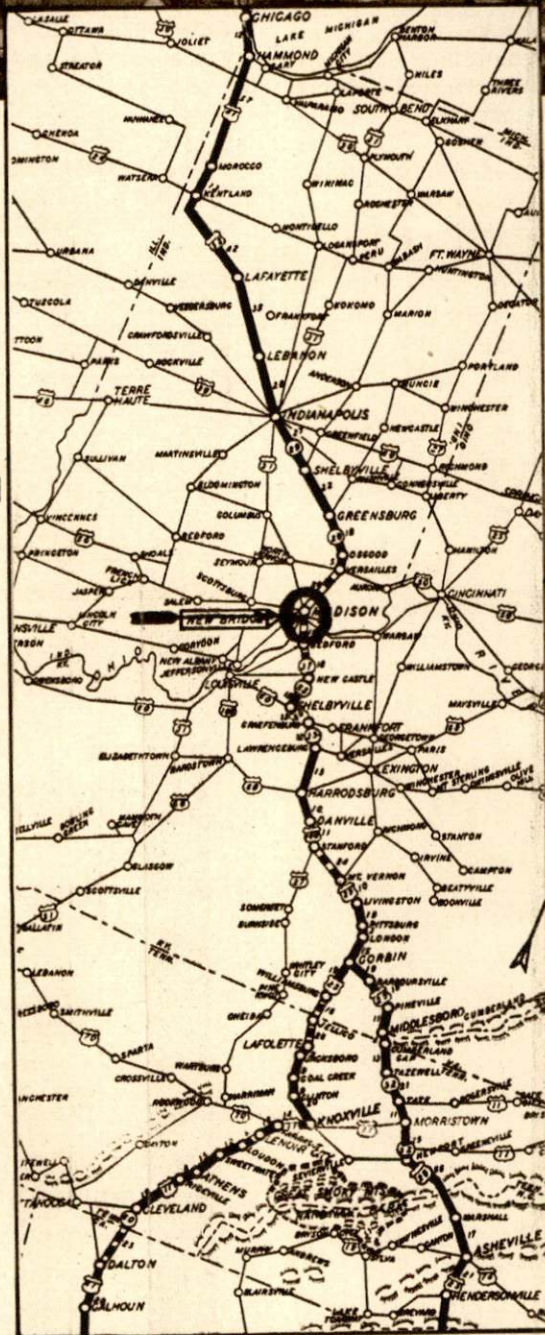
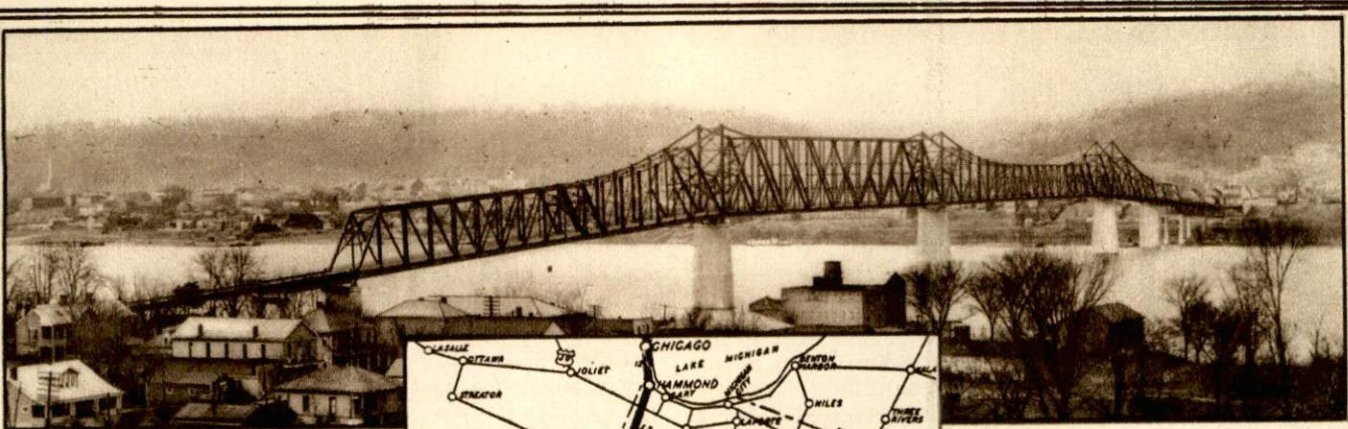
Fee to be paid on the first of the month following the close of the breeding season, July 1st, 1930.

ADDRESS

**GREENTREE FARM**

Box 387

LEXINGTON, KY.



*The*  
**Madison-Milton**  
**Bridge**

On  
**The Shortest**  
**Route**

*The*  
**Gateway**  
*to the*  
**South**

*Between*  
**Chicago**  
*and*  
**Florida**

**MADISON BRIDGE**  
**COMPANY**



## "Silver Lake" Farm Home of Contented Horses

"SILVER LAKE," one of the most beautiful thoroughbred farms in Central Kentucky, has a history as a noted breeding establishment extending back for near a century. This farm was part of the great estate of olden days where the aristocracy of the South gathered to see such horses as Grey Eagle, Wagner, Brawner's Eclipse and other famous runners contest on the track of this historic farm.

Today its beauty attracts the admiration of the thousands of tourists who each week pass the rolling bluegrass meadows and the sparkling Silver Lake, located directly on State Highway No. 40, which connects U. S. Route No. 60 from Louisville with U. S. Route No. 25 from Cincinnati. It is located within a half-mile of the junction of U. S. No. 60 and State Highway No. 40.

"Silver Lake" has kept pace with progress through the years. The stage coach passed the door of the mansion in the early days—the "first railroad in the West" built in 1833 from Lexington to Frankfort actually crossed the farm—today airplanes visiting the capital city of Kentucky land on "Silver Lake" farm. More Chief Executives of the State of Kentucky have visited "Silver Lake" than any other farm in Kentucky.

English Esther, dam of a long line of successful runners bred at "Silver Lake," was the leading brood-mare at this farm until her death recently. There are seventy-two brood-mares and twenty-two foals on the farm now.

mostly the get of Wise Counsellor, winner of Cincinnati Trophy, Queen City Handicap, Kentucky Jockey Club Stakes, International Special No. 1—defeating Epinard, Ladkin Snob II, Zev, etc., Laurel Stakes, etc.

The teacher had been reading to her class about the forests of America. "And now, boys," she said, "which one of you can tell me which pine has the longest and sharpest needles?"

Up went a hand in the front row.

"Well, Tommy?"

Tommy: "The porcupine!"

### Largest Producers of **REFRACTORIES** in Kentucky

With two large plants in Kentucky and, in addition, 13 other plants throughout the country, bringing the total daily capacity to 1,000,000 brick, General Refractories is well equipped to meet your needs.

High temperature cements, fire clay, high alumina, chrome and magnesite refractories—G. R. service is complete.

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Branches in Principal Cities



THE ADMINISTRATION BUILDING  
One of the five on the campus

## Union College

The Standard College of Southeastern  
Kentucky

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For further information write

JOHN OWEN GROSS, President

BARBOURVILLE, KY.

# H. P. WHITNEY FARM STALLIONS

LEXINGTON, KENTUCKY

SEASON 1930

Property of H. P. Whitney, Esq.

**Imp. Chicle** - - \$2,000      **Mad Hatter** - - \$2,000  
 Bay, 1913, by Spearmint-Lady Hamburg II. (Book Full)      Brown, 1916, by Fair Play-Madcap. (Book Full)

**Imp. St. Germans** \$1,500      **Pennant** - - - \$1,500  
 Bay, 1921, by Swynford-Hamoaze.      Chestnut, 1911, by Peter Pan-Imp. Royal Rose.

**Upset** - - - \$1,500  
 Chestnut, 1917, by Whisk Broom II.-Pankhurst. (Book Full)

**Wildair** - - - \$1,500      **Thunderer** - - - \$500  
 Bay, 1917, by Broomstick-Verdure.      Chestnut, 1913, by Broomstick-Jersey Lightning.

The physical condition of any mare coming to a stallion is subject to approval by us.  
 Return privilege for one year is allowed for the year 1931 if the mare is barren to service for 1930. (Return one year only, if stallion is still in service.)  
 Fees to be paid on the first of the month following the close of the breeding season, July 1st, 1930.

Address H. P. WHITNEY FARM, Box 387, LEXINGTON, KENTUCKY

## Wise Counsellor



Winner Harold Stakes, Cincinnati Trophy, Queen City Handicap, Kentucky Jockey Club Stakes, International Special No. 1, defeating Epinard, Ladkin Snob II., etc., Laurel Stakes, etc.

A Direct Descendant of Hanover in the Male Line. Will make the season of 1930 at SILVER LAKE STOCK FARM, FRANKFORT, KY. \$300 to Insure a Live Foal

WISE COUNSELLOR  
 Ch h, 1921  
 16 hands high

Mentor ..	{	Blackstone .	{ Hanover
		Meta . . . .	{ Mannie Himyar
Rustle ..	{	Russell . . . .	{ Onondaga
		Lady Louise	{ Una
			{ Eolus
			{ Tillie Russell
			{ Iroquois
			{ Tarantula by *Great Tom

HORSES KEPT BY MONTH OR YEAR GIVEN OUR PERSONAL ATTENTION

Address all communications to HOWARD BLACK, Phone 377, SILVER LAKE STOCK FARM, FRANKFORT, KENTUCKY

# Kentucky's Forest Resources

By W. E. JACKSON JR., *State Forester.*

VIRGIN forests once covered some 24,320,000 of the 25,715,840 acres of land in Kentucky. These forests, lying in the southern Appalachian, central, and Mississippi Valley hardwood regions, contained a wealth of hardwood timber unsurpassed in the Northern Hemisphere. Oak, beech, chestnut, maple, hickory, and poplar made up over eighty per cent of the stand while gum, basswood, pine, hemlock, sycamore, ash, cucumber, elm, buckeye, walnut, birch, locust, cedar, cypress, cottonwood and cherry made up the other twenty per cent. The original stand probably averaged over 5,000 board feet measure per acre, or a total of 122,000,000,000 feet board measure for the State.

Lumbering and settlement over a period of two centuries, have rapidly diminished the area and volume of the forests until the total area of potential forest land in the State is now estimated at 10,500,000 acres. This includes 1,618,746 acres of unimproved farm land, 6,108,280 acres of woodland in farms and over 2,800,000 acres of other forest land. The remaining stand, mostly culled and cut over, totals perhaps twenty billion feet board measure, or about 2,000 board feet per acre. Thus we find that five-sixths of our original supply of timber has been exhausted and that the remaining one-sixth is largely in scattered or culled stands, remaining from former lumbering operations.

At least a million acres of land in Kentucky will need to be planted with young trees in order to assure the owners of a good stock of desirable species. These million acres consist largely of abandoned fields and areas burned so severely that a good stand of young trees is not coming in.

The three principal lumber industries, lumber and timber producers, planing mills and wooden packing box factories furnished, in 1925, employment to nearly 10,000 persons in this State and paid out in wages and salaries to these men over \$10,000,000. Materials to sup-

ply these industries cost nearly \$16,000,000, and another \$16,000,000 was added to the wealth of the State by having the products manufactured here. The value of the products of these industries was nearly \$32,000,000.

Lumber ranks about fourth in value among the soil crops of Kentucky. This low rating is due to the fact that little or nothing has been done to perpetuate the industry. Exploitation of our forests has been followed by forest fires that have killed the young forest growth and no attempt has been made to reforest the millions of acres of abandoned or unimproved farm land. The result is that lumber cut in the State in 1925, was valued at only seven millions of dollars, when under simple management the crop should have added at least \$30,000,000 to the wealth of the State.

It is estimated that the average rate of growth of timber per acre for the 10,500,000 acres of potential forest land in Kentucky is not over 35 board feet per acre per year. At this rate we are growing timber only about half fast enough to supply the demands of the State and

we would require about twenty million acres to supply our needs. With the simplest sort of management we should grow at least 300 board feet per acre per year. This would enable the State to supply its own timber. Four million acres of forest land protected from fires and properly managed should supply this State with all the timber it needs for the next century. With the present lack of management we are unable to supply our needs with an area of over 10,000,000 acres.

Our supply of timber is estimated at twenty billion board feet. Much of this is so scattered and of such poor quality that it is doubtful if we could find ten billion board feet of accessible timber in the State. If we were entirely dependent on this supply, we would have no lumber within fifteen years. Fortunately, we are able to secure timber from other states. While long hauls and re-handling make this timber more expensive than a local supply, we are nevertheless forced to use it. But these other



Black walnut plantation, eighteen years, Earlington, Ky.

states are cutting theirs much faster than they are growing it, and it is estimated that within fifteen years we will have to grow our own timber if we wish to get it at a reasonable price. With over ten million acres of potential forest land in the State, there is no reason why we cannot grow our own timber, thus making idle land productive and adding millions of dollars to the wealth of the State.

To assure ourselves and future generations of an abundant supply of timber it is essential that we begin at once on a program of forest conservation such as has been found necessary in other states where the situation is similar to our own.

A plan of co-operative forest fire protective associations, inaugurated during the summer of 1926, and sponsored by State, private, and Federal interests, has been greatly enlarged during the past year (1929).

The fire problem is an ever-present one, but every effort is being made to curtail this menace. At the present time, due to the short time the Kentucky Forest Service has been organized, forest fire protection work is limited to the southeastern portion of the State. As the State appropriation is increased by a nearly equal amount from the Federal Government and the combined sum is too small to protect more than a few hundred thousand acres, the policy has been adopted that every landowner should be willing to contribute towards the protection of his own lands, at least on a fifty-fifty basis. The fire control work is carried on through the co-operation of forest fire protective associations composed of landowners, lessees, etc., representing association areas from 50,000 to 200,000 acres. At the present time there are five co-operative protective associations under formation, totalling approximately 600,000 acres and made up of some 150 co-operators. The different co-operators making up these associations hold from nine to 100,000 acres, as no area is too small or too large to be received for protective listing.

Co-operation has been very responsive in the majority of cases where the land-owning individuals and companies



A resource that is fast dwindling.

have been approached. Good business is recognized by the landowner in paying his share of the protection, in that Forest Fire Protection is the highest kind of property insurance which may be secured at the present time.

The Assistant State Forester is responsible for the conduct of all phases of the forest fire control work for the State. Under the Assistant State Forester there is at present one District Forester. He is in charge of a district comprising

an area of something like twelve counties. Since the individual counties do not share the costs of fire control, county lines, as such, are disregarded in the establishment of protective areas.

There is a Chief Warden in charge of each protective area, which may be from 50,000 to 200,000 acres in extent. Under the Chief Warden are any number of Deputy Wardens who head "registered crews" of fire fighters. These "registered crews" are the immediate neighbors of the Deputy Warden who have signified their willingness to help suppress fires and hold themselves ready to go to a fire in their given territory at the call of the Deputy Warden.

At present there have been six fire observation towers built on five of the Association's areas, namely: one sixty-foot steel tower on Pine Mountain, near Wallins Creek, Harlan County; one fifty-foot wooden tower on Mt. Lucinda, Leslie County; one sixty-foot wooden tower on Bryson Peak, Bell County; one one-hundred-foot steel tower on Pine Mountain, covering the Kentucky State Forest Area; one forty-foot wooden tower in Letcher County; and one forty-foot wooden tower in Whitley County. Telephone lines radiate from these towers keeping the fire wardens in constant touch with the observers in the towers during the seasons of the year when there is danger from forest fires. The present plans contemplate the building of two additional fire towers during the 1930 fiscal year.

The Kentucky Forest Service expects to have 1,000,000



Nursery beds, Kentucky Forest Tree Nursery, Louisville, Ky.



A field that can only be brought back by planting trees.

acres signed for co-operative fire protection by the end of the year.

To sum it up:

Our forest resources have dwindled from 122,000,000,000 to 20,000,000,000 board feet, mostly in the last century, and the State has dropped from fifteenth to twenty-fifth place in the ranks of timber producers. Stumpage prices are increasing at the rate of seven per cent per year and lumber prices have doubled in the past seven years.

The State is unable to supply its own demand for timber and the states upon which we are now depending will soon be unable to supply our needs.

Wood-using industries in the State with products valued at \$32,000,000 per year and furnishing employment to 10,000 people in the State depend on our fast disappearing forests for their existence.

If we continue our present lack of interest in forest conservation, we will soon be compelled to pay exorbitant prices for lumber, and our industries and our progress will be held back by the cost of raw materials.

On the other hand, we have over 10,000,000 acres of land in the State that should be growing timber. If we will handle this land in a wise manner we will be able to furnish a plentiful supply of timber for generations to come and also add millions of dollars to the wealth of our State. We must keep fires away from our forests and allow natural seeding to reforest as much land as possible. We must plant trees on all other land not better suited for other uses. The operation of this program will call for a rapid and effective educational movement to interest the landowners in a better use of their holdings. The limited personnel of the Kentucky Forest Service, working alone, cannot hope to put across this campaign, but with the support of the thousands of citizens who already have a knowledge of and an interest in forest problems, we can go rapidly forward with the task of providing this and future generations of Kentuckians with an adequate supply of timber.

\* \* \* \* \*

## Lexington's Silent City of the Dead

(Continued from page 76)

in 1925, and was brought back to his old home to be laid with his fathers in the Allen family lot. He sleeps not very far from one of Kentucky's earlier novelists, Mrs. Catherine Ann Warfield, whose masterpiece, "The Household of Bouverie," was a best-seller of seventy years ago. And near this pair of celebrities, sleeps the fine friend of Rafinesque, John D. Clifford, the first Kentucky geologist, whose grave is unmarked, but whose writings may be read in the pages of *The Western Review*, and whose memorial tablet may be seen in the shadowy cathedral of Christ Church in Lexington, just across the aisle from a similar tablet to the memory of the Church's first minister and Transylvania's first president, the Rev. James Moore, hero of Mr. Allen's first book, "Flute and Violin" (New York, 1891).

Judge James Hilary Mulligan, orator, lawyer, book-lover, diplomat, man of affairs, and author of the most famous poem about Kentucky and Kentuckians written since the wrist of Stephen Collins Foster composed "My Old Kentucky Home," entitled "In Kentucky," died in

mid-summer of 1915 at his Lexington home, "Maxwell Place," but he was buried in the Roman Catholic Cemetery across the Leestown pike from the Lexington Cemetery. His wife, a very brilliant and beautiful woman, died ten days before he did and she was buried in the Lexington Cemetery.

Other noted men who sleep in the Lexington Cemetery are John C. Breckinridge, whose bronze statue stands on Cheapside and who was the youngest of all American Vice-Presidents; Colonel W. C. P. Breckinridge, known in many sections of the United States as the "silver tongued orator of Kentucky;" General John Hunt Morgan, whose band of Confederate cavalymen was unique in the annals of American warfare; Chief Justice George Robertson, said to be the most quoted of American jurists; Colonel James Morrison, donor of Morrison College of Transylvania University, personal friend of Henry Clay, who wrote his will in which money was bequeathed to the college after Clay had declined to allow him to leave it to the statesman's son; General Leslie Combs, father of former American Minister to Peru; Francis K. Hunt, one of the ablest Lexington lawyers and remembered by his friends as a most lovable, companionable man; General Gordon Granger, noted Federal leader, who sleeps near the cemetery lake; Major Hugh McKee, Senator James B. Beck, Senator Randall Lee Gibson, Oliver Frazer, the artists and scores of other well known men and women.

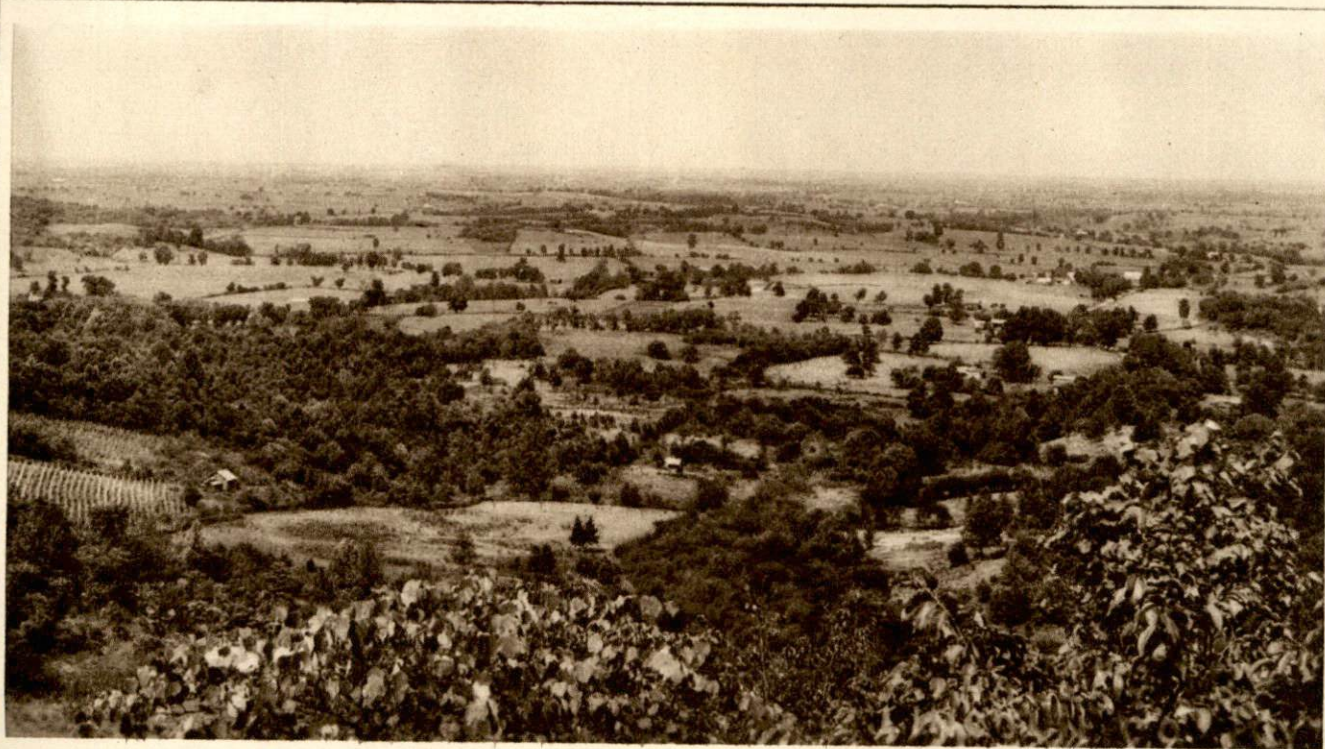
The monument to remember William ("King") Solomon, hero of James Lane Allen's immortal story, was erected in the autumn of 1908 by a committee of Lexington men and women. Mr. Allen himself was the largest subscriber to the memorial fund, and when it was dedicated September 17, 1908, his address on King Solomon was read by Judge James H. Mulligan. A large crowd attended the unveiling ceremonies. The grave of "The King" was discovered by Superintendent Bell, who placed a small marker at its head. The last resting place of the hero-drunkard is in the shadow of Henry Clay's monument—just were the King would have had it, beyond question, as he admired the statesman above all other mortals.

The erection of the Cemetery Bridge increased the value of the cemetery property at least a quarter of a million dollars, in the opinion of many. Before this viaduct, or bridge, was built the road from the end of the old brick streets to the cemetery gate was down grade and then up, passing two dangerous railway crossings. It was a daily sight to see funeral processions down the hill cut in two by passing railway trains. This, happily, was done away with when the Cemetery Bridge was thrown open to the public.

Memorable events in the life of the cemetery include the celebration in 1915 of the one hundred years of peace between the United States and Great Britain, which was observed by the placing of an Oregon wreath on the sarcophagus of Henry Clay, and a more recent occasion when a Commission from Venezuela was sent to Lexington to deposit a bronze wreath at the tomb of the great Pan-American.

The present board of trustees of the Lexington Cemetery Company is composed of Judge J. D. Hunt, chairman; W. H. Cassell, George R. Hunt, Henry M. Skillman, Edmund Shelby, Dr. John W. Scott and Richard T. Anderson. Dr. Scott succeeded Joseph S. Woolfolk, a widely known real estate broker, as member of the board. Mr. Woolfolk was a trustee for many years.

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**CHATTANOOGA-LOOKOUT MOUNTAIN AIR LINE**  
*The Shortest Route, North, South, Federal Highway 27*



A view of Hall's Gap, taken from Hall's Gap Tower, covering 900 square miles of scenery.

# STANFORD

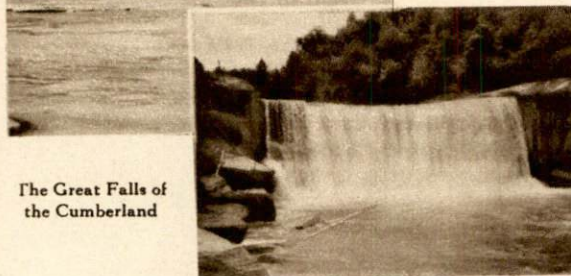
LOCATED in the Blue Grass and the gateway to the foothills. On U. S. Routes Nos. 27 and 168. Hall's Gap, six miles south of Stanford on U. S. 27 affords the tourists a view of the great blue grass lands. Hall's Gap is on the direct route to Cumberland Falls. Stanford was settled in 1775 by Col. Benjamin Logan, who built his fort where now is located the town of Stanford. The first court house in Kentucky was built here on land furnished by Col. Logan. The present court house holds the oldest records in Kentucky. Three miles south of Stanford on U. S. 168 is located the oldest brick house in Kentucky. Stanford invites the tourists to pause a while in this historical spot.

# Travel Kentucky's Most Scenic Highway

## SEE CUMBERLAND FALLS



View of part of Falls Hotel



The Great Falls of the Cumberland

Season Opens May 1, 1930 MRS. W. H. KIDD, Manager

## Cumberland Falls Hotel

NEW, MODERN, CONVENIENT

Fishing : Bathing : Dancing

Turn east from route 27 at Cumberland Falls Station  
Improved road entire distance

Taxi meets trains at Cumberland Falls Station  
Taxi Fare, \$1.50

**RATES: \$3.75 per day; \$20.00 per week  
American plan**

Cumberland Falls Hotel Cumberland Falls, Ky.

## Kentucky's Greatest View



# HALL'S GAP

3000 Square Miles of Scenery

Telescopes and Powerful Field Glasses Furnished

REFRESHMENTS—CAMP—CABINS

AIRPORT—VIEW BY TOWERS OR PLANE

A Complete Auto Service

HALL'S GAP GARAGE

Body Building a Specialty

## Hall's Gap and Tip Top Observation Towers

On U. S. 27—Six Miles South of Stanford

THOMPSON & JOHNSON, Proprietors, Rt. No. 1, Waynesburg, Ky.

## BURNSIDE, KENTUCKY

on route U. S. No. 27, the shortest route between Cincinnati & Chattanooga and points north and south; also on State route No. 90.

At the head of navigation on main Cumberland River at junction with the South Fork of the Cumberland, in the foothills of Cumberland Mountains.

### Ideal manufacturing location

Rail, water and truck transportation

Eight hour daily industrial switching service

Electric lights

Pure water

Cheap fuel and power

Abundant raw material

Elevation 800 feet above sea level

Ideal climate

Graded and high school

Four Churches



### Nine-hole golf course

Boating

Bathing

Fishing

Horse-back riding

### One Hour From—

Cumberland Falls

Natural Bridge

Mill Springs

### Half Hour From—

Clay West Caves

Seven Gables Hotel, Burnside, Ky. "AAA" Modern Hostelry

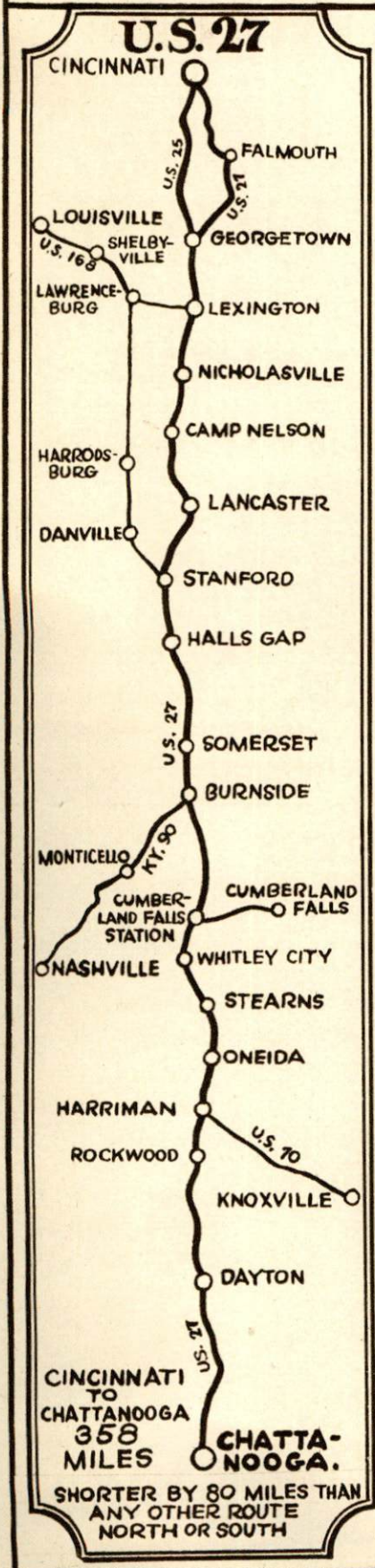
See here headquarters used by Gen. Burnside in 1863; also old army breastworks. Tourists will enjoy a stay with us.

It will pay to investigate these opportunities.

For further information write Burnside Chamber of Commerce.

"The half way point between Cincinnati and Chattanooga."

The Shortest and Best Route North or South



We invite you to visit **SOMERSET**

A PROGRESSIVE CITY OF 7000

On U. S. Highway, No. 27, a paved highway. Located half way between Cincinnati and Chattanooga. A good place to spend the night.



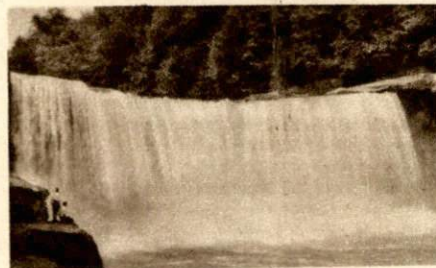
THE HOTEL BEECHER

Somerset's new \$250,000 hotel will be opened July 1. Only fireproof hotel between Lexington and Chattanooga on U. S. 27. Seventy-six rooms, all with bath and shower. Somerset has two more splendid hotels.

**SOMERSET** Is only 30 miles north of Cumberland Falls, Kentucky's greatest scenic wonder. You can get to the Falls only by taking U. S. 27 through Somerset.

**SOMERSET** Is only four hours drive from Louisville, five hours from Knoxville, six hours from Cincinnati, six hours from Chattanooga and six hours from Nashville.

**SOMERSET** Is a city of beautiful homes, pretty churches, fine schools and has ten miles of paved streets. A sporty nine-hole golf course. Southern Railway shops employ 750 men. Free taxation to new industries and sites provided.



CUMBERLAND FALLS

To reach Cumberland Falls take U. S. 27 to Cumberland Falls Station. Only route to the Falls.

For information address,

Somerset Chamber of Commerce,

CITY OF SOMERSET  
W. C. Norfleet, Mayor

SOMERSET ROTARY CLUB

SOMERSET KIWANIS CLUB



# The Lookout Mountain Air Line

U. S. 27

Takes You to

# STEARNS, KENTUCKY

*"The Finest Mining Town in Kentucky"*

*STEARNS, "The Magic City," with its splendid hotel, golf course, tennis courts, baseball park, healthful water and beautiful scenery, combined with all the comforts of a modern city, condensed.*



THE HOME OF THE STEARNS COAL & LUMBER CO.

WITH ITS

Mines producing annually one million tons of high grade and steam coal,

AND ITS

Mills producing twenty million feet of the finest Kentucky hardwoods,

AND ITS

Railway traversing the canon of the South Fork of the Cumberland, and the Palisades of Paunch Creek.

Just a quiet but intensely interesting place to rest on your way from Cincinnati, South.



COME AND SEE US

# STEARNS COAL AND LUMBER CO.

**IN LOUISVILLE**  
**Where Everybody Meets Everybody**  
**and is glad of it!**

**THE WORLD FAMOUS**  
**Hotel Seelbach**

**"Your Old Kentucky Home in Louisville!"**

**T**HE Spirit of Dixie Hospitality takes its northernmost stand at this famous southern tavern. Rooms are large and comfortable. Lobbies and public spaces are strikingly beautiful. And employes are at your service in the gracious Kentucky manner.

**500 COMFORTABLE ROOMS**  
**FROM \$2**

*MANUFACTURED WEATHER makes you*  
*enjoy eating in the*

**Seelbach Grill**



—Caulfield & Shook.

*Maytime Comfort the Year Around*  
**AN EPPLEY HOTEL**

# Edwards Motors

INCORPORATED

Kentucky Distributors For

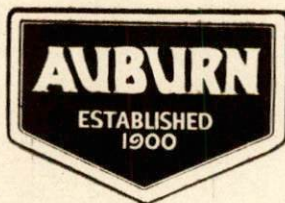
## AUBURN

AND

## *Cord Front Drive*

## *Automobiles*

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Main Office & Garage—Lexington, Vine St. at Shreve

Branch at Louisville, 432 East Broadway

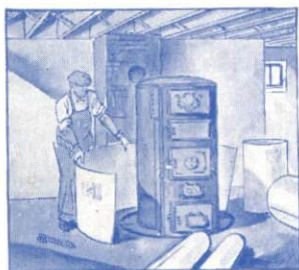
# Safeguard your metal investment

Metal products look a good deal alike. Yet, they do not always perform alike.

That is why homeowners everywhere insist on rust-resisting Armco INGOT IRON. From furnace ducts and casing to roof flashing, they see to it

that their sheet metal investment is protected by this durable pure iron.

When you buy sheet metal products or equipment, look for the familiar Armco INGOT IRON triangle. It is your assurance of long-time, trouble-free service.



**THE AMERICAN ROLLING MILL CO.**

*Executive Offices: Middletown, Ohio*

*Offices in the principal cities of the world*



# FACTORY SITES

A new industrial territory has been opened, consisting of approximately 2,000 acres, available for factory sites, in the Southwestern section of the City of Louisville, by the construction of a double-track industrial belt line by the KENTUCKY & INDIANA TERMINAL RAILROAD CO. This industrial development is considered by many the best in the South. The land adjacent to this belt line is almost flat in surface and has perfect natural drainage. City water, gas and electricity are available the entire length of this new line.

*For information, address*

**W. S. CAMPBELL, *Manager and Chief Engineer***  
**KENTUCKY & INDIANA TERMINAL RAILROAD CO.**

Telephone Shawnee 5860

LOUISVILLE, KY.

2910 High Street

# AN INSTRUMENT OF PROGRESS

SOME 300 cities, towns and villages, and approximately 3,550 rural residents and 3,175 industrial power users today receive electric service supplied through the transmission lines of this company, which traverse 73 counties.

A very large proportion of those who have tapped our power lines now enjoy conveniences, economies, comforts and safeguards which, a few years ago, were restricted to the residents of large cities where electric service was available.

The far-sightedness, faith and enterprise of a relatively small group of public utility men who pushed a network of power lines far and wide across Kentucky's countryside have added immeasurably to the satisfaction of living on the farm and in the small town.

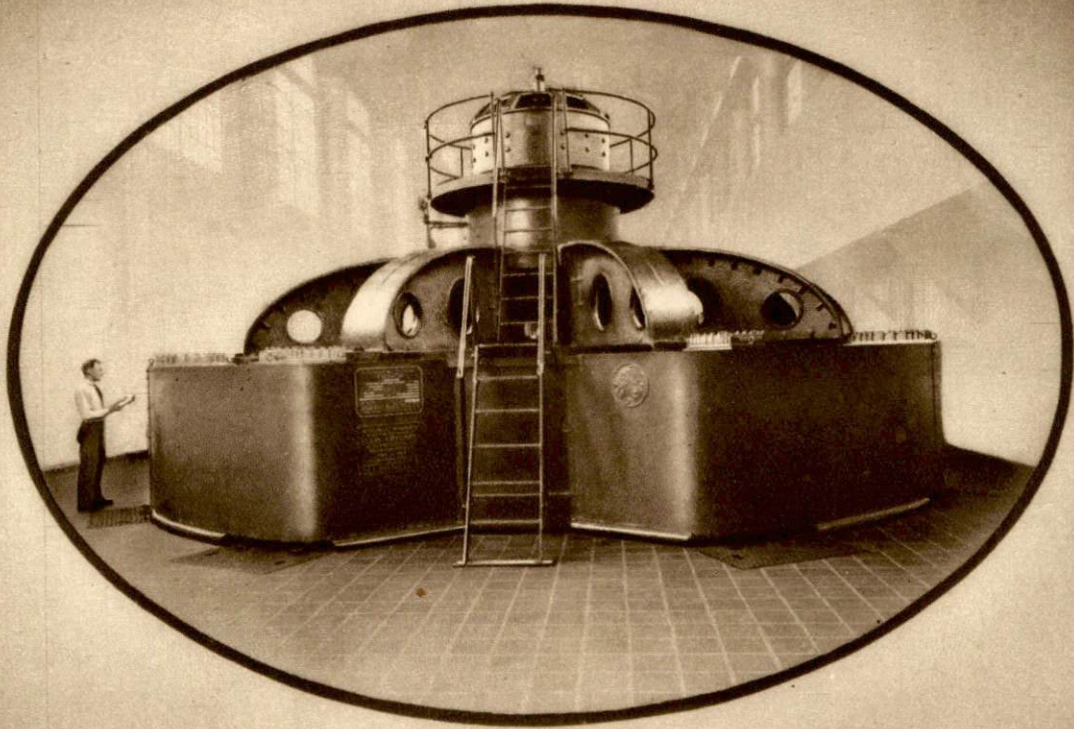
This work will be continued by our organization, whose single aim is to extend service facilities as widely as possible and to provide service at the lowest rates consistent with efficient operation.

Kentuckians of sound judgment and shrewd discernment say that we are one of the State's important instruments of progress and prosperity.

## KENTUCKY UTILITIES COMPANY

INCORPORATED

# Ample Power in Louisville



One of the eight giant generators in the hydro-electric station at Louisville.



## Louisville Gas & Electric Company

INCORPORATED IN KENTUCKY

## Famous Old Drennon Springs

(Continued from page 73)

the deep cutting down of the creek into the earth, are both grand and beautiful. The scene must have been enchanting a hundred years ago when broad roads made by the buffalo came from every direction and centered at the springs, and thousands of buffalo and deer and other wild animals came bounding to the spring to lick the salted earth and lap the saline water. Along one of these great buffalo roads leading from the falls of the Ohio by Drennon's Springs to the mouth of the Licking, General Clark marched his soldiers in 1780, and again in 1782, when he invaded the Indian territory north of the Ohio and dealt death and desolation to the towns of Chillicothe, Piqua and Loramie's Store.

In the closing years of the last century salt was made in large quantities from the waters of these springs. The water was boiled in iron kettles over wood fires, and although the process was crude and slow and expensive, the price at which salt was sold justified it. The common price was twenty shillings (\$3.33) per bushel, and it was as often sold for more as for less. These were times in which the breast of the turkey was bread and the wild pepper salt.

The pioneers learned from friendly Indians the use they had made of the sulphur water as it was called of one of Drennon's Springs. They could give no definite idea of the length of time they had used this water as a medicine, but indicated that their forefathers had used it for moons as uncounted as the stars in the sky. They told the following anecdote about the healing power of this water:

"An Indian chief who lived at a great distance, had an only daughter, who besides being young and beautiful, was the idol of her tribe. In some way unknown, she had offended an evil spirit, who afflicted her in such a way that none of the medicine men could cure her. The old men of the tribe advised the chief to take his daughter to the Cho-be-ni-pe (medicine water) located on the first large creek above the mouth on the sunside side of the Mil-le-wa-ke-me-ce-pe-we (Kentucky River) and induce her to drink freely of the water. The chief at once prepared a canoe in which the invalid was to be borne by four stout warriors, with four others to relieve them at intervals. The boat would serve to cross rivers if necessary, but it was designed principally for the land journey. They started, and continued their journey for many days, until at last they reached the so-called sulphur spring on the hill above the salt springs, which are in the creek bottom below. So soon as the spring was reached, some of its water was given to the girl, then almost dead from the journey. At once she revived, and after a few more drinks of the water she was well. On the return journey to her home she was not borne in the canoe, but walked all the way, and pressed the other Indians to longer and more frequent steps."

The first use made of the water of Drennon's Springs by white people was to make salt. Early in the present century, however, the whites began to use the water medicinally. The inconvenience of getting to the springs through the primeval forests at first confined the use as a medicine to the neighborhood. In the twenties, however, one or two log cabins were built near the springs in which crude accommodations were given to invalids. In the thirties these accommodations were increased by the build-

ing of more and better cabins. It was not until the forties, however, when Dr. Robert Hunter got control of the springs that they can be said to have afforded suitable accommodations for the afflicted. Dr. Hunter was a born landlord. He had but few superiors in finding out and meeting the wants of the guests. He soon made the springs popular, not only to the seekers after health, but also to those in search of enjoyment. The invalids came to his cottages perched here and there upon the hillside, but the votaries of pleasure came also to feast at his table and enjoy his music in the dance. It was not unusual for parties of young people to come unannounced in such numbers that he had to remove all furniture from his cottages and spread quilts upon the floors for beds. As many as fourteen girls have been known to sleep upon the floor of a cottage sixteen feet square, while of course as many men were squeezed together like sardines, upon another floor. They slept soundly, however, packed as they were, after dancing all day and nearly all night to the stirring sounds of a fiddle in the hands of an old Virginia negro. He played such tunes as the Virginia Reel, Arkansas Traveler, Roory O'More and Lucy Long, and the way in which he played them made the boys and girls dance whether they wanted to or not.

Drennon's Springs, however, did not become a fashionable watering place until A. O. Smith purchased the property and built additional cottages and erected a grand hotel. The first successful season was in 1849, when more than a thousand persons were guests. They came from all parts of the south and west. Every important town in Kentucky sent representatives, and from Louisville and Cincinnati and New Orleans there came an array of beauty and talent and fashion of which either city might well have been proud. The Polka and Mazurka dances were then introduced, and a full band of music took the place of the lone fiddler of earlier times. Billiards, ten-pins, cards, balls, riding parties, hunting parties, fishing parties, and parties in search of the relics of past ages afforded pleasure to all.

Early in the fifties the Western Military Academy was established at these springs and conducted each year during the fall, winter and spring months. The Hon. James G. Blaine, who subsequently became so great a factor in American politics, was chief instructor in this school. The war came on, and the buildings were used as a recruiting station for the Union army, and many skirmishes between Confederate and Union soldiers took place around these springs. About the close of the war a disastrous fire swept away the main hotel and many of the cottages. Fashion could not exist in the ashes of what had been its abode. The fire, however, which made way with the structures and the implements of pleasure, did not destroy the fine scenery of the locality, nor injure the medicinal properties of the waters which time out of mind had ministered to the health and comfort of Moundbuilder and Indian and mastodon, and buffalo and deer. For years there have been no suitable accommodations at these springs for persons in search of health and yet the invalids have continued to come and to live there as best they could almost without bed or board, to secure the benefits of the healing waters. These springs have now born the test for medicinal qualities of more than a hundred years under the scrutiny and the practice of the white man, and it is not likely that the time will ever come when they will cease to be a boon to the afflicted of the human race.