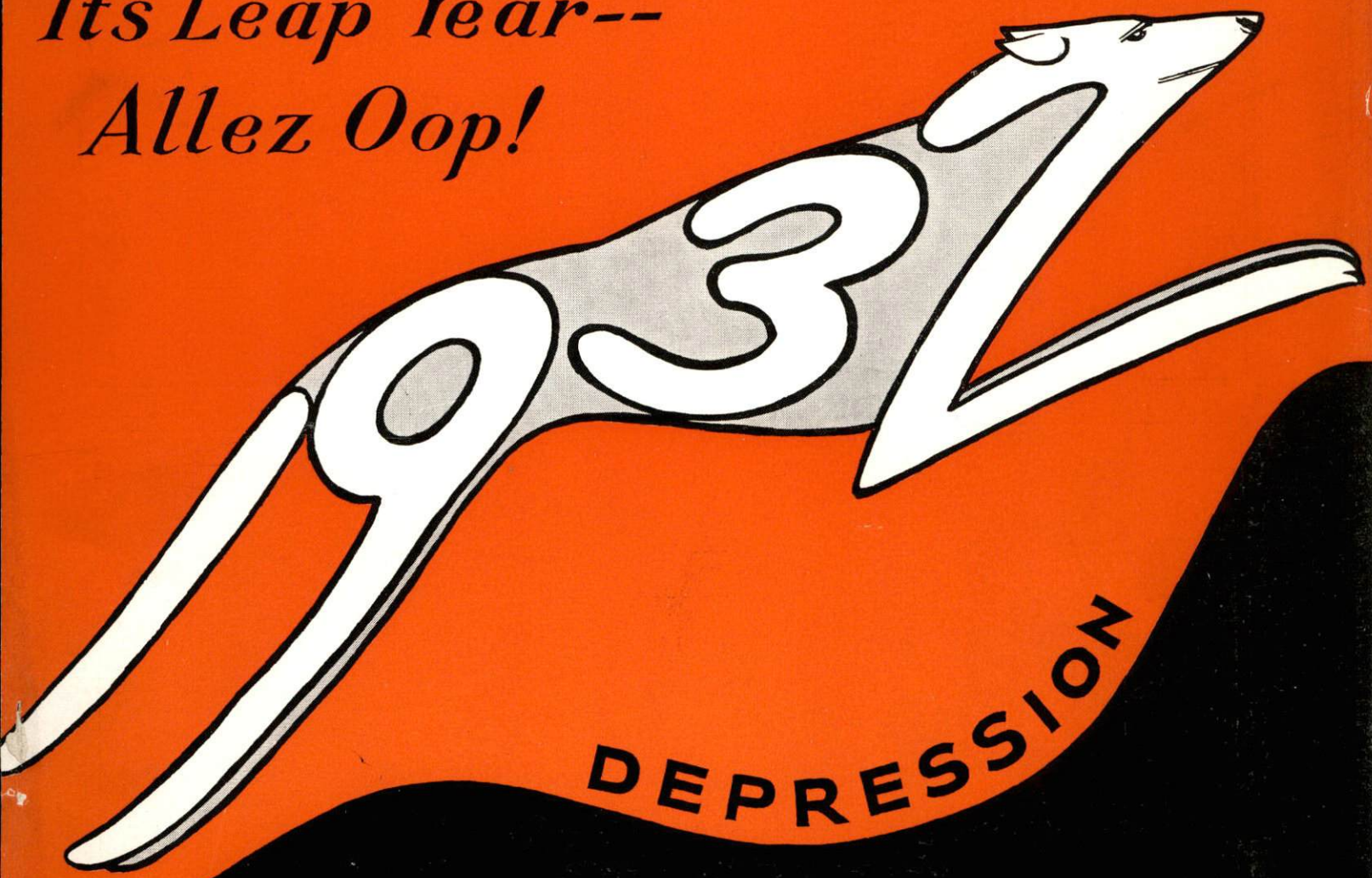
1932

Kentucky Progress Magazine Volume 4, Number 5

Kentucky Library Research Collection

KENTUCKY PROGRESS MAGAZINE

It's Leap Year--
Allez Oop!



OFFICIAL PUBLICATION OF THE KENTUCKY PROGRESS COMMISSION

STATE CAPITOL
FRANKFORT KENTUCKY

JAN. 1932
VOL. 4. NO. 5

25¢ THE COPY
$2.00 PER YEAR

Published monthly by Kentucky Progress Commission, Publication Office, Broadway at 11th, Louisville, Ky. Entered as second class matter July 10th, 1930 at the Post Office at Louisville, Ky., under the act of March 3rd, 1879. Subscription rates $2.00 a year, 25 cents a single issue.

KENTUCKY PROGRESS COMMISSION

PUBLICATION OFFICE
1100 W. Broadway, LOUISVILLE, KY.

HEADQUARTERS
STATE CAPITOL, FRANKFORT, KY.

VOL. IV | JANUARY, 1932 | NO. 5

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

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

Membership dues in Kentucky Progress Association include paid magazine subscription. To subscribe direct, mail check to Kentucky Progress Commission, Frankfort, Ky.

Subscription $2.00 per year; 25c per copy.

C. FRANK DUNN, Editor

KENTUCKY—On The Eastern National Park-to-Park Highway

Table of Contents

EDITORIAL

Let's Change The Tune

(Yankton, S. D., Press-Dakot'n)

DOWN in Louisville, Kentucky, a club of business men has adopted a unique plan for discouraging continuous talk about the so-called "hard-times," a topic which has probably received more attention during the past two years than the usually much-discussed weather.

This club maintains a large china elephant on the table, and any member who mentions "depression" is required to drop a quarter into the elephant. It is said the subject has become increasingly unpopular as a topic of discussion around that club.

The idea might well be adopted by clubs and organizations generally. Newspapers and magazines could help by "laying off" the subject as much as possible. Reports of relief activities or other matters connected with present conditions could hardly be eliminated entirely, and probably should not, but there has undoubtedly been far more attention given, in print as well as by word of mouth, to speculation on our economic status than is necessary, or good for us.

Kicking and complaining has almost become an American characteristic. It is not necessary to be satisfied with conditions as they are, or to refrain from discussion of possible reforms or from constructive criticism, to avoid being a confirmed and chronic complainer. The dyspeptic individual can take a cheery outlook on life without constantly referring to the pain in his stomach, if he only will.

We were much interested the other day in reading an article by a London newspaper man who had just completed an intensive survey of economic conditions in the United States in which he declared that in talking with business men in New York and Chicago he had heard more gloomy talk in a week than he had heard in England in a year. And conditions in England are not so ideal, economically speaking.

Everywhere he went, this writer said, the chief topic of discussion encountered was the "depression" and the sad plight of the United States. Everybody was doing it, taxicab drivers, waiters, shoe shiners, elevator men, and all with whom he came into contact.

This writer declared that after he spent a few weeks traveling about in this country he himself began to feel somewhat depressed. The spirit of pessimism and gloom was infectious.

Yet he could not discover any conditions which actually seemed to warrant this prevalent spirit. He found a standard of living considerably higher than anywhere else in the world, he said, with people more finely clothed, eating better and more varied food, possessing a wider margin of personal pleasures, and enjoying luxuries which people in no other part of the world could afford.

This man called it an exaggerated mental condition, and he attributed it quite largely to the teaching and preaching of many of our political opportunists who raise their clamor and complaint for the sole purpose of creating political issues.

Whatever the cause, a bit of self-analysis, to see if we are contributing in any way to the general gloom talk, would not be amiss. A personally declared moratorium on it, practiced by several million people, including those who are most listened to, would help a great deal in bringing about an actual change in present conditions, we believe.

A local business man brought the following bit of verse into this office the other day, which contains a timely thought along that line. It is entitled "If," and the writer of it is unknown, but it is presented here as worth while advice—

"If you can see what some folks call 'depression'
As nothing but a spit of Fortune's wheel;
If you can keep your poise and self possession
No matter what you think or how you feel;
If you can view a stupid situation
All cluttered up with 'ifs' and 'aws' and 'buts';
And take it at its proper valuation—
A challenge to your common-sense and 'guts';
If you can rise above the mess and muddle,
If you can glimpse a rainbow through the clouds
When Doubt and Dread and Fear are in a huddle
And Hope is being measured for a shroud;
If you can keep a saving sense of humor
For stories that are slightly inexact;
If you can disregard Report and Rumor,
And not accept a statement as a fact;
If you can spread the gospel of successes,
If you can stir the spirit that instills
The latent life in lathes and looms and presses
And lifts the stream above a thousand mills;
If, briefly, you can spend an extra dollar;
If you can pry the sacred Roll apart
And buy another shirt or shoe or collar
And act as if it didn't break your heart;
If you have faith in those with whom you labor,
And trust in those with whom you make a trade;
If you believe in friend and next door neighbor
And heed examples pioneers have made;
If you expect the sun to rise tomorrow;
If you are sure that somewhere skies are blue—
Wake up and pack away the futile sorrow
For better days are largely up to YOU!"

Governor Ruby Laffoon

—Cusick, Frankfort

Kentucky Broadcasts Inaugural Ceremonies

Scenes at Frankfort on December 8, When Gov. Laffoon Took Office. A Mammoth Parade the Inauguration, Governor's Reception, Fireworks and Inaugural Ball Were Features of the Colorful Event.

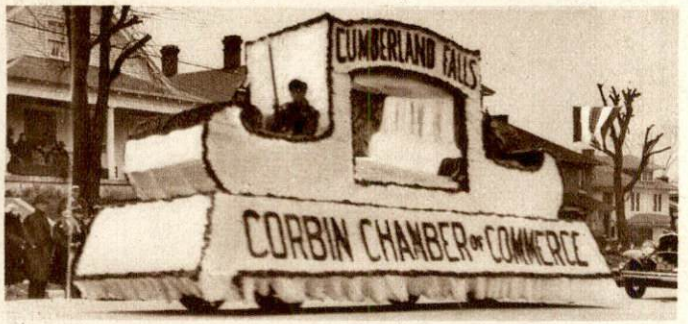
—Photos by Cusick, Frankfort

Governor Laffoon and Lieutenant Governor Chandler take oath of office, administered by Chief Justice Dietzman.

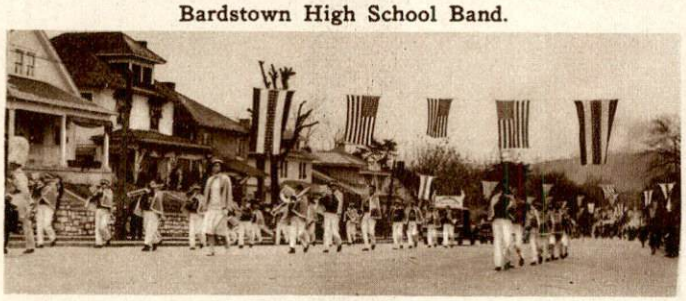
Governor Laffoon delivering inaugural address. Seated at right: C. W. Hay, Chairman Executive Committee, and L. W. Morris, Master of Ceremonies. Seated at his left: Chief Justice Richard P. Dietzman and Lieutenant Governor A. B. Chandler.

Governor Sampson delivering his Valedictory.

Bardstown High School Band.

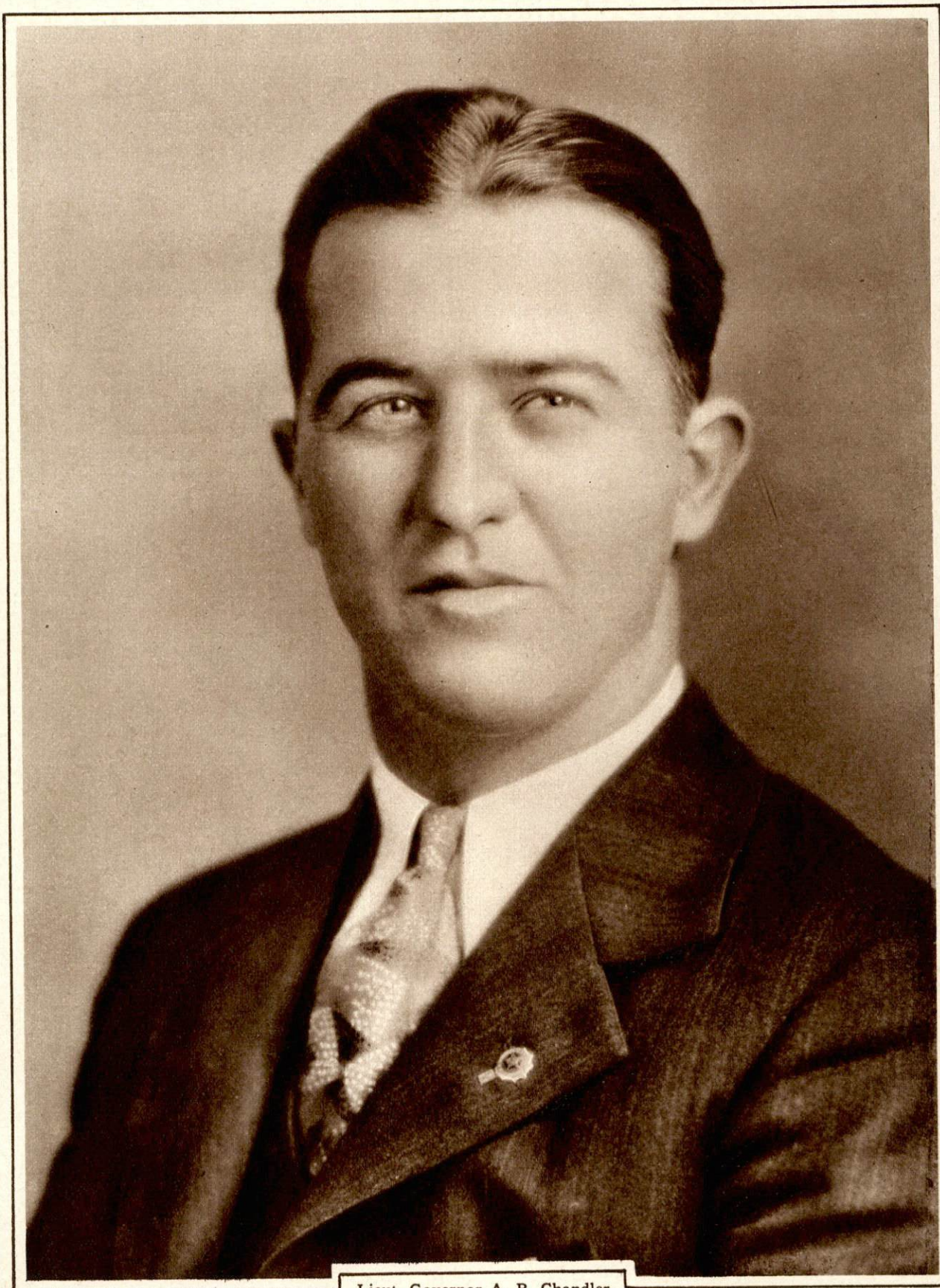


One of the handsome floats in the parade.



Danville High School Band.

Head of the Parade, on Capital Avenue.



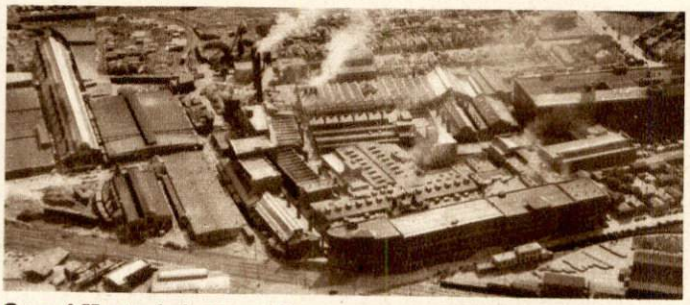
Lieut. Governor A. B. Chandler.

—Cusick, Frankfort

Kentucky of Today

Industrial Scenes

The Heart of Louisville.

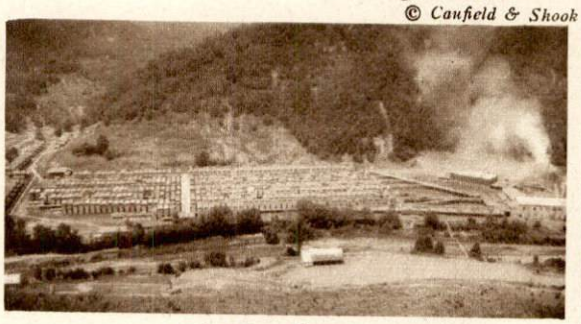


One of Kentucky's 22 world leading industries.

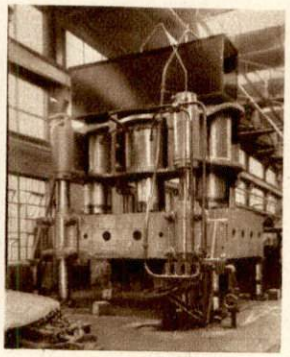
Oil Wells.

Right: Rock Asphalt.

Below: A Coal Mining Town.



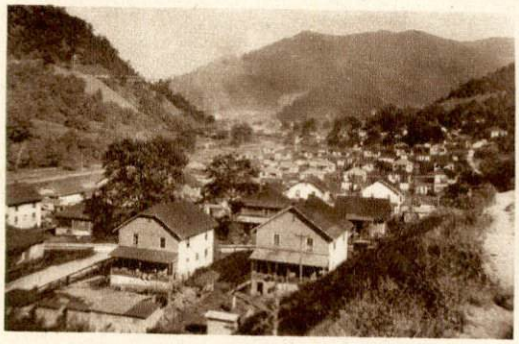
Lumber Camp.

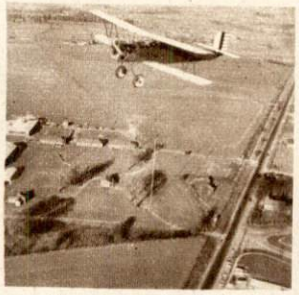


Fluorspar Mines.

Left: Railroad Shops.

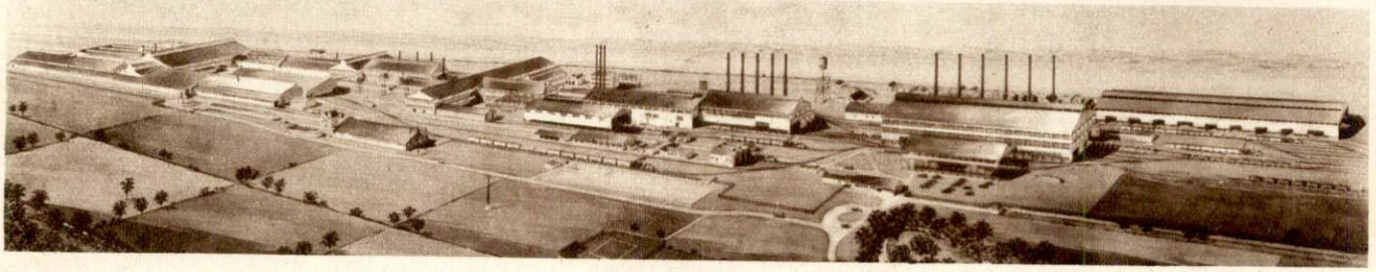
Below: Coal by-products.





Bowman Airfield.

Bowman Park Aero Co.



Steel Mills.

The Kentucky of Today

Radio Address Over WLW—"Ohio School of the Air"

By JAMES H. RICHMOND

Prof. Richmond, newly elected Superintendent of Public Instruction, during the past four years has been State Supervisor of High Schools, was for many years head of the Richmond School, Louisville, and is Past District Governor of Rotary International. This radio address contains a far sighted educational program planned for Kentucky.

BEFORE developing the subject assigned for today's radio address, I want to express my sincere appreciation to the Crosley Radio Corporation, to Director Skinner, to Mr. Darrow, who supervises the Ohio School of the Air, and to Mr. Dunn, Editor of the KENTUCKY PROGRESS MAGAZINE, for the courtesies extended in offering me the opportunity of using the facilities of WLW to discuss certain phases of Kentucky's history and development.

The three preceding radio addresses given over WLW at this hour, covered in continuity the life and traditions of Kentucky from prehistoric times to the close of the last century—history and traditions, rich and glorious, of which any State might well be proud. With such an inspiring background, one is prepared to find the substantial and prosperous Kentucky of today.

Statistics are tiresome, but it is necessary to quote briefly some figures that show the progress that Kentucky has made in industrial, agricultural, highway and educational advancement in recent years, achievements that, although they may be little known to the outside world, rank with the leading States of the Nation.

In some respects, Kentucky's industrial status is preeminent. This State leads the world in twenty-two lines of industry; in thirteen others she outranks every other State in the Nation, and in seventeen industrial enterprises leads the South.

Louisville, the metropolis of the State, is the second largest Southern city and is first in industrial production.

Kentucky ranks third in the United States in coal production, with 10,454 square miles of coal land in the Eastern field and 4,680 square miles in the Western field. The State ranks first in the Appalachian Range in oil production, and if the increasing consumption of gasoline should direct oil producers to sources of shale, Kentucky has enough undeveloped oil shale to last the United States for upwards of 100 years. There is an abundance of natural gas in several sections of the State, which not only supplies our own needs but those of a great industrial area north to the Great Lakes and east to the Atlantic Ocean. Great power-supply centers have been developed and transportation systems extended to take care of an expanding program of manufacturing.

Kentucky is wealthy in minerals and only a fractional part of this potential wealth has been developed.

The State is first in fluorspar and rock asphalt pro-

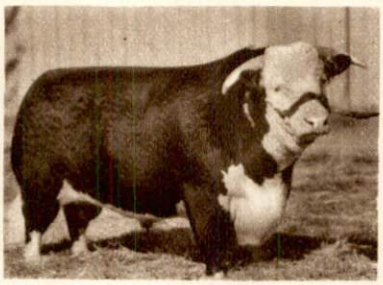
The Trimble County High School (center), Bedford, and the rural schools abandoned upon its completion, including former high school. Note modern type of school buses.

Kentucky of Today

Agricultural Scenes

Left: Dewberries.

Right: Milk Plant.



Kentucky International Winner.

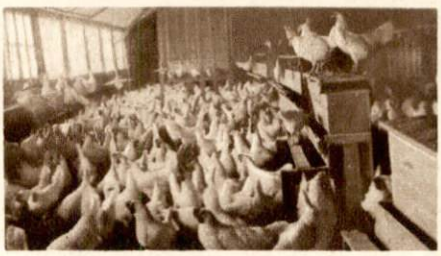
Champion Jerseys.

Below: Sheep.

Bluegrass Seed.

Packing Peaches.

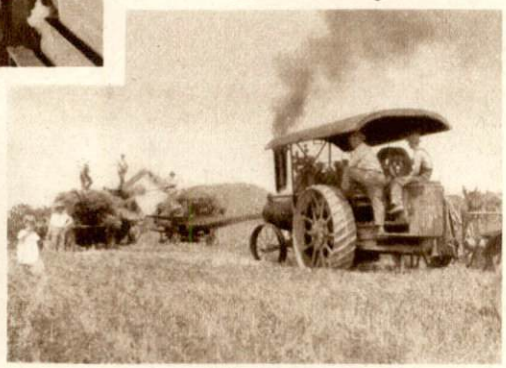
Two-ton litter of pigs.



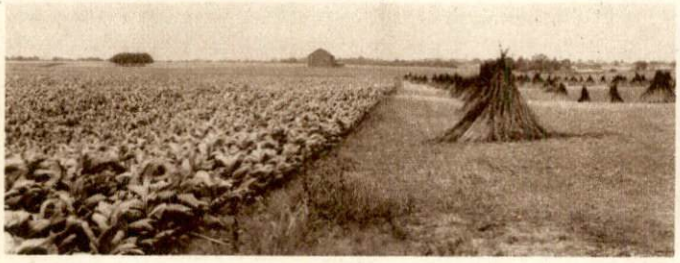
Left: Poultry.

Mountain of Apples.

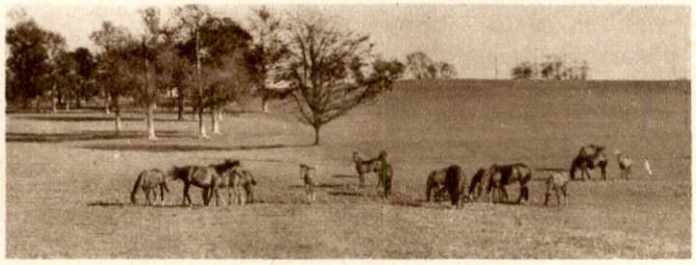
Corn.



Wheat.



Tobacco and hemp.



Thoroughbreds.

duction and has almost unlimited marketable limestone.

Lowell Thomas, the Literary Digest "Voice of the Air," a few days ago announced that a long dream of science to produce a synthetic rubber had come true, through the discovery by the Rev. Julius A. Nieuwland, chemist: that this valuable product can be made solely from limestone and coal, and that already the du Pont Company has started building a plant for its manufacture. With the abundance of both of these raw materials in all sections of Kentucky, this State should soon become the synthetic rubber manufacturing center of the world.

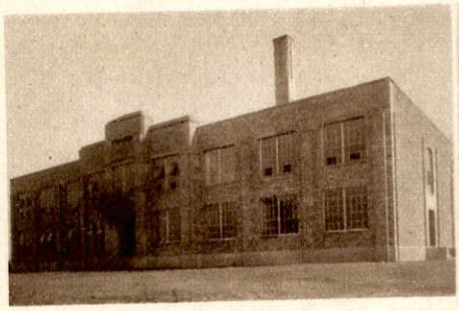
Kentucky's supremacy in certain respects, as an agricultural State and in livestock raising, is of long standing. It has the largest burley tobacco market in the world and grows everything from corn to cotton. A limestone soil, noted for its productivity, is enhanced by a temperate climate, described by the United States Weather Bureau at Washington as "an enviable mean between the extreme cold and long winters of the northern States and the equally long heated summers of those to the southward." Then, too, nearly two-thirds of Kentucky's farms are operated by owners, which insures stability and profitable farming.

Kentucky stands first among the Southern States in number of cattle, sheep and horses, and in the production of corn and hay. The Blue Grass State has world-wide fame as the home of the thoroughbred horse, and has three of the four all-pure-bred livestock counties in the United States. Several sections of the State have developed to a remarkable degree dairying, orchard growing and strawberry production.

The story of Kentucky's highway development is an amazing one; and as the success of commercial and agricultural advancement is dependent to a large degree upon an adequate highway system, the story should be told. It is a far cry from the time when Henry Clay sought funds from the Federal Government to build the old Maysville to Lexington turnpike, known then as Smith's wagon road, to Kentucky's 6,000 miles of completed hard-surfaced highways of today.

Andrew Jackson vetoed the bill but the road was

[*Continued on page* 38]

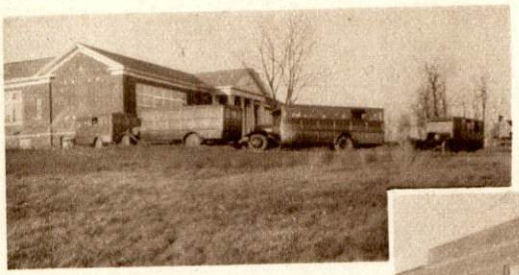


McKell, Greenup County.

Adairville, Logan County.

Bellpoint, Franklin County.

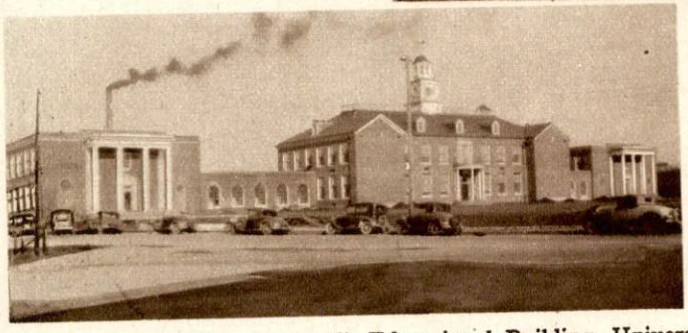
Consolidated Rural Schools



Linlee, Fayette County.

Hindman, Knott County.

Right: Lewisburg, Logan County.

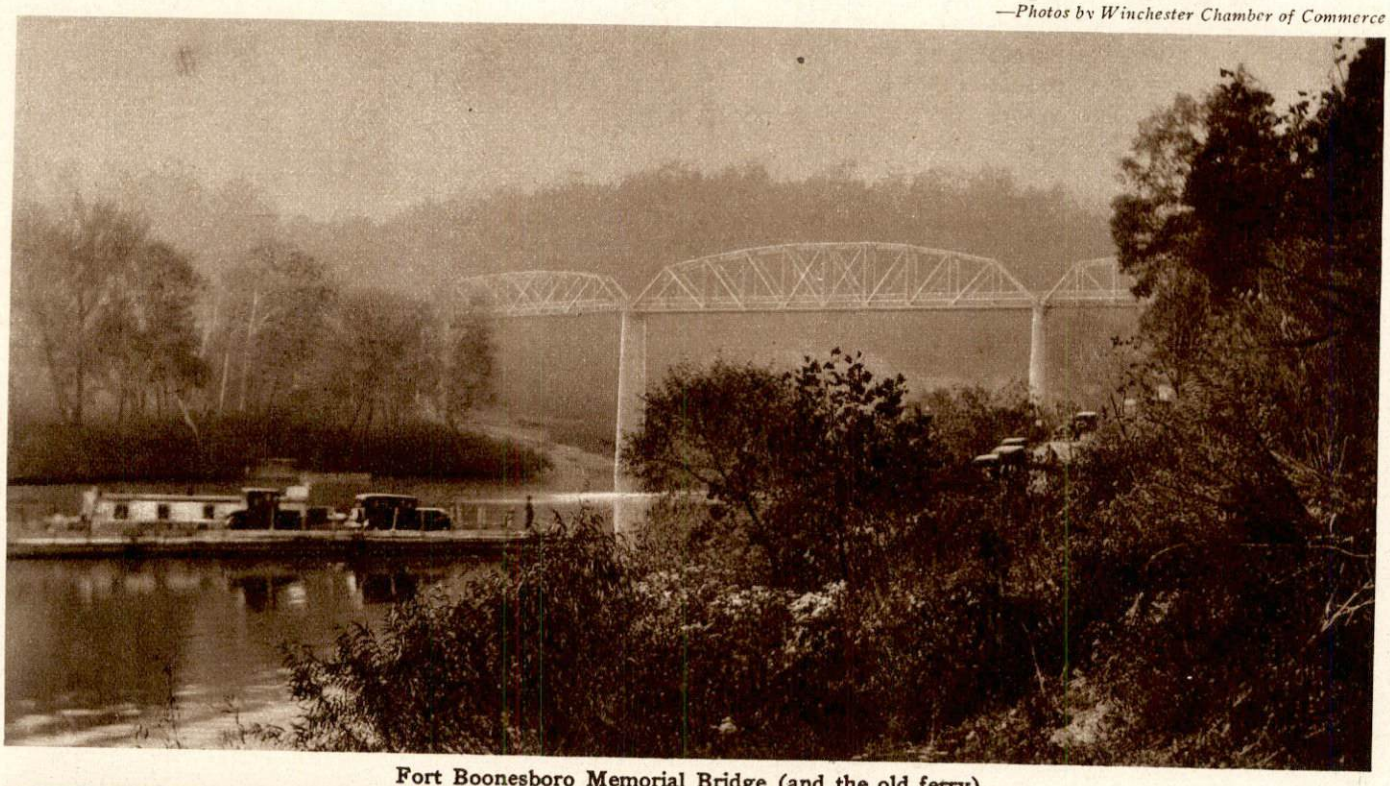


New (and old) Educational Building, University of Kentucky, where teachers are trained.

The New Bridge at Historic Boonesboro

The Kentucky Highway Department in November Completed and Opened Another Important State Owned Toll Bridge, Spanning the Kentucky River at Boonesboro on U. S. Route 227. Pictures of Earlier Bridges Were Published in the November Magazine

—Photos by Winchester Chamber of Commerce



Fort Boonesboro Memorial Bridge (and the old ferry).

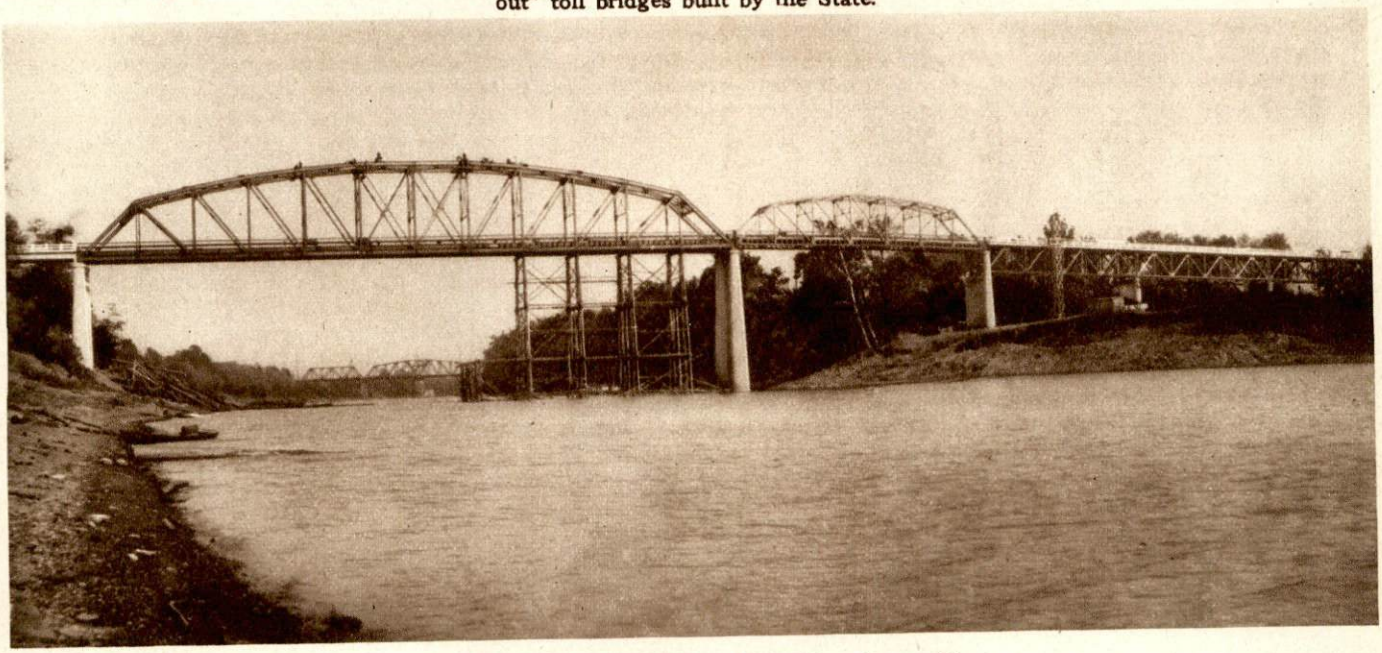
The Kentucky River gorge below bridge.

New State Spans in Western Kentucky

Bridges Recently Opened on U. S. 60 Across Cumberland and Tennessee Rivers, To Be Paid Out By Tolls

—Photo by Miss Maude Ferguson

The recently completed and opened Lucy Jefferson Lewis Memorial Bridge on U. S. 60 at Smithland—another of the "pay-out" toll bridges built by the State.



Richard W. Owen Memorial Bridge, Spottsville.

U. S. 42 Opened Louisville to Covington

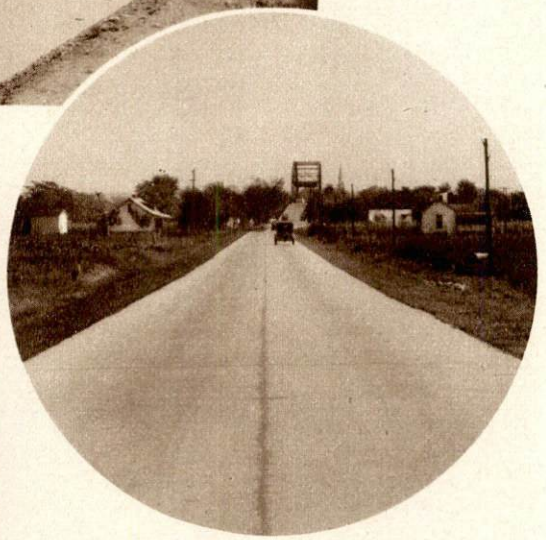
Reduces Distance Louisville-Cincinnati to 108 Miles

—Photos by Geo. R. Rolsen

Below: One of the bridges.

Valley of "Little Kaintuck."

North of Warsaw.



Approaching Carrollton.

East of Bedford.

State Seal Suffers Many Changes

Judge Samuel M. Wilson, Lexington, Points Out Incongruities Of Modern Versions

By CARL BERNHARDT

(*In "Kentucky Yesterdays and Tomorrow," Cincinnati Enquirer*)

JUDGE SAMUEL M. WILSON, Lexington, writes to this column on a matter especially interesting at the time of the entrance of a new administration of State officials in Kentucky. That is a recital of a few of the objections to the present rendition of the State seal by those engravers and die cutters who have been at work on stamping and cutting this insignia these last 150 years.

Judge Wilson writes:

"As you know, the chief objection to the seal of Kentucky in common use at the present time is that it shows the two male figures, with the right hand of the one on the left clasping the left hand of the one on the right. This is not only unnatural, but ugly and inartistic.

"The engraved seal on the Military Monument in the Frankfort Cemetery correctly shows the figure on the left, with arm extended, and his right hand gripping the right hand of the figure on the right. The Military Monument, as you doubtless know, was erected by the Commonwealth in 1850, mainly inspired, as I think, by Kentucky's prominent participation in the Mexican War."

CORRECT KENTUCKY STATE SEAL

Photographed by Mr. John L. Carter as it appears in the State Monument (1850) at Frankfort—two pioneers in hunters garb, shaking right hands, embracing and standing on verge of precipice.

Magazine Apologized

Judge Wilson emphatically is right in his criticism of the designs that purport to be the seal of Kentucky. And it is the most frequent blunder made by these die cutters and artists who are from time to time commissioned by State officials to portray the seal.

Thus the editor of the PROGRESS MAGAZINE—a State publication edited with great competence—felt impelled to apologize last February when such a blunder was imposed on the very cover of the magazine. Said he: "The maker of the flag shown on the cover changed the official seal."

At least, he is not the only man who knows how hopeless it appears to be to control the ill-formed efforts of these designers.

The cover shows two men shaking hands right with left—an unusual way to shake hands—yet the law specifies only that they shall embrace.

General Lindsay Protested

This column ventures that it is not only the designers, but the succession of State officials themselves, who are ignorant of the design of the seal, what it should contain and what the significance of the seal is. They hereby are referred to the correspondence of David W. Lindsay, Adjutant General, writing February 15, 1866, to George Henry Preble, of Boston.

Mr. Preble was then compiling his very accurate book on the origin of the flag of the United States and the flags and seals of the States. In his researches Mr. Lindsay was far more thorough than most officials have been. Indeed, he had addressed himself to Colonel Brown, whose grandfather was on the commission that devised the seal and who, therefore, knew the circumstances:

"Colonel Brown had it by tradition from his grandfather, the Hon. John Brown, first United States Senator from Kentucky (one of those selected by the Legislature to present a design for the State coat of arms)? that the original intent of the seal was to represent two friends in hunters' garb, their right hands clasped, their left resting on each other's shoulders, their feet on the verge of a precipice, which gave significance to the legend, 'United we stand, divided we fall.'

Unfortunately, the engraving of the State has uniformly been intrusted to mere type-foundry die-sinkers, devoid of taste, education or ideas of art. As consequence—the present burlesque figures."

Strange Seals Used Today

There is the whole story.

This column once collected various seals from the letterheads of the various State departments and compared them to seals gathered from various sources in early Kentucky books. In no case was any seal like unto another. Their only similarity was the burlesque attitudes, which as some

[*Continued on page* 40]

The Beautiful Dix River Cliffs

—Lafayette Studio

A Woman Bus Driver—And Safety!

By ANNE BURNSIDE BROWN

"RICHMOND bus!" called a tall brunette well-groomed in khaki as she entered the Danville bus station with a smile.

Like one coming out from under an anesthetic, your drowsy meditations are suddenly interrupted. You begin to "unglue" yourself from the chair, and your eyes from the crowd, milling in and out of the "dime" store across the street.

Hurriedly you try to collect your luggage and yourself at the same time, grabbing wildly for bags, umbrella and the hat box, that contains the precious new fall creation. Then there are all those miscellaneous packages that you just could not find a place for at the last moment. You drop most of them in the rush and confusion, wishing all the while you had mastered the Redcap's trick of juggling half a dozen things along at once.

"Can I help?" asks a calm, business-like voice by your side. You peep out from beneath the last box to find the voice belongs to Mrs. Bess Hatcher.

From out of the chaos comes peace, and with it the comfortable assurance every traveler enjoys, of knowing that you will not miss your bus. All your worries vanish like smoke before the wind, for you have completely surrendered yourself and your luggage into the care of the most efficient woman bus driver in the country.

In a short time you are moving along on a ribbon-like macadam road, winding your way through the well-known blue grass region of Central Kentucky.

There is a crisp, frosty feeling in the air, and the incense of burning leaves salutes your nostrils. The jagged high cliffs of Herrington Lake, splashed with natures paint brush in the brilliant autumn colors, flash by in the gorgeous scenic panorama.

Away from the metropolitan, we let our nimble fancies play, as we speculate on Mr. Opossum's habitat, and just where the persimmons are likely to grow the largest and sweetest.

By the time the bus is nosing its way over the bridge across Dix River, you are lost in the beauties of Kentucky's new fall clothing. The grain has been harvested and stalks of her native weed (tobacco) have been left after the cutting, standing in the fields like so many green mushrooms, to be nipped by the first frost.

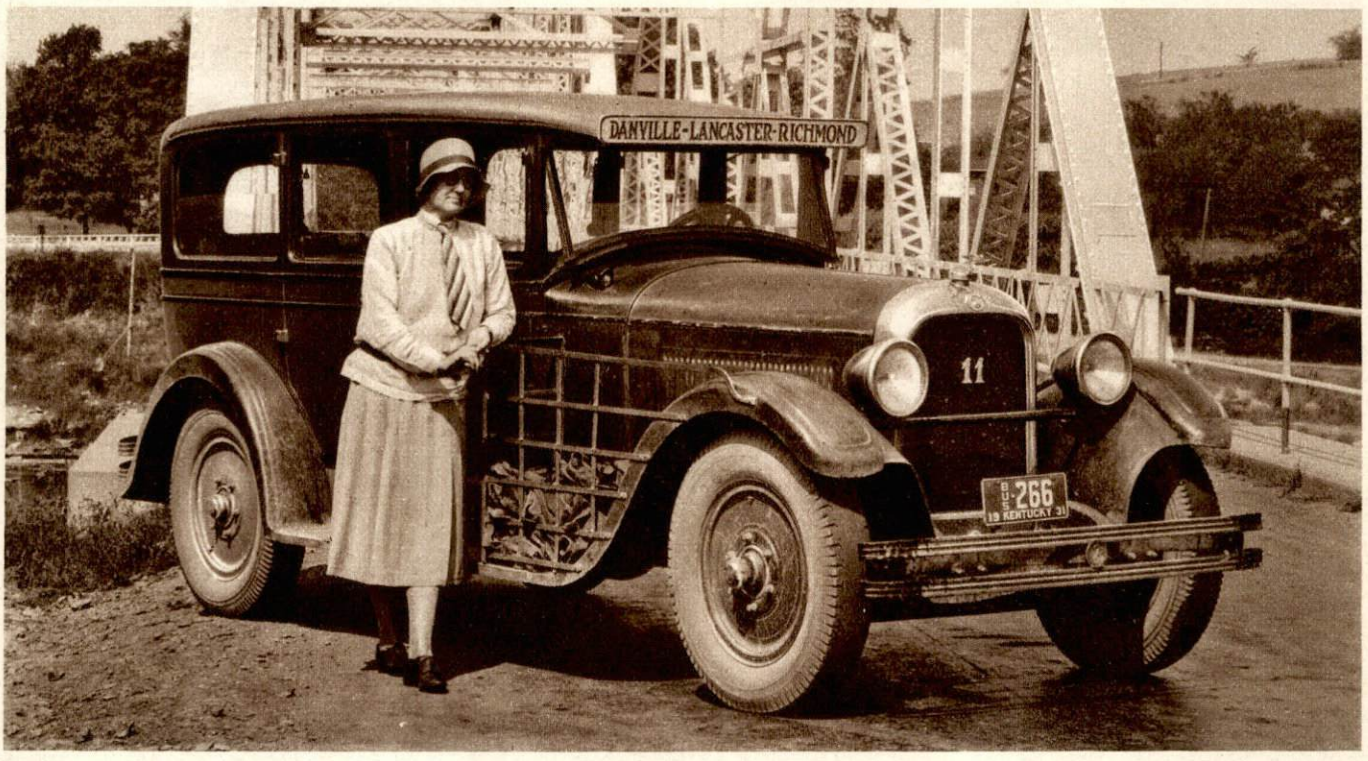
It is the harmless gossipy attitude towards little events of every day life and interesting personalities that brings us out of ourselves and makes us more amiable and bearable to live or travel with.

So we learn that Mrs. Hatcher owns her own line between Danville and Richmond, and operates one of the cars. She drives from seven in the morning until seven in the evening. She has a brisk, pleasant manner, is courteous and accommodating and endowed with womanly grace and charm, a level head and ability to handle all problems as well as luggage.

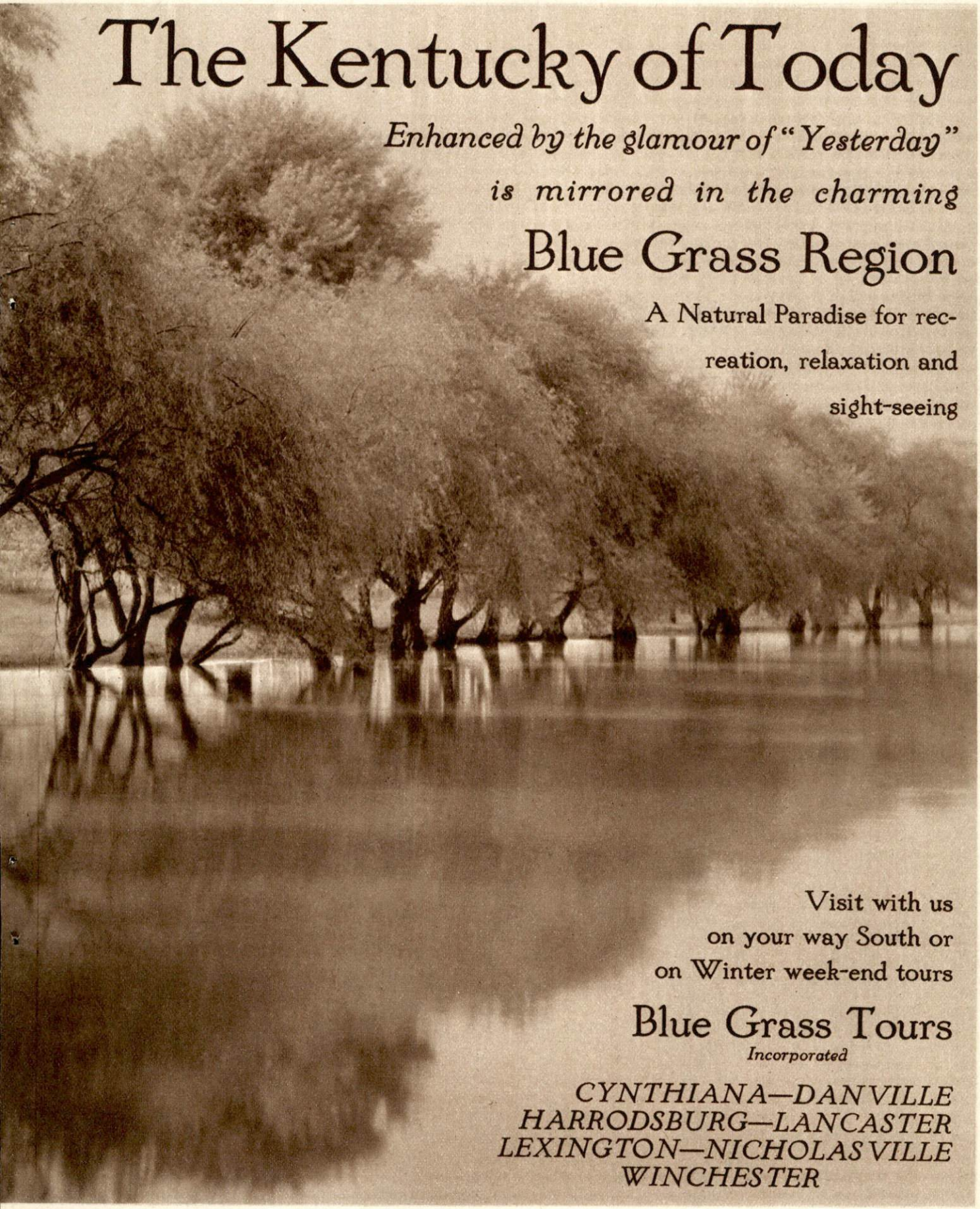
She began her business career twenty-five years ago by working for Uncle Sam. She and her husband first drove a United States mail wagon, drawn by a horse, that carried the mail from Danville to Lancaster.

Later they purchased a Ford car and operated a joint mail and passenger line. That was when automobiles were as rare as old wine is today. All the Dobbins

[*Continued on page* 40]



Mrs. Hatcher and the bus she drives.



The Kentucky of Today

Enhanced by the glamour of "Yesterday"

is mirrored in the charming

Blue Grass Region

A Natural Paradise for recreation, relaxation and sight-seeing

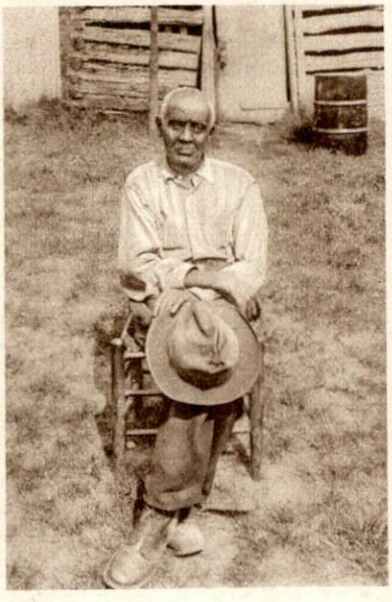
Visit with us
on your way South or
on Winter week-end tours

Blue Grass Tours

Incorporated

CYNTHIANA—DANVILLE
HARRODSBURG—LANCASTER
LEXINGTON—NICHOLASVILLE
WINCHESTER

Mammoth Cave Guides



PRESENT DAY GUIDES OF THE MAMMOTH CAVE

Included in this group are "fourth generation guides," men whose fathers, grandfathers and great-grandfathers were guides in the same great cavern. The names of the guides perpetuate names that were familiar to the greatest scientists, explorers, and adventurers of nearly 100 years ago. Some of the guides shown above have followed their profession for thirty-five, thirty-seven, and forty years respectively.

Bottom row, reading from left to right: William Bransford, Bob Lively, Matt Bransford, Mutch Hunter, Schuyler Hunt, Louis Bransford.

Top row, reading from left to right: Elzie Bransford, Lester Coates, Leon Hunt, Lyman Cutcliffe, Lloyd Wilson, George Bransford, Lester Carney, Clifton Bransford, Arthur Bransford, Young Hunt, Charles Hunt, Leo Hunt, Louis Brown, (son of "Uncle Jim Brown") Cobert Wilson.

JOHN M. NELSON,
of Glasgow, Ky.

Mr. Nelson, for many years one of the internationally known guides of Mammoth Cave, retired several years ago, but retains an abiding love for Mammoth Cave. The photo shows him as he appeared in October, 1931, when he returned to guide a special party through the Number 4 Route, leaving the cave by the new exit. Mr. Nelson, having donned the equipment of a guide, looks just as he did when he guided Helen Gould and thousands of other folk through Mammoth Cave.

"UNCLE JIM BROWN"

Left: Famous Mammoth Cave character who links 1931 with the days of long before the Civil War. His sister married Stephen Bishop, the first guide and explorer of the Mammoth Cave, who died in 1857, and his son is now a guide of the Mammoth Cave.

Right: With one of these guides you will not need "The Golden Bough Sacred to Proserpine," which Aneas sought as his passport to the underworld. The Mammoth Cave of Kentucky has, perhaps, as many bewildering passages and avenues as the cavern of the Cumaen Sibyl, which Vergil said had "A hundred wide mouths, and a hundred gateways from which rush as many voices, the answers of the Sibyl." Yet these men know them all—from twenty-five to forty years experience has equipped them.

Reading from left to right: Mutch Hunter, Bob Lively, William Bransford, dean of the guides in point of length of service, Matt Bransford and Schuyler Hunt.

Kings and Caverns

Royal Backs Have Bent And Emperors Have "Stooped to Conquer" In the Mammoth Cave of Kentucky. Following Trails Blazed by the Uncrowned Royalty of Science and Literature—A Tribute to the Guides

By HELEN F. RANDOLPH

Author of "Mammoth Cave and the Cave Region of Kentucky"

KINGS and caverns have long been congenial? Mythology is rife with the tales of the kings who have sought out, always alone and unattended, the fascinating witches and the sibyls who dwelt in caves. Just what interesting details were discussed in these netherworld meetings only the kings and the sibyls knew. If the sibyls and witches prophesied appalling disasters for their royal visitors—if they said that Destiny was preparing to put the king "on the spot," it is easy to understand that royalty preferred to hear the message alone.

But legendary heroes did not always receive dire messages. Sometimes, according to the kings, world-smashing triumphs were recorded. And certainly the caverns of the world have served royalty in other and pleasanter ways—as treasure-houses, as impregnable refuges, and as libraries. Finally, giving to many of the kings of the world their last resting place—a tomb befitting a Titan.

The caverns of Palestine were favored by the Biblical kings, witness David and Saul as outstanding examples. So throughout mythology, tradition and recorded history, kings and caverns have been linked.

Perhaps Aeneas, son of the Goddess Venus and Anchises, reveling in the fact that there were no tabloid newspapers in his day and that the publication of "The Private Life of Helen of Troy" was many aeons in the future, set the fashion when he sought out the Cumaean Sibyl in a cavern near Averno, and learned that he was to found Rome.

Or maybe, Aeneas, burdened with all the knowledge of the "Sack of Troy," and mayhap quite a bit worried personally anent the Dido episode, merely wanted a woman's advice about fixing up a story to satisfy Penelope when he finally clicked the key in the old castle door (or should we say drew the drawbridge) to face his wife, after many years, not nights, out.

At all events, it seems that guides were needed in mythological caverns as well as in the Mammoth Cave, so we find Aneas receiving from the Sibyl "the Golden Bough" sacred to Proserpine, queen of the netherword, which is passport through the cavern to the Elysian Fields.

But, first he crossed the River Styx, just as an Emperor of Brazil, a Grand Duke of Russia, Chinese princes, and according to tradition, the late King Edward VII, crossed it in the Mammoth Cave.

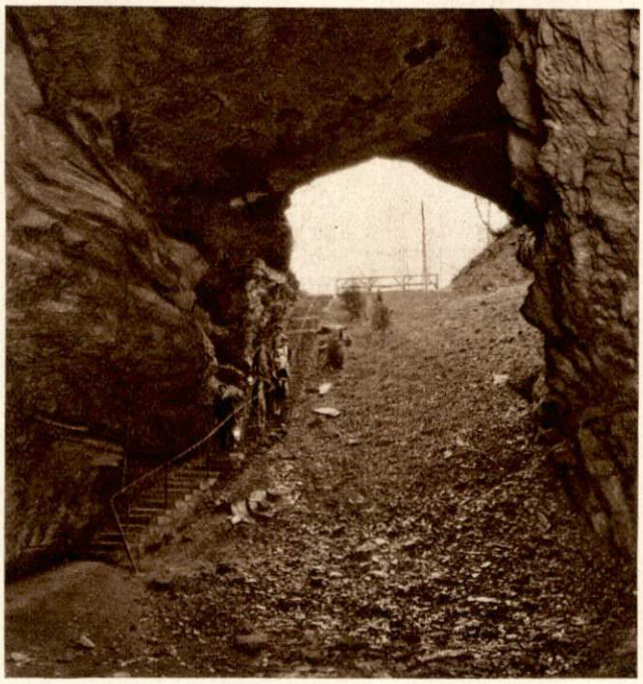
The Mammoth Cave of Kentucky commemorates in the names of its domes and rivers, its corridors and pits, the names of many mythological heroes and events—yet there is no Sibyl. Unless, perchance she lingers in the mysterious reaches of Echo River.

But surely never was the immemorial, brooding silence of a vast cavern shivered with a more poignant phrase than that which once shattered the quiet of Mammoth Cave, albeit the voice was a soft, Southern one, and not the ghostly cadences of sibylic warning.

"Dukie, hand me the pickles."

An innocent phrase surely, and one expected enough, when the guides of Mammoth Cave on the old long route set down their canisters of oil, placed flickering lanterns on the gigantic stone table of nature's own best "period furniture" in the depths of the cave, and opened the welcome luncheon baskets. Expected enough, that phrase, because always, always, those luncheon baskets contained pickles and hard-boiled eggs.

But if a sibyl had really spoken from the dim depths of that mighty cavern, the Grand Duke Alexis of Russia and his aides could not, more instantly, have been frozen into statues of horror.



Mammoth Cave Entrance.

—© *Caufield & Shook.*

A Grand Duke of Russia, invested with all the awful pomp and majesty of the Romanoffs in their most glorious day, addressed as "Dukie," and told to hand such a plebeian thing as a pickle (whatever that terrible American concoction might be) to a commoner, however starry-eyed and beautiful a young thing she might be!

Ensued a pause—a terrible pause. Then slowly, almost as if in a trance, the Grand Duke is reported by the gossipy modern Pepys who accompanied the party, to have said—"Waitah, hand Mlle. —— the peeckles."

Until the fatal phrase was spoken, the gossips of that day record that the Grand Duke had seemingly been enchanted by the young Kentucky beauty. There had been a marvelously gay trip to the cavern from Louisville—Kentucky society accompanying the ducal party, champagne bubbling, gay laughter, and wit. But after that

[*Continued on page* 40]

Midway Orphan School

Make Way For Midway!

Ex-Kentuckian Digs Up Home Town Tales That Carry The Real Flavor of "Old Kentuck'"

By JAMES S. PATES
Washington, Pa.

EVERY time I pick up a new PROGRESS MAGAZINE I think, "Well, this number may have something in it about Midway." But no, there has not yet appeared anything which would call the attention of tourists to Kentucky to one of her fairest spots. What is wrong with the fellows who were my associates of thirty years ago? Asa Arnett, now known as "Colonel Arnett," knows enough about the old times when we put leather muzzles on our bull dogs, Baron and Jupe and let them try to kill each other, to write a book of the doings in those days; Dooly Rodgers could tell enough stories he has heard in his barber shop to make a big volume of interesting reading. But they are too busy or too lazy or too something to let the motoring world know what it misses by allowing itself to be routed from Lexington to Frankfort any other way than down the Old Leestown Pike, straight out west on Lexington's Main Street, over the viaduct which eliminated the then Kentucky Central, now the L. & N., Railroad grade crossing, past the cemetery, almost under Henry Clay's monument and by the rows of soldiers' graves.

Maybe the old town doesn't seem so fine to people who have lived there, as it appears through the glamouring haze of memory to those who have been away for so long. Let the tourists be their own judges of the road. When they pass by the rows of Civil War victims, both blue and gray, in their honored space, let them forget what Kentucky did in the sixties to sustain her reputation as the "Dark And Bloody Ground," and ride past big trees on a smooth pike between stone fences which are perfect in their portrayal of the miles of them which were builded when labor was cheaper than nails, past Meadowthorpe which was always a show place, past Silver Spring Distillery's site, and on down the line of the L. C. & L. Railroad which may still have a few of the lime-stone sleepers of the early "snake-head" rail days of the first railroad west of the mountains along its right of way.

Stone fences and "Dark And Bloody Ground!" There are at least two stories about these that Dooly Rodgers' barber shop heard many times, forty years ago. History says "Stonewall" Jackson got his name by having it said of him that he "stood like a stone wall," but "Bill" Chester who followed him all through his campaigns told us many times that the way he really got it was when in a retreat from stronger forces he galloped rearward by a company of his men, one of whom asked, "what is old Jackson running from?" "Running hell," was the reply, "he'll find a stone wall to get behind directly and there'll be the damndest fight you ever saw!" And that was why he was called "Stonewall" Jackson.

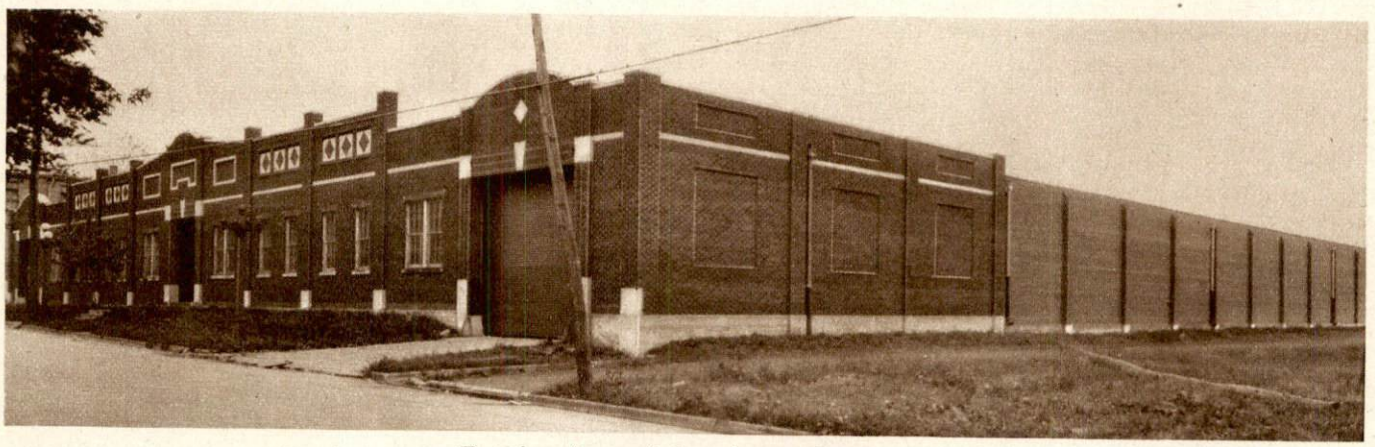
Then there is that "Dark and Bloody Ground" story. I am not disputing with any historian, but Old Man Jeter said—and Old Man Jeter's folks came from North Carolina with Daniel Boone—that "Kentucky" didn't mean any such thing. He said it was a hunting ground full of turkeys, and the turkeys lived in cane brakes along the rivers and the Indians got as near to cane and turkey as they could when they called it Kaintucky land. Old Man Jeter said, too, that "Hicksy Dicksy Dumpsy," Colonel

[*Continued on page* 42]

Pinkerton Hall, Midway Orphan's School.

Marketing the "Weed"

— Photo by Lafayette Studio



Exterior of one of the sales warehouses.

This crop brought top price.

Irvin Cobb (head turned) watches auction sales.

Tobacco as far as eye can see.

"Pop" Porter (the author) stands at left. *—McClure Studio*

Kentucky Tobacco "Pools"

By J. SHERMAN PORTER

Former Publicity Director of the Burley Tobacco Growers' Co-operative and Editor of The Burley Tobacco Grower

THE present agitation for a tobacco co-operative marketing association, or "pool," as most of the tobacco farmers refer to it, is the fourth movement of the kind in the past twenty-six years, the other associations having disbanded after a brief period of alternate failure and success, the most successful and longest lived being the Burley Tobacco Growers' Co-operative Association, of which James C. Stone, now chairman of the Federal Farm Board, was president and general manager.

As early as 1905, the late W. B. Hawkins started a pool among the Burley tobacco producers of Central Kentucky. It did not achieve any considerable degree of success, but when the Clarence LeBus pool came along the next year practically all of its members went into the LeBus organization.

Clarence LeBus was a large land-owner, probably the largest grower of Burley tobacco in the entire country, a distinction he held to the day of his death. He was elected president and general manager of the Burley Tobacco Society, as the pool then was called, and held it together more or less sucessfully until 1910, when the extension of the producing territory and the high price of the previous year paid on the loose leaf markets made it impossible to renew the marketing contracts, which were from year to year, and required an almost constant exhaustive and exhausting campaign to keep the growers signed up.

The 1906 and 1907 crops signed up to the LeBus pool could not be sold to the manufacturers, the so-called "tobacco trust," and the pool growers decided on heroic measures to compel the manufacturers to buy their holdings. A cut-out in Kentucky, then producing about 90 per cent or more of the Burley tobacco grown, was ordered by the Burley Society and enforced vigorously by methods not countenanced by law but winked at by public opinion, for nearly everybody was in sympathy with the tobacco growers. Tobacco beds of growers who planned to raise a crop in 1908 were scraped or sowed with timothy or weed seeds in the night; barns were burned; farmers taken out of their homes at night and switched, and in one instance a grower was killed by a band of night riders who had gone to his home to "reason" with him about trying to raise tobacco against the wishes of his neighbors.

Augustus E. Willson, then Governor of Kentucky, called out the militia in some sections, but nobody was caught. Down in the dark district, too, the sky was red with the flames of burning barns and tobacco warehouses at Hopkinsville and Princeton were burned by the indignant farmers. The cut-out thus was enforced but at a tremendous price to the state in its reputation for peace.

Tobacco had sold at auction in 1906—that is, what was sold, which was not much—at $7.49 a hundred pounds. Auction sales in 1907, which were considerably larger as the number of growers outside the pool grew, averaged $10.93 a hundred at Lexington, then as now the tobacco capital of the state.

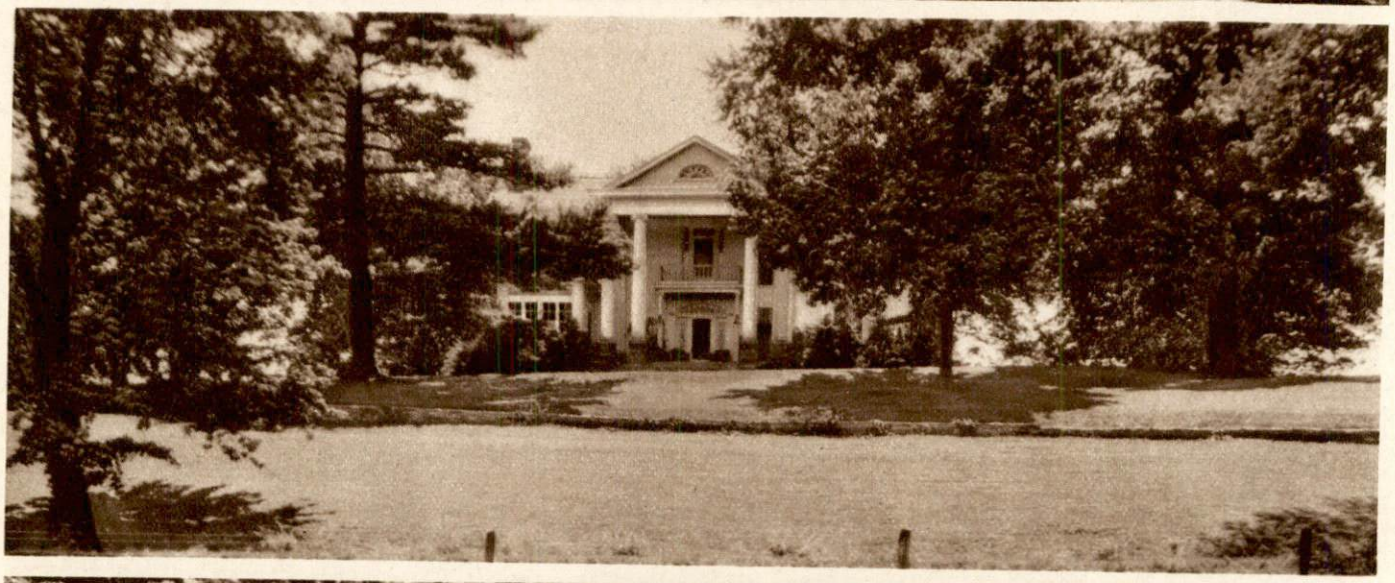
The manufacturers, as soon as it was evident the cut-out had won, made overtures to the pool growers and LeBus sold for his members about 100,000,000 pounds that had been pooled in 1906 and 1907 at around $17.00

[*Continued on page* 43]

The auction sale is on—and it goes on every day from December to March.

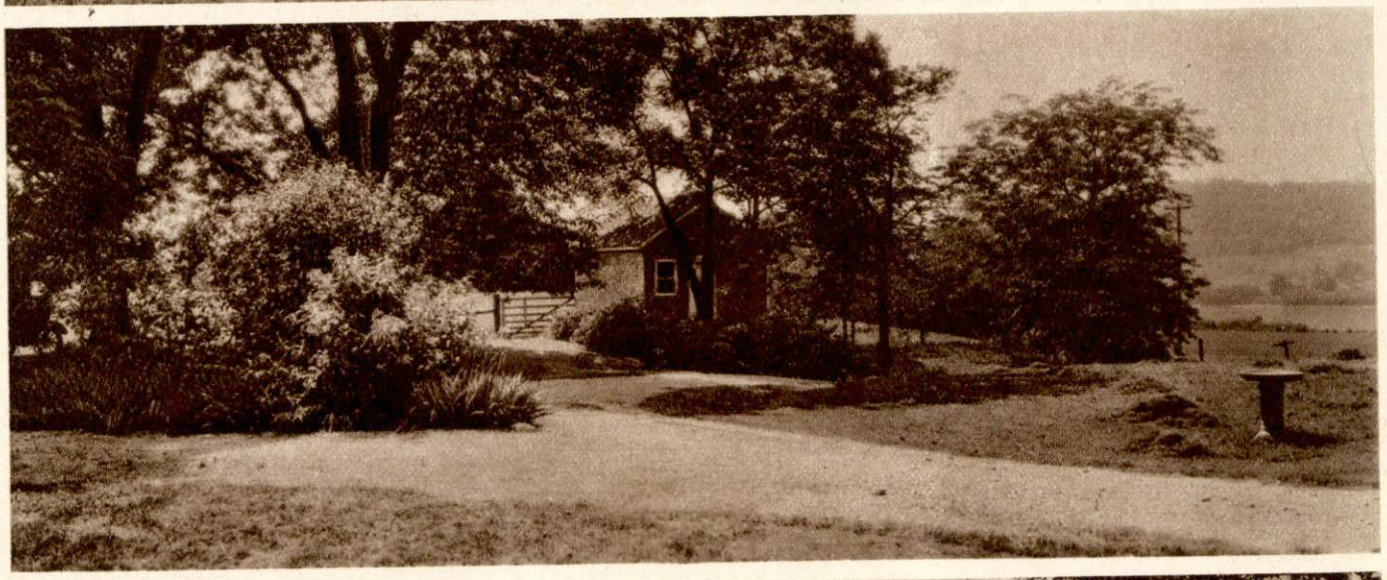
—Lafayette Studio.

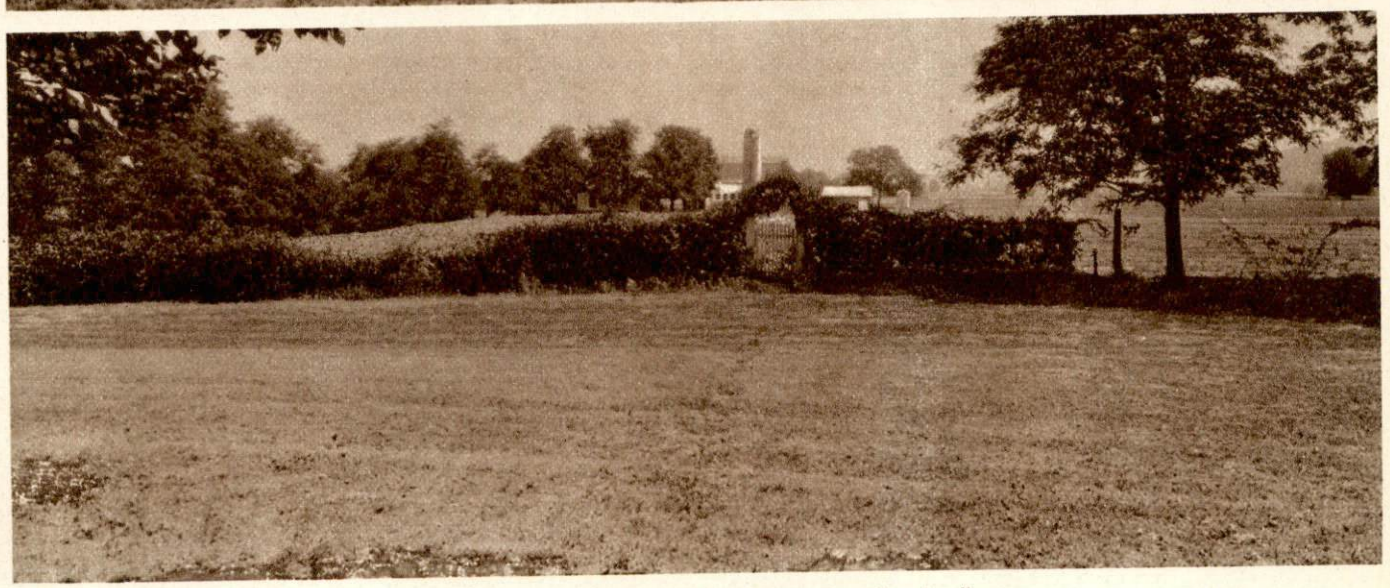
One of Kentucky's



The Home of Senator Perry B. Gaines, Carrollton.

Fine Rural Homes





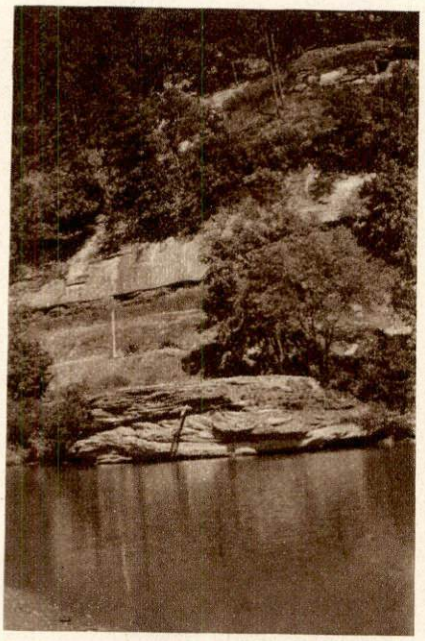
A farm representative of the "Kentucky of today."

Bowens' Rock

By R. M. REED

THE historical "Bowens' Rock, which played quite a dramatic role in the pioneer days of Big Sandy Valley, is located on the banks of the Big Sandy River, near the little town of Elkhorn City, Pike County, Kentucky. Its appellation is derived from a man by the name of Bowens, who was one of the early pioneers of the Big Sandy Valley.

Bowens, while hunting deer along the riverside, about the year 1800, encountered a band of hostile Indians. If we may believe legend, he was some sprinter for his day. Anyway, as the saying goes, he "made his legs save his body." He fled from the Indians and took his stand on the top of "Bowens' Rock"—as it is now known. Outnumbered and practically surrounded, with all hope of escape cut off, he nevertheless resolved not to be captured, so he leaped over into the river and crawled beneath a ledge that jutted out over the water.



"Bowens' Rock," where a pioneer outwitted the Indians.

The feathered warriors, nonplussed by the daring act of their quarry, waited on top of the rock, evidently expecting their man to swim out again shortly. But Bowens did nothing of the kind. Crawling back under the rock as far as he could, he kept himself submerged in the icy river, with only his nose sticking above the surface.

After a vigil lasting nearly an hour during which time Bowens lay shivering in the river, the Indians apparently concluded their enemy had been drowned, and took their departure. When Bowens felt that the coast was clear, he crawled out, shook the icy water out of his soggy clothing and silently crept back up the river to his hut, where he related his hair-breadth escape to the members of his family.

So, that story has been preserved and handed down and today "Bowens' Rock" is part of Kentucky history and is visited by many tourists and others interested in the exciting episodes of pioneer days.

Pete McCoy, "The Fightin' Mountaineer"

By R. M. REED

PRIVATE PETE McCOY, who lives at Thomas, Pike County, Kentucky, received citations from both his own and the French governments for extraordinary heroism in action on different occasions. He was awarded both the D. S. C. and the Croix de Guerre.

Pete's ancestors were numbered among the McCoys who fought in the Hatfield-McCoy feud—a notorious and bloody war that raged for more than a decade throughout the hills of Pike County, Kentucky.

This fighting spirit—this warrior blood—burned furiously in his veins at Bellecourt, France, on that memorable morning of September 29, 1918. On that occasion, Pete had been entrusted to deliver a message, and became lost in the shell torn wastes of No Man's Land.

Pete McCoy, World War fighter from the Big Sandy.

Stumbling unexpectedly upon a German machinegun nest that had been terrorizing the American lines and holding up their advance, Pete found himself the target for the machinegun fire of the enemy. His uniform and pack became riddled with bullets. Afterward, there were counted one hundred and seventy-seven bullet holes in them.

Ducking into a shell hole, with the machinegun bullets peppering the earth all about him, and with death or capture staring him in the face, Pete suddenly resolved that he would fight it out with the Germans. The fighting instinct of the McCoys was aroused to the nth degree.

Hurling three hand grenades over into the trench of the Germans, Pete silenced them. Then, seizing his rifle, he vaulted over the parapet and killed seven of the Germans with his bayonet. Seventeen others ran from a nearby dugout, and upon seeing seven of their comrades frightfully slaughtered, fell upon their knees and cried: "Kamerad! Kamerad!" Pete took these prisoners, and captured their four machinegun emplacements. While taking his prisoners back to the American lines, Pete found a wounded American captain, and forced the Germans to carry him in. For this feat, he was awarded the D. S. C.

His citation is as follows:

Headquarters A. E. F.
To—Commanding Officer One Hundred and Twentieth Infantry.
Subject—Citations.
Private Pete McCoy, Company B.
Father's name—Harrison McCoy, Thomas, Ky.

Unexpectedly encountering seven of the enemy, Private McCoy killed them all with his bayonet and a hand grenade. As a result of this feat, he captured seventeen prisoners and four hostile machinegun emplacements. On his way in with his prisoners, he found a wounded officer, and transported him to our lines.

Comment on 1930 Report

(*From Manufacturers Record*)

KENTUCKY has almost incomparable resources and a model law for advertising its advantages as the basis for State-wide development, according to the Kentucky Progress Commission in its report to the 1930 General Assembly. With the model law and vast resources justifying large investments, the Progress Commission's report recommends "a substantial increase in the annual appropriation for the next two years." The 1928 legislature appropriated $50,000 a year for the current biennial period.

The introduction states that "the non-partisan Kentucky Progress Commission of twelve members was appointed without salary to formulate and put in process a plan to make a general study of and to advertise and publicize Kentucky's resources, advantages, attractions, geographical location, transportation facilities, American-born labor supply, developed and potential electrical power, favorable tax law offering advantageous locations for industries, its varied and fertile farming lands," its charm for tourists and other assets. There are appended to the report 33 sections of statistics gathered as the result of the commission's study of these subjects.

Thirty-two major surveys made by the commission are outlined in detail, and the results of several are developed in sections devoted to industrial conferences and activities, agricultural development, publicity methods employed and operations of the Kentucky Progress Association, organized by the commission under direction of the legislative act.

Under "Tourists a Quick Asset" the commission sustains the claim that cumulative results of all organizations in the State working for the induction of tourists have achieved some interesting results:

> "Mammoth Cave, which attracts thousands of tourists, showed a gain over 1928 of 12 per cent, the Mammoth Cave National Park Association reported. Old Fort Harrod at Harrodsburg, Pioneer Memorial State Park, registered 32,259 tourists in 1929, with only about one-third registering, showing an increase of 65 per cent over 1928, the State Park Commission reported. Middlesboro reported that 20,000 tourists paid 50 cents each during the first four months to drive up Pinnacle Mountain over the new highway opened June, 1929. The automobile club at Paducah registered 10,585 tourists during 1929, only a small per cent of all visitors."

Kentucky's industrial assets are listed in paragraphs that cite industries which lead the world, those which lead the United States and those which lead the South. Advantages offered for further industrial expansion are enumerated, including 36 undeveloped minerals, ample transportation facilities, favorable taxes, dependable labor supply, location, etc.

Kentucky's 2,553,000 population is almost entirely native-born Anglo-Saxon, with only 1.3 per cent foreign born and 9.8 per cent negroes.

The per capita wealth for ten years showed 91 per cent increase in real property and improvements, 33 per cent in manufacturing machinery, 614 per cent in intangible personal property and 3,027 per cent in bank deposits reported. Value of manufactured products increased 49.9 per cent in four years. Banking resources over a long period are shown.

Kentucky has the second lowest industrial tax rate in the Union and the value of farm lands is the highest in the South. Percentage of increase in production of all agriculture is given, together with value of live stock, timber resources, employment in industry, new industries chartered, railroad facilities, highway improvements, motor transportation facilities and air fields.

Kentucky has more miles of rivers than any other State, with 1,200 miles of navigable streams. The State is bounded by 655 miles of the Ohio River, with more than two-thirds of the entire Pittsburgh-to-Cairo mileage now canalized.

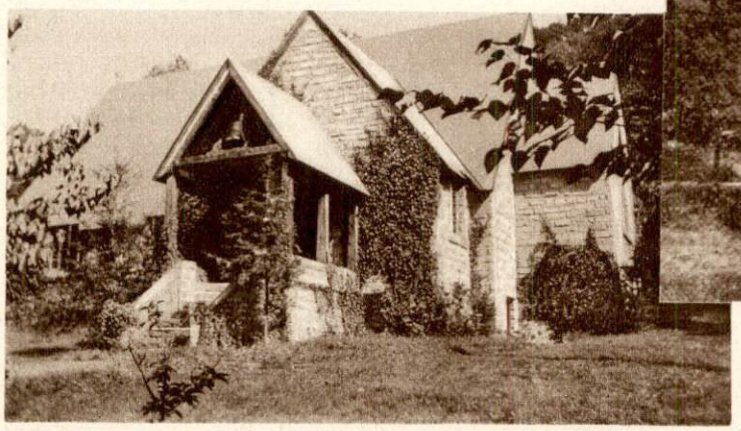
The report concludes with statistics on education, insurance rates, fish and game, newspapers, telephones, State institutions and the migration of native-born Kentuckians to other States as a basis for industrial development plans.

Picnic of the Kentucky Blue Grass Club of Southern California, held at Los Angeles, in October. President Edward Lawless, who sent in the picture, also sent one of the picnic badges worn, reading, "I love you California, but oh you "My Old Kentucky Home."

Pine Mountain Settlement School

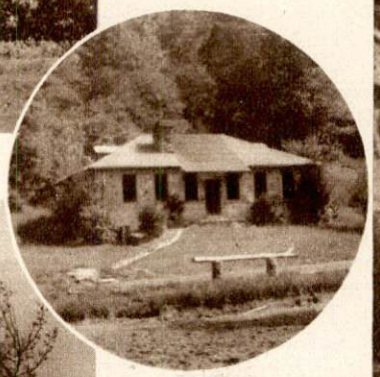
The Girls' Industrial College.

Below: The Chapel.



Pasture in front of Boys' House.

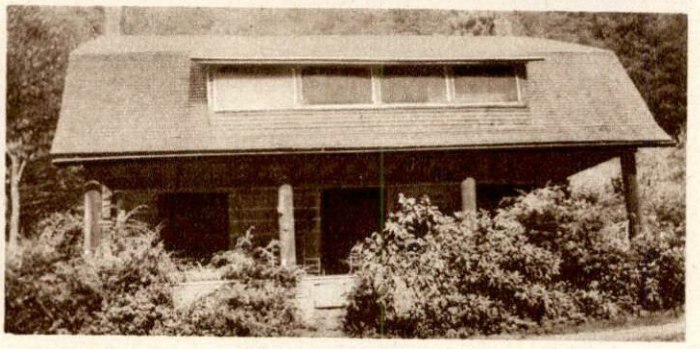
Right:
William Creech, (1845-1918) Founder of Pine Mountain Settlement School.



Office, Infirmary on hill.

Mountains surrounding the school.

Boys' House.



"Big Log" for Girls.

The Cabin of William Creech

OVER across Pine Mountain in Harlan County where the Kentucky River begins its winding course down through hills and valleys to the beautiful Ohio, there lived a man, and a woman. Other men and women lived there in that sparsely settled neighborhood; lived in hardship and privation struggled for a living in a land where only the strong and courageous succeeded in taking from the soil the scant necessities of life; lived and died, and were forgotten in a few short years after their remains were laid to rest in the little unkept graveyards upon the hillsides. Not so William Creech, Uncle William he was called, and his good wife Aunt Sal, for to them came a vision, and from this dream of a hopeful future arose a noble institution of learning that has been the beacon light and the blessing of scores of underprivileged boys and girls, the Pine Mountain Settlement School.

William Creech was not only a man of vision, but of force and character, and when he saw the need of education for his people in the remoteness of the mountains he set about in a practical way to bring this about. At Hindman, Kentucky, he heard that there were two good women who had helped to establish the settlement school at that place, and it was to them he went for assistance and advice.

The cabin home of Uncle William and Aunt Sal Creech as it stands today, a memorial.

Then it was he reached his great decision, and returning home he drew up a deed for his land and gave it to the Pine Mountain Settlement School "as long as the Constitution of the United States shall stand." These words are a part of the deed on record in the Harlan County Courthouse. By these simple words he not only perpetuated his deed, but expressed his faith in the future of his country.

Lincoln's Gettysburg speech has often been referred to for its brevity and simplicity of language, and rightly so, but the words of William Creech upon his presentation of his land for the school deserves of the highest rank, also. Not couched in grammatical perfection—no flowery language or high sounding words of many syllables, but just plain expression from a heart filled with earnestness. These are his words, "I don't look after wealth for them" (speaking of the oncoming generations of his people) "I look after the prosperity of our Nation. I want all younguns taught to serve the livin' God. Of course they won't all do that, but they can have good and evil laid before them, and they can choose which they will. I have heart and cravin' that our people may grow better. I have deeded my land to the Pine Mountain Settlement School to be used for school purposes as long as the Constitution of the United States shall stand. Hopin' it may make a bright and intelligent people after I am dead and gone."

Thus was the foundation of this wonderful institution of learning laid, and upon such a base of faith and unselfishness has grown a plant of several buildings, equipped for mental and manual training, that has sent dozens of boys and girls out into the world prepared to earn respectable livings and to take their proper place in the social and economic life of the Nation.

Uncle William Creech lived to see the dream blossom forth into reality, but he nor his kin will see the wonderful good that will grow and multiply from the seed of the decision that was made nearly twenty years ago.

William Creech deserves a place among Kentucky's immortals, and in tribute to him the Harlan Kiwanis Club made a pilgrimage across the mountain in the fall of 1929, and upon that occasion a tribute written by Chas. D. Cole, was read in the little community church over there, which was filled with the people of that neighborhood, including two sons of Uncle William and Aunt Sal, and a framed copy was presented to the school. This tribute now hangs upon the wall of the cabin that was the home of these wonderful benefactors, and is as follows:

"Stands here a monument.

Stands here a shrine.

Stands here the cabin of William Creech. I am the house that was his home; the shelter that was his sanctuary.

Rough-hewn are my walls, and crude my architecture; yet am I a palace. Kingly head has not rested 'neath my humble roof, nor prince nor potentate has crossed my lowly threshold. Yet have I dwelt in the presence of royalty, and majesty has ever surrounded me.

Life, crude and primitive has been my portion . . . Life, shorn of imitation and bereft of illusion, . . . Life, meager of necessities and a stranger to luxury . . . Life, stern in its demands and frugal of reward. Yet have I housed that which has ever been the elusive goal of mankind . . . the inspiration of his hopes . . . the end of the rainbow of his endeavors, Contentment.

Fortitude has been the mainstay of my existence, and patience my shibboleth, and it was early in my history that I learned the lesson of self reliance, and perceived the virtues of patience. Care and patience marked the labor of the feeling and hewing of the sturdy giants of the forest as the logs for my walls were slowly shaped and assembled by the hands of him whose bride and brood I was to shelter.

Hours became weeks, weeks melted into months, and the long shadows on my walls marked the blending of summer into autumn ere the laying of the last riven board

[*Continued on page* 44]

Jenny Lind's Tour Of Kentucky, April, 1851

By R. GERALD MCMURTRY

ONE of the greatest artists ever to visit Kentucky was Jenny Lind. In April, 1851, she traveled by stage coach over the L. & N. turnpike from Nashville to Louisville where she was advertised to appear in two concerts. Traveling along the turnpike Jenny Lind was enthusiastically received by the townspeople at every stop. While horses were being changed at these stops she would alight from the coach and sing to the people who had gathered to see her. Jenny Lind sang at Franklin, Glasgow Junction, Mammoth Cave, Munfordville and Elizabethtown while enroute to Louisville.

A brief review of Mademoiselle Lind's musical successes in Europe and America shows what a notable personage she was. Jenny Lind, a soprano, and afterward referred to as the "Swedish Nightingale," was born in Sweden in 1821.

From infancy she showed great talent, and when nine years of age she was entered in the Stockholm Musical Academy where after a year's study she was considered ready for the stage.

For two years she delighted Stockholm audiences when her voice became harsh and clouded and she was forced to retire.

While in retirement she studied instrumental music, having given up entirely her hopes of becoming a singer. By accident while taking an unimportant part in an opera she discovered that her voice had returned to her with increased purity and power. After additional study her voice was capable of registering two and one half octaves and had great sympathetic power.

In 1844 she sang before a Berlin audience and next she went to Vienna and other large cities where she was enthusiastically received. Her great success was in London in 1844, where she created a sensation almost unequaled in the history of English opera. In September, 1850, she came to America under an engagement with P. T. Barnum, to give one hundred and fifty concerts for $1,000 for each concert. Her first appearance in New York stirred the audience to the wildest enthusiasm. Her share of the proceeds of these concerts amounting to about $10,000 was bestowed upon local charities.

On the Fourth of April, 1851, Jenny Lind, after giving a concert in Nashville, traveled by stage coach over the L. & N. turnpike to Mammoth Cave. While enroute to Mammoth Cave the stage was stopped, probably to change horses at Franklin, Ky. While there tradition says she stepped out of the vehicle, and for the edification of the townspeople gathered about, rendered a couple of songs that held her audience spellbound.

She left Nashville early in the morning with her party and arrived at Bell's Tavern (Glasgow Junction) about nine o'clock that night, having traveled a distance of ninety miles that day. She spent the night at Bell's Tavern and most likely sang for the guests stopping there.

Early the next morning, April 5, the party left the turnpike and took the side road leading to Mammoth Cave. A large party accompanied her through the cave and while in one of the avenues of the cave she sat upon a large formation resembling a chair and sang several songs for the

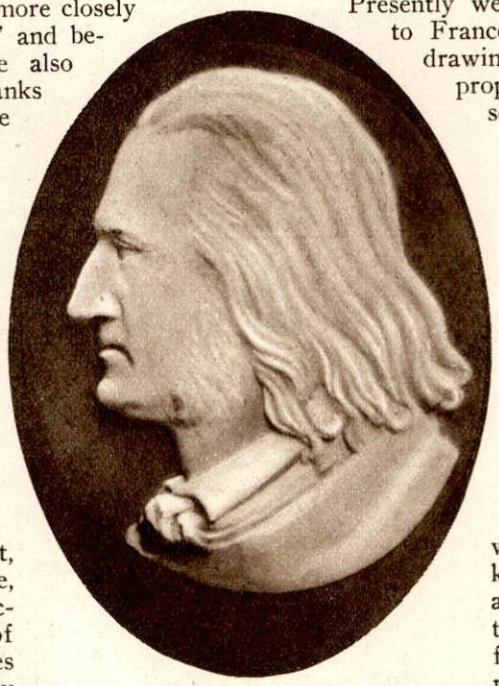
[*Continued on page* 45]

Brown-Pusey Community House, Elizabethtown.

John James Audubon in Kentucky

By J. S. WADE

THERE are few of the world's great men whose names should be held in more affectionate remembrance by the people of Kentucky than of that loveable character, John James Audubon, the famous ornithologist. Although he was not a native of that State, he was always greatly enamored of its charms, and he not only returned to it again and again at every opportunity but he always by word and by pen seized every chance to manifest his delight in and admiration for it and for its people. This fact is all the more striking because he was not always fully understood by some of his Kentucky friends during the early part of his career there. He was thought at times by some of his neighbors to be a bit indolent because he did not stick more closely to his "bread and butter occupation," and because he appeared to them to be also "suthin' peculiarsome," as Dennis Hanks said of young Abe Lincoln, for the reason that he spent much of his time exploring fields and forests for, and making drawings of, the Kentucky birds. It is pleasant to know, however, that later on in life, when Audubon emerged from obscurity and became generally recognized as one of the great workers of the world, his sterling qualities of character and ability were more fully appreciated by his former friends and their children.



JOHN J. AUDUBON
—Bureau of Biological Survey

Since the record of Audubon's life forms an excellent example of the development of almost dormant capacity into conspicuous achievement, its study has high inspirational value, and the youth of our State need occasionally to be re-told the stories of such struggles and ultimate victories and to be reminded thereby that they too may win if they but struggle and sufficiently persevere for success in life. Because of these, it is altogether fitting and proper that there be presented here a brief resume of Audubon's career and especially that there be reviewed, with appropriate quotations from his writings, some of its more outstanding features relating to Kentucky.

Audubon was born at Les Cayes, Santo Domingo, now Haiti, on April 26, 1785. His father was Lieutenant John Audubon, a French naval officer and planter, who owned estates on that island. His mother was a Spanish creole. Part of his childhood and youth were spent in the United States and part in France, where he was sent for a time to a military school, and for a brief period he was an art student in Paris, where he was given instruction in drawing by the painter David. In 1798 he came to America and settled on a farm located on the Perkiomen River near Philadelphia, presented to him by his father who had acquired it during the Revolutionary War. Here young Audubon lived for ten years, collecting and sketching birds, and unconsciously making important preparation through nature study for his future work. It has been said of him that even as a child Audubon had the same inordinate love for birds that sent him, in after years, on long tramps through the tangled woods and swamps of the Green River Valley, that made him clamber over the bleak hills of Labrador and invade the fastnesses of the then unexplored Rockies. In a sort of letter to his sons, he says of the period of his boyhood, "During all these years there existed within me a tendency to follow Nature in her walks. Perhaps not an hour of leisure was spent elsewhere than in the fields and woods, and to examine the eggs, nests, and young or parents of any species of birds constituted my delight."

Presently we find that the young man returned to France a second time for study and for drawing birds. The loss of his father's property in the West Indies and the unsettled condition in France caused Audubon soon to return to his Pennsylvania farm. On April 18, 1808, he married Miss Lucy Bakewell, the daughter of a neighbor, an Englishman. Of this marriage many unkind and untrue things were said and the public was misinformed concerning it, but it is sufficient to say in refutation that as the great naturalist and his wife traveled together through life she was always his sweetheart and he was always her lover just as they were on the day following their marriage on the journey through the wilderness to Louisville. It is not known why Audubon decided to abandon his home in Pennsylvania and take his bride to what was then a little frontier town. He has left numerous records in a daily journal, in letters, and in his "Episodes" concerning his trip from Pennsylvania to his new home, and his impressions of the people and the country as it was at that time. Excerpts from some of these not only will furnish many items of information but will also reveal much concerning the character of Audubon, his outlook on life, and his method of approach to the problems presented. The following is from his account of his arrival in Kentucky:

"Louisville in Kentucky has always been a favorite place of mine. The beauty of its situation on the banks of Le Belle Riviere, just at the commencement of the famed rapids, commonly called the Falls of the Ohio, had attracted my notice, and when I removed to it, immediately after my marriage, I found it more agreeable than ever. The prospect from the town is such that it would please even the eye of a Swiss. It extends along the river for seven or eight miles, and is bounded on the opposite side by a fine range of low mountains, known by the name of the Silver Hills. The rumbling sound of the waters as they tumble over the rock-paved bed of the rapids is at all

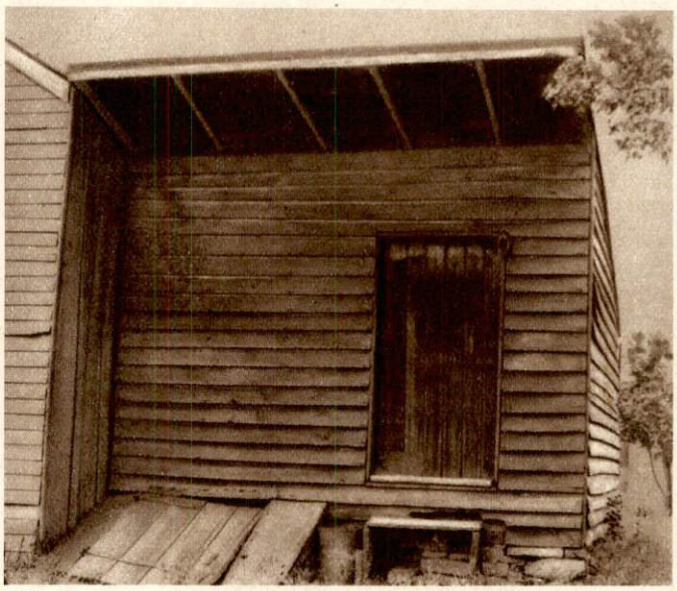
[*Continued on page* 46]

Old Building Was Once Famous Tavern

By BUD DETERS

WHEN the stage coaches rumbled over the Kentucky hills, a few generations ago, the house shown in the accompanying photos served as a roadside tavern at Sherman (Ky.) for passengers who were weary and perhaps a little thirsty after the long ride over the bumpy and twisting trail which those archaic forerunners of the automobile, traveled.

The rain, snow and the winds, of the many years, have not dealt kindly with the rambling structure, but the older residents of Sherman say that they can remember when it was the most popular tavern between Cincinnati and Lexington. The fact that Bourbon whiskey was free to the travelers staying at the tavern, may have had something to do with this popularity. Incidentally, such acts of generosity also impart a better understanding of that favored expression of our grandfathers, "Those were the good old days."



The bar at the rear of tavern.

It is related that the Sherman Tavern was one of the first buildings in this section of the country to have its walls plastered, a process which was quite a luxury in the early days.

A piano, another novelty and very expensive at the time, was part of the tavern's furnishings, and to the melodies which were coaxed out of it, the bearded gallants and dainty belles of the day danced the favored waltzes, quadrilles and the polkas. Remember the caller?—"Salute your partners, first and second couples forward and back."

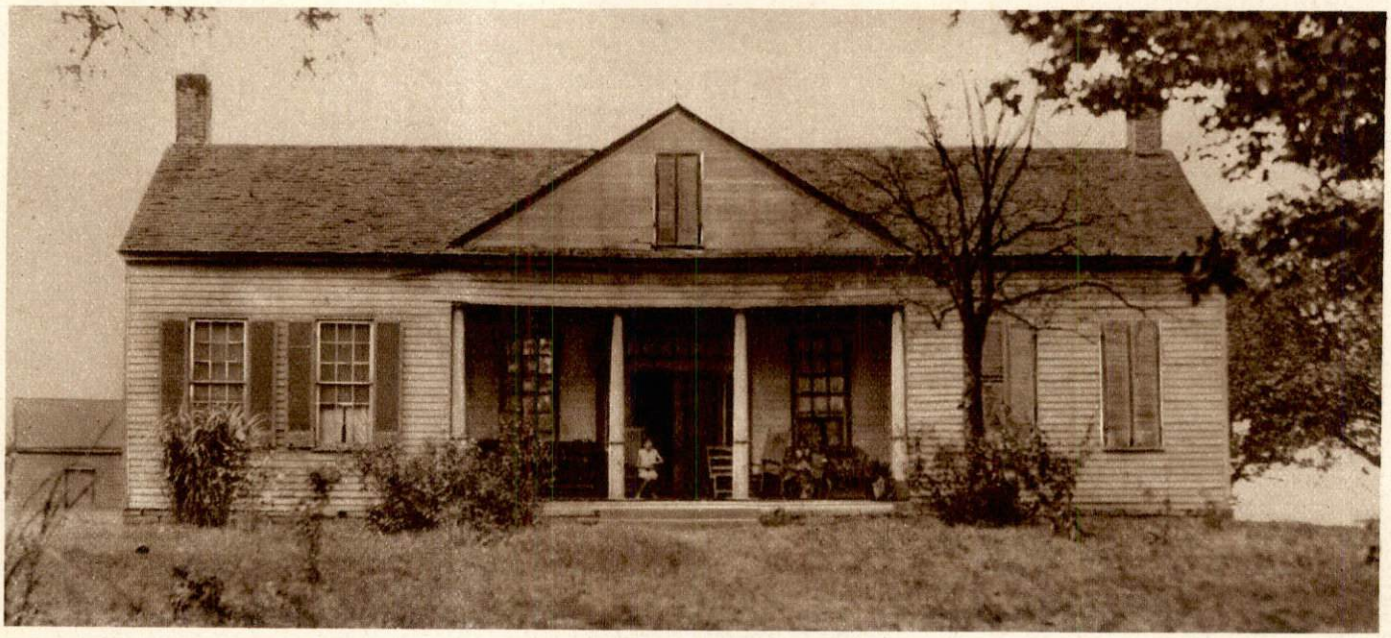
In the rear of the tavern there was a large stable where fresh teams of horses for the coaches were kept. Horses were changed every ten miles.

A small bar for the drivers and guards of the coach and the men who drove cattle between Cincinnati and Lexington, also was conducted in the rear of the tavern. The exterior of this once pleasant abode of the thirsty, as it looks today, is shown in the photos. A sign reading "Free drinking water and Bourbon" was placed above the door while the bar was in operation.

The building is now owned by W. C. Cason of Cincinnati. It is occupied by Fred Gouge and his family. The free Bourbon has disappeared. Even the sign is gone. Only the bar, a crumbling specter of the past, remains.

* * * * *

We are grateful to you for having put us on your mailing list and shall be pleased to have this admirable magazine which so well advertises your State.—Chamber of Commerce, Valdosta, Ga.



The old tavern at Sherman, Ky.

—Photos by Geo. R. Rolsen

"Stamping Ground" Gets Name From Buffalo

(*In Kentucky Post*)

By RAYMOND ENGLAND

A TOWN, a railroad and a watering place in central Kentucky, all within a radius of one mile, have been dedicated to that almost forgotten animal—the great American buffalo.

The place in question is Stamping Ground, Scott County, Ky. A spring called "Buffalo Spring," which supplies most of the inhabitants of the town with water, never has been known to cease its flow, even during the drought of 1930.

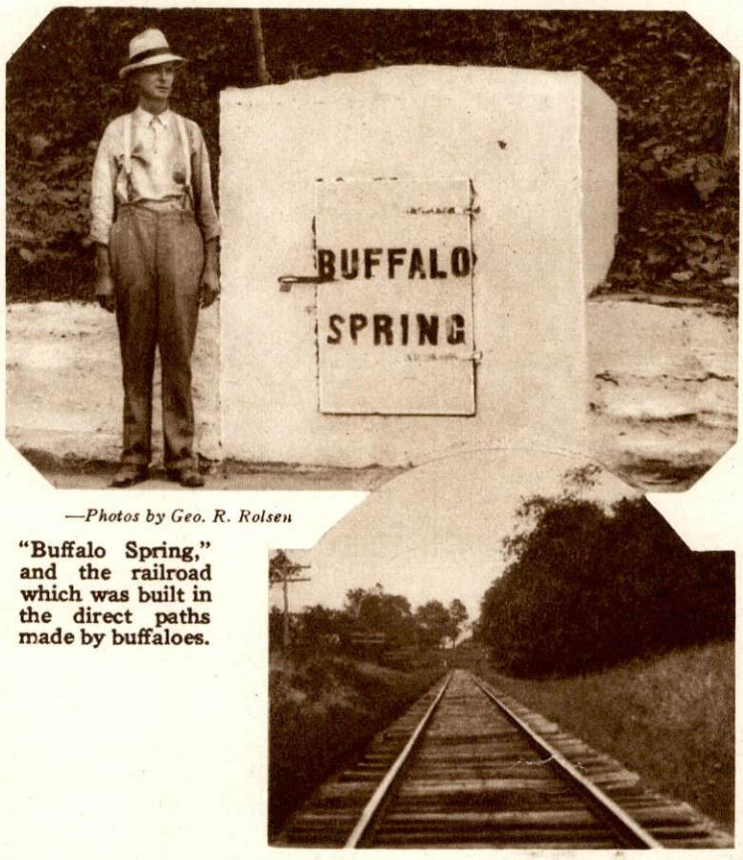
The town inherited its peculiar name from the buffaloes. An old resident explained that the buffaloes were accustomed to congregate in that section and "stomp around," and thus the early settlers called the place Stamping Ground.

Railroad On Trail

The railroad which runs at the outskirts of the town is built in the direct path made by these great desert roamers when they made their frequent trips from the western barrens of Kansas and Kentucky to the salting and watering places in the inner section of Kentucky.

The story of the bison or buffalo, the great master of the American desert, which disappeared with the advance of westward civilization, is one of the most tragic in our wild animal life.

In the days of Simon Kenton and Daniel Boone, two great explorers whose names are in Kentucky's Hall of Fame, the buffalo was plentiful, but with the advance of the 20th century it was estimated that only 100 species of the animal were in captivity.



—*Photos by Geo. R. Rolsen*

"Buffalo Spring," and the railroad which was built in the direct paths made by buffaloes.

Increase Is Slight

Attempts were made about 1908 to preserve what few remained of them. The attempt resulted in a small increase in their number, but too small to establish them again as a native wild animal.

Early inhabitants lived chiefly on the meat of the buffalo. A large buffalo would supply food for a small party of settlers for more than a week.

The buffalo, different from all other animals of its kind, roamed in herds of hundreds. Their hoofs made deep marks in the earth, wherever they roamed. They had certain trails on which they traveled.

John Filson, the historian, in his book, "Discovery, Settlement and Present State of Kentucky," wrote in 1784 that he saw about 1,000 buffaloes at Lower Blue Licks at one time. They thronged to the licks in great numbers and literally trampled each other under foot.

Licks Are Gone

The two best known salt licking places were the Upper Blue Licks and the Lower Blue Licks on the Licking River. Both are extinct. Drennon's Lick and Boone's Lick on the Kentucky River were the springs of great power. The pioneers obtained their salt from Bullit's Lick on the Salt River.

Stoterill, another historian, in his book, "Pioneer Kentucky," states that the Big Bone Lick in Boone County was not so much of a salt spring as it was a sepulcher. The Indians named it "Big Bone" because of the great numbers of big bones unearthed there.

The relics of a vanished race of mastodons have been found there. This animal, history tells us, exceeded the elephant many times in size.

When the first pioneers saw these peculiar bones they questioned friendly Indians regarding their history. The Indians answered that the bones had been around the licks since the beginning of time.

Move In Herds

They fed and moved in large herds at various periods of the year. The buffalo also used regular routes. Their paths were followed by the red man as well as the whites. They were killed in large numbers at the licks. It was more profitable for the hunters to kill them at the licks than to hunt them down on the plains. Their hides were valuable to the early inhabitants. A good buffalo skin, when tanned, brought as high as $5.

The buffalo, when hunted down on the plain, often put up a fight with a man or his horse. Often they would buck the horse, throwing it and mount to the ground, injuring both. Bears and other wild animals, who were lovers of salt, were also numerous at the licks.

The buffalo was never completely domesticated. Robert Wickliffe, a Lexington man, succeeded in producing crosses between buffalos and cows.

What They Say About The Tourist Guide "Kentucky"

"The booklet only recently published by the Commission under the title, *Kentucky, the Bluegrass State,* of which Mr. Morrow has received a copy, is most excellent for the prospective visitors to our state. We would be glad to receive a supply of these, say one hundred or even more, if you can spare them, to send to persons writing for information as to points of scenic and historic interest in Louisville and vicinity."—Walter E. Hughes, Assistant Secretary, Louisville Board of Trade, Louisville, Ky.

* * * * *

"Referring to yours of the 1st, enclosing folder. We would like to have a supply of these folders for distribution. This is the best thing I have seen on Kentucky."—C. W. Craig, Secretary, Paducah Board of Trade, Paducah, Ky.

* * * * *

"Allow me to congratulate you upon the very comprehensive booklet put out by the Kentucky Progress Association and received in the morning mail. This booklet will undoubtedly do much to stimulate tourist travel in Kentucky, after it has been placed in the hands of the 3-A organizations, hotels and travel bureaus, especially North of the Ohio river."—Howard J. Douglass, Secretary-Manager, Middlesboro Chamber of Commerce, Middlesboro, Ky.

* * * * *

"I have examined this book and find there are no errors or omissions insofar as Owensboro is concerned. On the other hand, there is a great deal to commend in this booklet and I think it is one of the most attractive pieces of literature of this kind that I have ever seen. There is no doubt that this booklet will be very valuable in stimulating and developing tourist travel in Kentucky."—W. J. Hanning, General Secretary, Chamber of Commerce, Owensboro, Ky.

* * * * *

"This is a fine piece of work, and something that we should have had years ago, as we have many tourist attractions not found in other states. Keep the good work going."—Chas. J. White, Secretary, Princeton Commercial Club, Princeton, Ky.

* * * * *

"Please allow me to thank you for the copy of the splendid booklet on Kentucky that has just been issued by the Progress Association. I consider it one of the best state booklets I have ever seen, beautifully arranged and gotten up and we certainly appreciate the liberal space you have given to Bowling Green."—John M. Nelson, Manager, Bowling Green Board of Trade, Bowling Green, Ky.

* * * * *

"Please accept our sincere thanks for the copy of the Tour Book we have just received. It is very interesting and useful."—Pearle Hutchens, Librarian, Horse Cave Free Library, Horse Cave, Ky.

* * * * *

"Please accept my thanks for the beautiful booklet *Kentucky.* It is handsomely gotten up, and on glancing through the booklet I see that you have incorporated in its pages the beautiful spots of a most beautiful state. The booklet will be of much service to me in my drives about Kentucky, which are the delight of both Mrs. Lloyd and myself."—John Uri Lloyd, President, Lloyd Brothers, Pharmacists, Cincinnati, Ohio.

* * * * *

"We are in receipt of our copy of *Kentucky.* Please allow us to congratulate you upon the splendid manner in which this edition has been edited."—Jno. C. C. Mayo, President, Midland and Atlantic Bridge Corporation, Ashland, Ky.

* * * * *

"This is indeed a beautiful piece of work and you are to be highly complimented upon this effort to bring pictorially to our neighbors in other states the natural beauties and points of interest in our famous state."—Edwin J. Helck, Vice-President, Axton-Fisher Tobacco Co., Louisville, Ky.

* * * * *

"We are in receipt this morning of your new tourist booklet and want to thank you for sending us a copy. It certainly is complete and your organization certainly deserves congratulations on its fine assembly. The printing is good, easy to follow and has an interesting story to tell."—Walter W. Hillenmeyer, Hillenmeyer Nurseries, Lexington, Ky.

* * * * *

"Your tourists folder is a beauty. Kentucky, Daniel Boone and the Blue Grass State are charming words lovely adorning the outside front and The Old Kentucky Home and the charming woman leaves the lingering hope that we might get to see the entire Commonwealth."—Chas. H. Ellis, President, Bank of Sturgis, Sturgis, Kentucky.

* * * * *

"I want to congratulate you on the little booklet, entitled, *Kentucky.* It is one of the handsomest pieces of literature I ever put my hands on—artistic and filled with authority on the subject treated. A broad distribution of this booklet will do more to advertise Kentucky in conjunction with the wonderful Progress Magazine than anything I could imagine."—W. H. Brizendine, Secretary-Treasurer, Merit Clothing Co., Mayfield, Ky.

* * * * *

"I have just seen a copy of your latest publication *Kentucky.* I want to congratulate you on the splendid appearance of this pamphlet. It is decidedly the nicest thing we have ever seen and we would like to have 25 or 50 copies to send to the various game commissioners throughout the states as well as other friends who might visit Kentucky at some future date."— C. J. Meredith, Assistant Superintendent, Kentucky Game and Fish Commission, Frankfort, Ky.

* * * * *

"The booklet, in my opinion, is the best thing you have ever done to call attention of tourists to Kentucky. I've even decided myself to spend my vacation this year in Kentucky. My itinerary which was planned with all the 'family sitting in conference,' includes Bowling Green, Mammoth Cave, Hodgenville, Bardstown, Harrodsburg, Lexington, Frankfort, and Louisville, with stops in between."—Hollis C. Franklin, Farmers Bank and Trust Co., Marion, Ky.

Uniform Traffic Code Adopted by 34 States

By National Conference On Street and Highway Safety

ONE of the most important problems confronting the legislatures of Mississippi, Louisiana, Kentucky, South Carolina, and Virginia, which meets in regular session beginning in January, 1932, is the matter of making suitable provision for safeguarding highway users against the constantly increasing toll of traffic accidents.

This same problem was dealt with by many of the legislatures which met in 1931 with the result that seven additional states adopted the Uniform Vehicle Code or substantial portions of it through the enactment of one or more Acts of the Code.

This action on the part of these states in 1931 brings up to 34 the number of states whose motor vehicle laws are in harmony with the Uniform Vehicle Code or have recently been amended toward conformity with it.

The Uniform Vehicle Code recommended by the National Conference on Street and Highway Safety for state enactment consists of four Acts, Namely:

I. "A Uniform Motor Vehicle Registration Act."
II. "A Uniform Motor Vehicle Anti-Theft Act."
III. "A Uniform Motor Vehicle Operators' and Chauffeurs' License Act."
IV. "A Uniform Act Regulating Traffic on Highways."

The code in its present form has received the formal endorsement of the American Bar Association and the National Conference of Commissioners on Uniform State Laws.

While all of the four Acts of the Code are important from the standpoint of uniformity, each Act having been developed to meet a particular need, perhaps the most important single measure of motor vehicle legislation calling for attention is the Uniform Operators' and Chauffeurs' License Law, Act III of the Code.

The Drivers' License Law was adopted this year by Oregon, Colorado, Iowa, Kansas and Michigan, bringing up to nineteen the total of states having the standard Operators' License Law with mandatory examination. Under this law all operators and chauffeurs must be licensed and new drivers only after examination to determine whether they have sufficient knowledge of the motor vehicle laws and regulations and are competent to operate a motor vehicle with safety to themselves and other users of the highway.

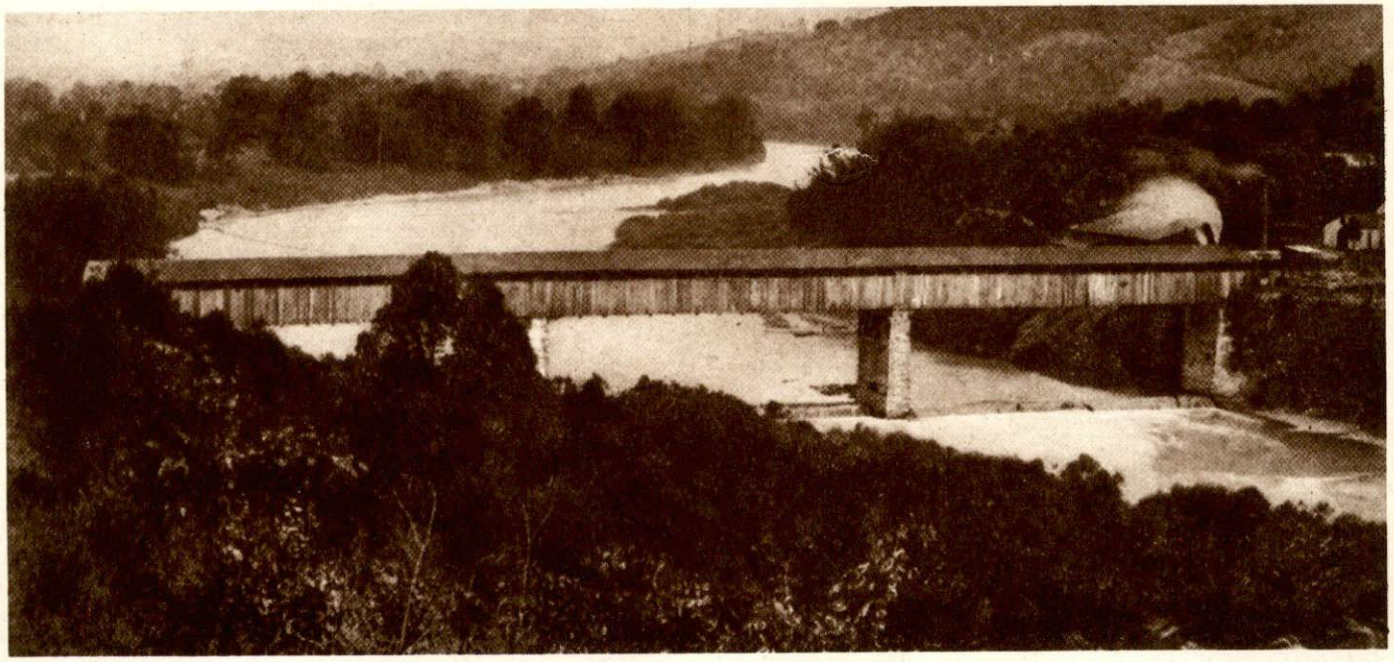
The following now comprise the group on standard drivers' licensing states: New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, Pennsylvania, New York, New Jersey, Delaware, Maryland, West Virginia, District of Columbia, Iowa, Michigan, Kansas, Arizona, Colorado, California and Oregon. Seven additional states require motor vehicle operators and chauffeurs to be licensed but do not make mandatory the examination of new drivers. These states are: Arkansas, Indiana, Nebraska, Nevada, South Carolina, Tennessee and Wisconsin. Organizations interested in better traffic conditions in some of these states have initiated efforts to secure strengthening of their licensing laws by the legislatures in harmony with the national standards.

The effectiveness of the licensing system is no longer open to conjecture as experience in the licensing states over a period of years provides overwhelming evidence of its efficacy as a safety measure.

The following comparison of traffic fatalities in relation to registrations in several groups of states over a ten-year period lends force to the argument for a strong drivers' license with mandatory examination of new drivers such as is in force in the licensing states:

Northeastern standard licensing states (New Hampshire to Maryland, inclusive); increase in registrations,

[*Continued on page* 50]



Longest wooden covered bridge in the World, Butler, Kentucky.

The Kentucky of Today

[*Continued from page* 11]

constructed—the first macadam road in the United States. And thereby hangs a tale.

Late in 1829 Jackson was on his way to Washington to be inaugurated as President. After stopping overnight in Lexington, he proceeded toward Maysville, and upon reaching Paris, 18 miles north of Lexington, followed the directions of a sign reading "To Maysville" that landed him in a mire several miles east of Paris. "Old Hickory" swore mightily, it is said, and upon being told he would have to return to Paris to get on the right road, surmised correctly that "The Adams men" had played a prank on him by turning the marker to point east instead of north. History claims that in retaliation for the joke he vetoed the bill to furnish Federal aid to this pioneer road-building project.

Kentucky, with a large expanse of territory from the Big Sandy River on the east to the Mississippi River on the west, has by necessity an ambitious program of highway construction. With mountains as well as plains to traverse, with more navigable streams than any other State in the Union, and with a total primary system of inter-county seat highways calling for 14,000 miles of road, the job will not be completed for a few years. However, the present 6,000 miles that have been completed represent a network that reaches every section of the State and almost every county seat, and no longer can the detestable slogan, the "Detour State," coined several years ago when Kentucky probably deserved the appellation, be applied to that State that forms the connecting link between the summer resorts of the North and the winter resorts of the South.

Kentucky's picturesque rivers, furnishing a marvellous scenic asset, likewise have long afforded a problem in highway bridge construction, but this problem has been solved, and during the past few weeks the following newly-built bridges have taken the place of the old, unsafe ferries: At Ashland, over the Ohio River; at Maysville, over the Ohio; at Burnside, over the Cumberland River; at Boonesboro, over the Kentucky River; and at Smithland, over the Cumberland. Others are under construction and will soon be completed and opened to traffic. All of these spans are being built by the State Highway Department under a plan whereby they become State-owned when paid off by tolls.

The subject of highways necessitates one more reference to industry—to the big national industry which Roger Babson estimates at three and a half billion dollars, annually—the tourist industry. Only in the past few years, due to rapid highway development and a realization of priceless touring assets within the State, has Kentucky begun to reap a harvest from the "Dollar that rolls on rubber wheels." Starting with famous old Mammoth Cave, which will soon be the center of a great National Park, Kentucky began to build highways to touring objectives. "Believe It or Not," as Ripley says, Mammoth Cave is only ten miles from an arterial highway across the State, but for many years it could only be reached by train. A short spur of road completed and the noted cavern opened to the motoring public, attention was turned to the Lincoln birthplace, only three miles distant from Hodgenville but, also, inaccessible by highway. The building of this short stretch brought an immediate influx of thousands of tourists to see the log cabin in which the martyred President was born and which is so beautifully enshrined in an imposing National memorial.

Next came an inspiration to set aside State Parks and to coordinate the plan of creating out-door areas with the plan of constructing an adequate highway system. In fairly rapid succession there came into existence eight State Parks—Cumberland State Park, at Pineville; Pioneer Memorial State Park, at Harrodsburg; Natural Bridge, in Wolfe and Powell Counties; Blue and Gray, at Elkton; Blue Licks, Battlefield, at Blue Licks; Butler Memorial, at Carrollton; Cumberland Falls, in Whitley and McCreary Counties, and Dr. Thomas Walker Memorial, at Barbourville. In addition to these, there are two great shrines to be classed with the State Parks—the Jefferson Davis Monument at Fairview, birthplace of the President of the Confederacy, and "My Old Kentucky Home," the Rowan homestead at Bardstown where the immortal song of that name was written by Stephen C. Foster. Highways reach all of these touring objectives and others too numerous to mention are attracting thousands of visitors today and are being considered as additions to the State Park system in the near future.

To mention a few, there are the Columbus-Belmont Battlefields, at Columbus, Kentucky; Carter Caves, in Carter County; the "Breaks of Sandy," on the Kentucky-Virginia border; the Falls of Seventy-Six, in Clinton County; "Sportsman's Hill," the Colonel William Whitley home, in Lincoln County; Natural Bridge, in McCreary County; the site of Fort Jefferson, on the Mississippi River, and the site of Fort Boonesborough, on the Kentucky River.

Thus far I have confined my remarks largely to industrial, agricultural, and highway development in Kentucky. I turn now to her educational advancement.

I do not subscribe to the thesis that education is a cure-all for every ailment, and that an elaborate system of education alone will make a greater State of Kentucky without due consideration to the other enterprises which the State promotes. It is my belief, however, that Kentucky's industrial and economic development cannot enjoy continued growth and expansion if her system of education is left out of the picture.

Long before the modern highway was dreamed of, and before Kentucky had enjoyed industrial development, the State began to sponsor a State system of schools, though it is unfortunately true that adequate support was not always provided for this system. Even though this is true, a most cursory examination of the history of education in Kentucky reveals the fact that public education has been and must continue to be one of the State's fundamental responsibilities which cannot be sidestepped, since the economic and industrial development are interdependent with the development of public education, because the public school is the State's fundamental agency in providing trained citizenship which must assume alike the burdens of public and private leadership.

It is unfair to compare educational achievement today with that of a quarter of a century ago because society has undergone so many far-reaching changes. Until a relatively short time ago, practically everyone had to work by manual labor to make a living, and training beyond the common school, usually thought of as ending with the eighth grade, was deemed necessary for only that small group which became engaged in the professions—law, medicine, the ministry, and teaching.

Today, however, largely because of the development of the machine in industry, with its accruing mass pro-

duction, a great part of the youth of the Nation is not needed for industrial pursuits, leaving the school to take care of this group; and it can be seen plainly that providing for this large additional group and the many added functions which the school must now perform impose upon the State a much greater financial burden in the support of public education.

As an evidence of the manner in which the schools have reacted to the changed economic and social status of society, one has but to compare the enrolments in the elementary grades, the high schools, and the colleges with similar enrolments of twenty-five years ago to note the ever-increasing demands that society is making upon the schools of the State.

Twenty-five years ago there were only, approximately, 400,000 pupils enrolled in elementary schools in Kentucky, while today there are more than 530,000 so enrolled. Twenty-five years ago there were probably 50 public high schools in Kentucky, while today the State is attempting to maintain 725 with an enrolment of, approximately, 65,000. Twenty-five years ago, there were fewer than 10,000 people employed as teachers and administrators in Kentucky, while today 17,000 are thus employed, and the salaries of the latter group, while meager in many instances, are approximately twice what they were a quarter of a century ago. Twenty-five years ago scarcely $6,000,000 were invested in physical plants in Kentucky, while today a fair approximation of the value of all school plants in the State amounts to $50,000,000, and existing conditions are still far from being adequate. Twenty-five years ago scarcely $4,000,000 were spent, annually, on public education in Kentucky, while nearly $30,000,000 were so expended during the year which ended June 30, 1931. Twenty-five years ago Kentucky maintained only one institution of higher learning, the University of Kentucky, whose enrolment was less than 500, while today the State maintains five institutions of collegiate rank for white and two for colored, with total annual enrolments well in excess of 15,000.

As has been suggested, the enormous increase in the demands made upon the public educational institutions and enterprises of the State has not been due primarily to the stimulating activities of educational leaders but to the people who are seeking an ever-widening range of service from the schools and colleges of Kentucky. Since the public is exacting such demands from its educational enterprises, it is imperative that it render to them that degree of support that will enable them to provide a type of service commensurate with these demands. It is my conviction, therefore, that Kentucky, or any other State for that matter, should plan its program of education as carefully as possible in order that it may meet the needs of society, as has been the case when Kentucky planned her system of highways, her program of agricultural experimentation, and as her private industrial enterprises have formulated their programs.

What I want to say is this: That it is absolutely essential that Kentucky take complete inventory of her educational assets and liabilities, and having taken stock of her educational offerings, to submit to the people a sane, modern, efficient, and serviceable educational set-up, one that is calculated to serve in adequate fashion the modern requirements of society, keeping in mind at all times sound administrative procedure, which will guarantee economical and efficient functioning of the system.

Such an inventory would probably show many needs for Kentucky's public school system, not the least of which would be:

1. The need for better trained teachers;
2. A larger measure of support for the elementary grades;
3. Equity of educational opportunity throughout the various regions of the State;
4. The restriction of the power of the sub-district trustee;
5. Scientific consolidation of school districts as a move toward increasing educational efficiency;
6. A better plan for financing of education and definite provision for safe-guarding school funds.

Moreover, it is desirable that the State Board of Education be reorganized, and that the office of the Superintendent of Public Instruction be taken out of the realm of politics. Certainly, political considerations of the usual type should play no part in a program of education, which has for its object safe-guarding the development of the childhood of Kentucky. I have the feeling that Kentucky is ready for such a program, and certainly, the school leadership of the State covets the privilege of sharing in its development.

As the incoming Superintendent of Public Instruction, it will be my purpose to recommend to governmental authorities and to the people of the State that an intensive study be made, a study which will reveal school conditions in Kentucky; and that the findings of this study be interpreted accurately on the basis of scientific research; and that from these findings a sound program of education be outlined for the Commonwealth.

It is my belief that the educational problems confronting Kentucky, many of which call for intensive study, fall under four general classifications; namely:

1. A setting-up of the philosophical principles upon which the whole of the State's program of education should be based;
2. A defining of the elements of the program of education, which will carry out the principles listed under No. 1;
3. An arrival at the cost of the program defined in No. 2;
4. And a decision as to whether or not the State can finance the program as defined; and if it can be financed, to determine the best means of so doing.

It seems superfluous to say that these four general classifications of problems contain many vital and far reaching economic and industrial aspects and that probably the degree of Kentucky's accomplishments and achievements in the future will depend directly upon the outcome of such a study.

* * * * *

I never look through one of your wonderful Magazines but I have a sort of hungry feeling to be there. Some of those lovely scenes just make my throat ache with their sheer beauty. Some day I'm coming again.—Miss Barbara Bayne, Tree Historian of America, Los Angeles, Cal.

* * * * *

Recently at the National Convention of Chamber of Commerce Secretaries, the effective publicity which your State puts out, particularly your Magazine, KENTUCKY PROGRESS, was cited as a model type worthy for any State to pattern after.—L. M. Vaughn, Secretary Chamber of Commerce, Jamestown, N. Y.

State Seal Suffers Many Changes

[*Continued from page* 15]

wag has pointed out, looked ever so much like two convivial spirits at a bar, holding onto each other to maintain their balance around closing time.

Apparently the officials of the proud and puissant commonwealth have noticed nothing incongruous concerning this burlesquing of the seal and the motto: "United we stand, divided we fall." There have been figures in stovepipe hats and claw-hammer coats. There have been others in the regulation stage convention of the Kentuckian in frock coat, slouch hat, boots and string tie. There have been others with the courtly accouterments of the colonial days.

But for any rendition of the true seal of Kentucky as devised by the committee of three, of which Senator John Brown was a member, this writer has never seen any, nor has by inquiry ever been able to hear of any.

Why The "Precipice"

The years preceding the admission of Kentucky into the Union were fraught with much danger to the pioneers who had come over the mountains. "The hunters of Kentucky" had to fight the Indians without the help of Virginia and the United States. As a matter of fact, the State and National Governments actually interfered with their measures of defense. Convention after convention, year after year, met for the purpose of imploring Virginia and the Congress to regard their sorry plight and dangers.

What wonder if the new State devised a seal symbolizing the condition in which they found themselves? They were indeed even then on an economic and military precipice that demanded that all loyal Kentuckians should stand together. The flirtation of the French, Spanish and even British Governments, with threats to their independence, still were very much a part of the day's news.

The design is a part of the glorious heritage of Kentuckians who to this day never fail to assert their ideas of independence and union.

Now when a whole new crop of State seals is to blossom out at Frankfort it would be a pleasant thing if a miracle should happen, and for the first time the true meaning of this State seal should be restored. Judge Wilson typifies the many men in the Commonwealth who have a respectful appreciation of the glories of the past and wish them incorporated in the present.

A Woman Bus Driver and Safety

[*Continued from page* 17]

snorted and danced on their hindlegs when they approached.

After her husband's death she assumed all the responsibility of the business and built up the passenger department. In a short time the line was extended to Richmond. This route furnishes a variety of scenery and is not without historic interests.

For many years Mrs. Hatcher has only carried passengers. There are two buses, each making two round trips daily between the two points. The car she is in charge of makes two additional trips between Danville and Lancaster.

Mrs. Hatcher is a good mechanic and is thoroughly familiar with the mechanism of her coach. She holds the record of having driven a passenger bus for eighteen years without an accident, and only two weeks' loss of time in twenty-five years. That time out was for an appendix operation.

The secret of Mrs. Hatcher's good luck is—she keeps a cool, level head and her car under perfect control. When asked what she attributed her good health to, she replied:

"I love the open spaces of the country and delight in my work. I retire early and awaken at five o'clock every morning, refreshed and eager to begin the day. I am sure plenty of sleep, and my active out-of-door life, has helped keep me the strong vigorous person that I am."

A loyalist was once heard to remark of Garrard County, "It is noted for its bravery and intelligence."

This statement seems to ring true, when we introduce Mrs. Hatcher as that county's native daughter. She lives in Lancaster, is a homemaker as well as a business woman, and is not immune to hobbies. She has two very delightful ones—flowers and antiques. In the springtime her rambler roses are a joy to anyone's heart.

Mrs. Hatcher has one son, and her father and mother make their home with her. She seems as much a part of Central Kentucky as its blue grass, and when traveling on the Danville and Richmond bus line it is with reluctance and a tinge of regret when one has to transfer to another coach, or has reached home or destination.

Kings and Caverns

[*Continued from page* 21]

"Dukie, hand me the pickles" remark, the royal attitude is said to have become that of the late King Edward VII, after the Jersey Lily in a moment of gaiety slipped a bit of ice down the royal back. Perhaps there is no truth in either story—albeit the Kentucky one was vouched for to the writer by a seemingly unimpeachable witness.

The Grand Duke Alexis, handsome and debonnaire, was, according to all who accompanied him from Louisville, a most charming and gracious personage—an ideal host and guest. So perhaps it was not, after all, merely offended dignity and resentment at *lese majeste*. Strange things happen in caverns—does their traditional psychic power still linger, and affect even the most phlegmatic? Certainly the grandeur, the mystery and the aloofness of the mighty Kentucky cavern often reacts upon even the least imaginative.

Did the Grand Duke Alexis hear, instead of the gay, careless phrase of a thoughtless girl, the awful voice of Destiny, the message of a sibyl, foretelling the day when the glory of the Romanoffs would be less than the dust. and a Grand Duke of Russia glad to earn his livelihood in very truth as a waiter?

No matter—the Grand Duke of Russia and his entourage made a gay and colorful visit to the Mammoth Cave of Kentucky, where according to tradition, King Edward VII, then Prince of Wales, and traveling in America in 1860 as Baron Renfro, had preceded him.

Tradition tells of this visit—the young prince (whose traditional charm of manner and *savoire faire* have been inherited in so great a degree by his grandson, the present Prince of Wales)—is said to have come down from Cincinnati to the Mammoth Cave, and the very stage-coach in which he traveled was pointed out as late as fifteen years ago. But all records and registers of the Mammoth Cave (or practically all) were burned during the Civil

War when cavalrymen rode up and down the long verandas of the rambling old log hotel.

How did this world-famous inn look when it was visited in turn by the Prince of Wales, the Grand Duke Alexis, and Dom Pedro II, Emperor of Brazil?

One of the most fascinating pictures of it was painted vividly to the writer in the words of Mrs. J. B. Speed, of Louisville, who told of her impressions when she visited it as a young girl.

She said she would never forget the cross-lights in the room she occupied. A brilliant moon rode high outside, and the moonlight filtered under an inch-wide crack in the door of the room, which like all others opened directly on the old veranda. A log fire blazed in the room, she said, and the moonlight from under the door and through the window crossed lances with the flickering hickory logs—in the distance the cry of a wild turkey sounded. But all else was brooding silence. It might have been 4000 B. C., instead of the last century insofar as the intrusion of the modern world was concerned. Set in primitive woodlands in those days, the old log hotel which had been built of hand-hewed timbers, with wooden pegs for nails, reproduced a picture of the pioneer Kentucky. The hotel was evolved from a single group of one-story log cabins built for use by the salt-peter miners of the War of 1812-1814. As it grew it stretched at right angles—one-story log rooms fronting on a veranda—600 feet of log porch.

In the '40s and '50s, the old grease-lamps and tallow candles were used for illumination, and here foregathered that famous group of the uncrowned royalty of science and literature. Here, beneath those same old grease-lamps, men whose names were known and honored throughout the world gathered about the blazing log fires as they compared their notes on adventures and discoveries and scientific research in the Mammoth Cave—so well-known in all the capitals of Europe before America awoke to its possession.

Here, too, were the famous first guides and explorers of the Mammoth Cave—Stephen Bishop and Matt Bransford—both slaves, but heroes, adventurers, and the most fearless and successful of explorers.

Stephen who married a sister of "Uncle Jim Brown," (who living today links the remote past with the age of airplanes) was the first human in historic times to cross the Echo River and open up all that vast region beyond, later to be traversed by the greatest men and women of the world. And Matt, hardly a whit behind Stephen in courage and skill. It was Stephen Bishop who led a Mr. Patten of Louisville and a Mr. Craig of Philadelphia to "Cleveland's Cabinet," that dazzling realm, which today the traveler leaves through a newly cut exit from the Mammoth Cave.

These guides and others were the companions and friends of the great scientists, writers, and explorers who visited the Mammoth Cave as well as their guides, and this we must remember if we would understand the poise with which their descendants meet the great ones of the earth, and conducted royalty through the cavern without visible emotion of perturbation or embarrassment.

"The Cave is a wonder which draws good society, and this famous guide (Stephen Bishop) shows that he is accustomed to it" wrote Nathaniel P. Willis in the early '50s. Continuing, Mr. Willis said, "He meets ladies and gentlemen, and the great ones of the earth, with the air of a man who is accustomed to their attention and consideration."

A striking thing in connection with all the guides of a Mammoth Cave, or at least all who belonged to the old regime and are members of the famous group, descendants of famous guides, is their quiet, well-modulated tone of voice. Never has the writer heard a guide of Mammoth Cave raise his voice, or, through his tones, denote any excitement or fear of any kind. This tonal quality—this quiet, soothing note is of vast importance in guiding excitable or reckless people through Mammoth Cave. And it follows through in the daily life of the guides outside of the cave. The writer has never heard a guide of Mammoth Cave, through his voice, show excitement or anger or fear in the ordinary walks of life. Of course, there is a jovial, heart-warming quality about the joyous guffaws of "Mutch" Hunter, and there is a racial jollity about "Bob" Lively, but take them, one and all, the guides of the cave are conspicuous for the restrained, well-modulated notes of their voices.

Inherited, perhaps, and perhaps it is an unconscious imitation of their forebears, the older guides, who learned as if by instinct that the guides, responsible for the safety and perhaps the lives of the thousands of men and women and children, entrusted to their care in the cave, must never, never betray excitement or worry, or fear.

Dom Pedro II, Emperor of Brazil, said to be the first reigning monarch ever to visit the United States, made a pilgrimage, of course, to the Mammoth Cave. This emperor, who succeeded his father, Dom Pedro I, who was a Portuguese prince, began his long reign in the early thirties, and was not forced to abdicate his throne until 1889, when the revolution changed Brazil's form of government.

With his attendants, he visited the Mammoth Cave, and it is in connection with this visit of the emperor that the often misquoted story is told of "the man who refused to take off his hat in the presence of an Emperor.' Very many localities have claimed the "stalwart American" who declared that any citizen of the United States was as good as an emperor.

One may well question if this story be true, at all. Certainly it is not a very striking example of good manners—rather an ostentatious "play to the gallery" on the part of whatever American, if any, was guilty of unnecessary discourtesy toward a very gentle and apparently mild-mannered old man who was the guest of the State.

The version which is the granddaddy of all the other legends, sprung from it, had to do with a guide in Mammoth Cave. The original story had it that a member of the emperor's suite requested a guide to uncover his head during a part of the emperor's tour through the cave; the guide, so the story went, refused, declaring he was "as good as any emperor."

Perhaps he did—but the story doesn't ring true to those who know the calibre and training of the guides of that day. Nick Bransford is said to have been the guide of the emperor, and other stories of Nick give no reason for believing that he would forget his habitual courtesy. Nick, like other of the Mammoth Cave guides, had been a slave—some were freed by the Croghans—owners of the Mammoth Cave from 1837. Among them is "Uncle Jim Brown."

Every now and then in these days, Uncle Jim, remembers "His Papers." "I agoin' to look for de papers. I've been aimin' to fer a long time" Uncle Jim said last week. His "Freedom papers" are a treasure of his—they are somewhere stowed away in his cabin, but he hasn't quite gotten around to looking for them.

"Hit's been so long, mistis," says Uncle Jim, who mostly sits near the sun under the shade of a delectable tree near

the kitchen of the hotel. Uncle Jim is small, and spare and wiry. His mind is clear and his manners all that one would expect of a member of the old regime. There is a quiet dignity about Uncle Jim. He is a most soothing, and peace-inspiring figure in the mad world of today. Since he has been at Mammoth Cave—and he has never been away—kingdoms have risen, empires have fallen, the stage-coach has been supplanted by the train, the train by the motor, the motor by the airplane. His people have been freed, the world has gone through a World War—all things seem to have suffered change. But not Uncle Jim. He seems as changeless as the great cave itself. Emperors, millionaires, scientists, writers, soldiers, statesmen, the great ones of the earth, have followed the trail to the cave before the eyes of Uncle Jim. He has welcomed visitors who came by horseback, and heralded by the stage-coach horn, the steamboat whistle on Green River, the puff of the railroad engine, the throb of the motor, and the roar of the airplane. But nothing surprises him—his manner is just the same today as it was in the far-off days when Jenny Lind was taken through the Mammoth Cave by his brother-in-law, Stephen Bishop. Nothing surprises him, no; but he says "the old days were best."

But lest we feel defrauded concerning the legendary American who declined to take off his hat to an emperor, there is one delightful incident which authentically happened during the visit of Dom Pedro.

When the train drew in at Cave City, and the varied party disembarked, there was one resplendent individual who towered above the rest—glorious in gold braid and the very apotheosis of officialdom. He looked just as an emperor should look, according to all pre-conceived standards. There was also one, quiet, unassuming little man in the party. The stage-coach driver confidently addressed the gorgeous personage as "Your Majesty," and welcomed him to the cave. A quiet and somewhat amused spectator of this was the unassuming little gentleman in the rear. Obviously embarrassed the gorgeous one turned appealing eyes to the quiet one. To his rescue came the sedately dressed unassuming individual.

"I am the emperor," he said to the stage-coach cicerone; "this gentleman is the car conductor."

Make Way for Midway

[*Continued from page 23*]

Dick Johnson—whose country estate was four miles from Midway—didn't kill Tecumseh. Old Man Jeter said he was there and a little man rode out from behind Colonel Dick Johnson and killed Tecumseh with a horse pistol.

Midway got her name from being half way between Frankfort at one end of the railroad and Lexington at the other. An Irish turn-pike worker, who was arrested for drunkenness, once said it was Midway between Hell and Purgatory!

The Leestown Pike runs close to Yarnallton on one side and crosses the railroad to run close to Paynes Depot on the other; then there are two routes, three, or even four if you please, to Frankfort. One is to keep straight on down the Pike until it runs into the Frankfort and Versailles road at Jetts, but this does not take in Midway by a mile. Another is by Weisenburg's mill on Elkhorn where the good fishing used to be; another is by Mount Vernon on the Mill route to Wallace Station on the Frankfort and Lexington highway; and one turns to the left where the Leestown strikes the Midway and Georgetown Pike one mile north of Midway.

The farms along this route do not belong to wealthy men who have bought into Kentucky after making piles of money in the North or East, but are still in the hands of people who have lived on them and built them up and run them down and handed them on to others of their kind for generations.

Midway stands on an elevation which is called a hill in that level country but even back in the days of inefficient, low-powered automobiles I never knew of one which would not climb any grade in the neighborhood in high gear. Her chief claims to fame used to be that she had the biggest distillery in the State and that the Kentucky Female Orphan School was located in the town. The distillery was eliminated by the Prohibition amendment but the other will stand forever. It may sound like big talk to tell of fifty-two thousand barrels—barrels, too, not just gallons—of whiskey being burned up at Midway one night in bonded ware-houses, but that was what happened. Lees Branch of Elkhorn Creek was on fire itself, they say, and people got scorched dipping up liquor off the water. The stream was covered with blue alcohol flame for a mile below the fire.

The distillery is gone but the other institution, like the Word of God which it teaches, "shall never pass" for its interests are looked after by families of Parrishes, Steeles, and Dunlaps who have made it what it is. Its fine big buildings are in view for many miles in any direction.

Midway has two railroads. The V. & M. (Versailles and Midway) branch of the Southern was built about forty-five years ago, and the "L. C. & L." or the older "Lexington and Frankfort" branch of the L. & N. has always been there. Always is a long time but that is the way Midway feels about the L. & N. Dooly Rodgers' barber shop has heard a lot of stories about its wartime activities too, and John Fox tells, in his *Little Shepherd of Kingdom Come,* how Uncle Jim Woolums, the station agent and telegrapher, told Morgan's operator to "go to hell"—but there is no record to show that he ever went.

Anyone touring Kentucky should, starting at Lexington, go to Paris, thence over the Paris and Georgetown Pike to Georgetown. There are more old pillar-porched colonial residences to the mile along that Pike than anywhere else I have ever been in the United States and that includes Virginia and New England. Then from Georgetown to Midway and on to Versailles and back to Lexington. Then go from Lexington down the Leestown Pike, out past the cemetery as described, to Midway; from Midway by Weisenberg's mill, through Mount Vernon back to Lexington; then out the Newtown Pike to wriggle around a little and get onto the Iron Works Road and connect through Moore's mill and again into Midway. On one of the rounds, the tourist should stop and get Senator Henry Martin or Judge Dick Godson to arrange a lunch at one of the little, unpretentious hotels and get a meal never to be forgotten. That will be seeing the Bluegrass "in person."

Maybe one of them will talk of the days when we did such things as elect Grover Cleveland to the presidency in Eighty-Four, and had a torch-light parade and celebration that was a world-beater. We Democrats didn't jollify much after the next presidential election, and when the few white, and all the colored republicans of the dis-

trict started to burn the pile of boards and barrels we had arranged in anticipation of a bonfire for the Cleveland victory which failed to arrive, our newly formed bucket brigade of fire-fighters sounded an alarm and went over behind the depot, where the Republicans were staging a celebration for Harrison, and put the fire out. If the half brick which whizzed by my head to tear the corner off a box car on the side-track had reached its intended destination that night, somebody else might have been telling about what happened.

After the lunch is over there might be time to go to the old Harper Farm, Nantura, to see the graves of Tenbroeck and Longfellow, and to Woodburn Farm, which fifty years ago held traditions that were woven into a halo surrounding the whole community. In that territory are many of the streams of water, running miles underground to pop up and drop under in the distance of a few hundred feet where the lime-stone is honey-combed with caves, for which the region is famous.

Often I am given the laugh by folks who don't know, when I tell them of how Mrs. Holmes' "Sunshine" of *Tempest and Sunshine,* kept a boarding house in Midway, but let the tourist ask to be shown the big brick building where Mrs. Susan Porter lived and my story will be backed by tangible evidence.

The McKee monument, sitting in its little park which the same Dooly Rodgers of the barber shop has ornamented with flowers and shrubbery, was erected by the railroad people and citizens of Midway in honor of a brave Mexican War Colonel who was a leader in the project of building the steam-car line through the town when horses pulled the coaches up the hill, from the river at Frankfort to the summit at Jett's Station, where the locomotives were able to handle them the rest of the way. Children who were reared in Midway date their memories back to the time when they could climb its stone base steps without help.

Offutt's Cross Roads, later to become Wallace Station on the V. & M., is where the Pikes from Midway to Versailles and from Lexington to Frankfort cross. The latter is the road of "Shady Lane" which goes through "Woodburn," the Alexander farm.

At Wallace Station there is proof for the geologists' theory of great waters having once been over the earth. A nitrate fertilizer company made extensive excavations there and uncovered lime-stone formations which clearly show the erosion of the rock by mighty rushing streams some millions of years ago. Some of these huge blocks, big as houses, must have been in the bed of a river and after being worn into their present shapes were covered with clay and soil, floated down by the waters from the mountains, to make the Bluegrass' fertility of grazing grounds talked about all over the world. But not being a geologist, I am getting over my depth.

I have never talked with a tourist who had been to Lexington who had anything but good to say about the city. Louisville has all the comforts and entertainments that anyone, no matter how used to good living, could ask; Harrodsburg has the Old Fort; Grant County may still have the reputation for making suicide easy by just calling a man a liar; all of Kentucky is finer than all anywhere else. But to get an eye-full and an ear-full of real Bluegrass, get in and around Midway where casual remarks sound like boasts and folks don't have either to brag or lie to tell wonderful stories of both their past and present.

Kentucky Tobacco "Pools"

[*Continued from page* 25]

a hundred pounds.

In 1909 a considerably larger crop was grown, following the cut-out, but as the demand for tobacco was good it brought an average on Lexington loose leaf floors of $14.11 a hundred pounds, which at that time was a good price for leaf tobacco.

Next year, however, prices went back to $7.66 a hundred, almost as low as in 1906, the first of which any record is available, as the crop-reporting law went into effect that year. After that prices ranged from ten to twelve cents a pound at auction, except that in 1914 they dropped to $8.27 a hundred and went up to ten cents the next year, or to be exact, $10.53 a hundred pounds.

Then came the high prices of the world war era, $18.27 a hundred in 1916, $28.60 in 1917, $38.39 in 1918, and the record price of $46.17 a hundred in 1919. The drop to $13.26 a hundred in 1920 precipitated near-riots in the warehouse towns and the growers forced the closing of the markets at Lexington and several other towns, in the hope that they might evolve some plan which would stop the ruinous slump in prices. Conferences of farmers, business men and bankers, however, failed to result in any concrete plan of action and the sales were resumed and resulted in heavy losses to the tobacco growers.

Many of these men had bought farms, expecting to pay for them out of tobacco grown on them at the prices that had prevailed for the past several years. Some of these farms were surrendered, the buyers losing all they had paid on them. Others had been financed by banks, and the banks stood to lose a tidy sum if something were not done to better the condition of the tobacco grower.

Out of this trouble and turmoil of the farmer, banker and business man came the Burley Tobacco Growers' Co-operative Association. It was led by men of property, warehousemen joining with the farmers to better the condition of the industry. The warehousemen turned over their properties to the new tobacco pool. It is true they probably got a good price for them, but no better than the situation warranted. In the six years the association handled the growers' tobacco the growers themselves paid for these warehouses through deductions from their crops as they were delivered to market. Judge Robert W. Bingham, Louisville millionaire publisher, furnished the money to organize the growers and brought from California the famous co-operative marketing expert, Aaron Sapiro, who drew the pooling and warehousing contracts which stood the test of every state supreme court in the Burley district, and who made a speaking tour of the entire Burley country to help organize the association.

From 1921, when the new pool first opened for business, until 1925, auction sales of tobacco ranged from $20.99 to $29.78 a hundred in Lexington. These were gross prices. The net prices paid to the poolers during that time ranged from $16.19 for the 1923 crop to $25.09 for the 1922 crop.

By 1926, tobacco growers outside the pool were raising almost as much tobacco as those in the organization, and the pool growers determined that they would no longer sustain the market for the benefit of outsiders by holding their crops while others sold, so they practically served an ultimatum on their leaders that if they (the leaders) did not sell their 1926 crop at auction, dumping it alongside the outsider but in the pool warehouses, they (the grow-

ers) would dump it themselves. Yielding to this demand the association leaders sold at auction and prices dropped to $14.31 a hundred for 1926, demonstrating pretty clearly, the pool growers claimed, that it was the pool and its holding of tobacco off the market that had made the price for the outside grower all along.

During its existence, including the years from 1921 to 1927 inclusive, the Burley Tobacco Growers Association sold for its members nearly a billion pounds of tobacco—987,721,145 pounds—at an average of $18.36 a hundred pounds. It paid its members a total of $181,318,799.88 for the first six years and when the association houses handled their tobacco in 1927 at auction, paying for it, like the independent houses, when it was sold, they passed the billion mark for the seven-year period by selling 46,316,580 pounds for $12,212,505.25, an average of $26.37 gross, a hundred pounds.

The present movement for a pool started with the low prices paid for the 1930 crop, which averaged $15.59 in the entire Burley district, according to the R. M. Barker Tobacco Company, of Carrollton, which compiles sales statistics for Kentucky and the other Burley states each year. It was accelerated by the tremendous crop planted for 1931, estimated at 480,000,000 to 500,000,000 pounds, or nearly twice as much as the normal demands of the market, to say nothing of the leaf in the hands of manufacturers from previous years. Its start, however, was late and it is not believed that in the brief time before the opening of the market, (this was written November 14 and the market opened December 7—Editor) an effective organization can be formed.

One reason for the failure of the Burley Tobacco Growers' Co-operative in 1927 to re-sign its marketing agreement with its members is seen in the constantly increasing amount of tobacco sold on the "outside" or independent market during the pool years, which amounted to 831,162,416 pounds in 1921 to 1927 inclusive and at higher prices than were paid for the pooled tobacco. Price is one of the main reasons for a tobacco grower joining a pool and if he doesn't get it, he won't stick.

The pools have had their faults, but that they temporarily, at least, stabilized the market there can be little doubt. Instead of correcting the faults of their organizations, however, the farmers have killed them as the most direct way to get rid of present evils. But it can be safely said that the farmers of the Burley district will not join another holding pool. They want to sell, at a good price if possible, but they want the money, and most of them would rather have ten or twelve cents a pound cash than twenty-five or thirty cents over a period of years. So long as they feel that way about it no marketing association can do much for them, except to standardize grades, perhaps influence production to some extent and probably regulate the flow of tobacco to market. If these things are done prices are bound to be better.

Previous pools, too, have manifested bitterness toward the buying side of the market, but this was minimized in the last pool, the Burley Association leaders urging the creation of a feeling of good will and mutual interest, as between the growers and the buyers and manufacturers, if the growers expected to obtain remunerative prices for their crops. The leaders of the present movement have asked for a conference with representatives of the manufacturers, indicating that they, too, realize that one gets nowhere by "cussing" the man he expects to sell his crop to.

The present writer is convinced that a tobacco pool is the best thing for the farmer, properly conducted as a selling, not a holding agency. Until such time as an organization of that kind is formed the growers will be chary of joining another pool, and, as for the proposed cut-out, it will require another and far more numerous band of night riders to enforce it than those who put over the cut-out of 1908.

The Cabin of William Creech

[*Continued from page* 31]

upon my roof and the hanging of my heavy slab door completed my creation, and my outhung latch-string betokened a silent welcome to the infrequent passerby.

Thus was I created, and then was I transformed from a lonely cabin in the wilderness into a home of happiness. Then did I perceive of the inspiration that moved the hands of my creator. Then did I witness anew the old, old story, as I watched the tender passions of love and affection as they were woven into a tapestry of faith, sympathy and understanding that was to chart the lives of the dwellers within my walls in the golden years of their companionship.

Joys and sorrows have I known, happiness and disappointment, hope and despair. All these have marched in the procession of passing years, and marked upon the scroll of my recollection.

Joy and hope and happiness have I beheld in the radiant countenance of my lonely housekeeper, as the echo of footfall at eventide proclaimed the safe return of her helpmate from the fields of toil . . . Sorrow, disappointment and despair in the creases of bereavement that followed in the wake of the Grim Shadow as it passed down my valley.

Fettered have I been by my isolation, yet am I enriched by the loneliness of my experience and blessed by a wealth of golden memories.

Here in the lonely solitude of night have I heard the anguished moans of motherhood, and born silent witness to the helpless anxiety of fatherhood, as I watched the mysterious drama of life as it was again enacted. Here have I heard the voice of angels, in the prattle of baby tongues from the lusty infants that rolled upon the bearskin rugs upon my puncheon floor. Here have I caught a glimpse of Heaven as the pearly gates swung open to catch the gleam of glory that shone upon the face of a mother as she sang at evening by my fireside, softly crooning to her babe the melodies and legends of an ancient land.

Art and culture were strangers to my region, yet in the seclusion of my obscurity have I beheld in nature's handiwork greater glories than brush and canvas can ever portray.

Rainbows of color have I seen, golden yellows, royal purples and flaming reds, all gloriously intermingled and painted upon the mountainside by a lazy autumn's mystic brush.

Rubies and emeralds and diamonds have I possessed in profusion, as sparkling dewdrops on my eaves were shot with the blood red rays of a rising sun.

Lights and shadows have cast their eerie spell upon me at eventide, when a retreating sun slowly settled to rest beyond a jagged mountain-top, and the shadows reached their long, lean fingers down into the darkened valley below, like the grasping hand of a monstrous giant.

Symphonies of music have lulled me at twilight, as nature's own orchestra of crickets and katydids and whip-

poorwills played their quaint serenade into the peaceful quietude of a starlit summer night.

Education and enlightenment paid me no visit, and letters were scant in their ministration. Literature I knew not, save for The Book that rested in reverence upon the fire-board above the jamb-rock of my great open fireplace. This was my library. This the Book of Reference of my householders; the Chart of their guidance; the Fountain of their faith; the Solution of their problems; the Atlas of their eternity.

Here within my walls did they take courage and inspiration from the laborious reading of its pages. Here, by the flickers of my firelight did they take from The Book the words and promises that gave them strength to carry on. Then did they renew their vows and pledge again their allegiance.

Here, in the still hours of night when Death cast his lurid shadow across the bedside in the darkened corner did I hear again the faith of Job reaffirmed by the husky voice that whispered, "Yea, though he smite me, yet will I trust Him," and the voice softened by the words of the psalmist, "Though I walk through the Valley of the Shadow of Death, I will fear no evil, for Thou art with me."

Then did I hearken to the moaning of the winds in the treetops without, and discern the soft rustle of angels' wings, as the soul of my master was wafted away.

Stands here a monument.
Stands here a shrine."

Jenny Lind's Tour of Kentucky, April, 1851

[*Continued from page* 32]

party. This formation is known today as the Jenny Lind arm chair. It is also said that she sang while on Echo River but undoubtedly this is not true as the river was swollen at the time from the spring rains and the party had to forego the boat trip.

She evidently left Glasgow Junction in the early afternoon of the fifth of April for Elizabethtown, stopping on the way at Munfordville, at Kerr's Inn. It is a tradition and most likely true that she sang for the guests in the parlor of Kerr's Inn. Continuing the trip north the party arrived in Elizabethtown the latter part of the afternoon or evening which was too late to continue the trip to Louisville despite the fact they were a day behind schedule.

The old Louisville *Courier* has the following items concerning Jenny Lind:

(Thursday, April 3, 1851)

"Jenny Lind leaves Nashville this morning and will reach here on Saturday of this week."

(Saturday, April 5, 1851)

"Jenny Lind will arrive in this city this evening direct from Mammoth Cave."

(No issue of the Louisville Courier Sunday April 6, 1851)

(Monday, April 7, 1851)

"Jenny Lind arrived here yesterday afternoon about six o'clock in one of Thomas & Company's stage coaches. She is registered at the Louisville Hotel with a suite of eight persons."

As Jenny Lind was a day late in reaching Louisville she probably was in Elizabethtown from the evening of Saturday, April 5, to the morning of Sunday April 6. She arrived in Louisville about six o'clock in the evening which most likely made her starting hour from Elizabethtown about ten or eleven o'clock Sunday morning. There is a tradition that Jenny Lind spent the night of April 5 at Kerr's Inn at Munfordville, but as the distance between Glasgow Junction and Munfordville is not so great it is quite likely that she came on to Elizabethtown. It must be remembered that she traveled ninety miles April 4.

Tradition and fact have been established that Jenny Lind spent the night in Elizabethtown but as to where she stayed had not been determined until Mrs. Ella Thomas Welsh, of Danville, Ky., a daughter of Samuel Beall Thomas, owner of the stage coach company, made the statement that Jenny Lind stayed at the Eagle House (now the Smith Hotel). Very soon after people in and around Elizabethtown had learned that she had arrived a large crowd gathered at the hotel begging to hear her sing. As the Eagle House did not have room to accommodate the crowd, Jenny Lind went up to Aunt Beck Hill's Inn (now the Brown-Pusey Community House) and stood upon the stone steps in front, where she sang "My Old Kentucky Home" and other songs in her marvelous voice. It is not known whether she sang Saturday evening or Sunday morning.

Jenny Lind seemed to appeal to every one as she had a very likeable personality and was so charitable. It is likely that all Elizabethtown turned out to hear this thirty-year-old artist, and to see P. T. Barnum, her noted manager, who was most likely with her when she was in Elizabethtown. She was probably the greatest artist who has ever stopped in Elizabethtown.

Jenny Lind left Elizabethtown on the north bound stage coach owned and operated by Samuel Beall Thomas, who was referred to by Nathaniel P. Willis in a letter written in the early fifties as the "wealthy nabob" of Elizabethtown.

Mrs. Welch states that Jenny Lind sat upon the driver's seat with her father, S. B. Thomas, who drove the stage that day, in order that she might see more perfectly the beautiful scenery around Muldraugh's Hill.

After Jenny Lind arrived in Louisville, Sunday night, April 6, the private residence of a Mr. T. L. Shreeve, whose place was on upper Sixth Street, was placed at her disposal. Mr. Shreeve was probably one of the proprietors of the Louisville Hotel and she used the house for the reason that it had more conveniences than the hotel.

The first concert in Louisville was held the night of April 7, in Mozart Hall. Not a seat was vacant and the crowd that stood around the walls numbered hundreds. This tremendous crowd of all types of people was not of the most peaceable sort. Charles D. Rosenburg, one of the Lind party, in his book, "Jenny Lind in America," says that he saw a drunken white knock down two "gentlemen of color." He says, however, the Louisville crowd depended upon thew and muscle rather than upon small shot and the bowie knife. Jenny Lind was probably the most noted person to visit Louisville since the visit of General LaFayette in May, 1825.

The second concert was held on Thursday and was as successful as the first. On the program with Lind was an Italian opera singer named Signor Belletti, and the orchestra. Also on the program for the second night a new singer by the same of Signor Salvi was to be added to the attraction but because of some unforseen reason he did not arrive and instrumental music had to be substituted. Mr. Barnum had planned only two concerts in

Louisville, but the people there were so anxious for a third concert to be held Friday that a Mr. Raine offered Mr. Barnum $5,000 for a third concert. The offer was so large that Mr. Barnum could not turn it down, so the third concert was advertised with the added attraction of Signor Salvi. The receipts for the Friday's concert were over $6,500 and a considerable profit was realized by Mr. Raine on the one night's speculation.

Tickets to these concerts sold at auction as high as $175.00 each with hundreds unable to find standing room at $3.00 apiece. Many seats sold for $10.00 each. The first ticket of the first concert was sold to a Mr. Louis Trippe at a premium of $100.00. More than one thousand tickets were sold at prices ranging from one to nine dollars. The total receipts for the three concerts amounted to $19,429.50, averaging $6,476.50 for each concert. These amounts were not unusual for her concerts; however, this was quite a showing for Louisville, as the 1850 census showed only 43,194 inhabitants. On the following Saturday morning Jenny Lind, with her party, left Louisville on the Cincinnati boat, the Ben Franklin, one of the finest boats in Western America. Her next concert was to be held at Madison, Ind., the twelfth of April.

John James Audubon In Kentucky

[*Continued from page* 33]

times soothing to the ear. Fish and game are abundant. But, above all, the generous hospitality of the inhabitants, and urbanity of their manners, had induced me to fix upon it as a place of residence; and I did so with the more pleasure when I found that my wife was as much gratified as myself by the kind attentions which were shown to us, utter strangers as we were, on our arrival.

"No sooner had we landed, and made known our intention of remaining, than we were introduced to the principal inhabitants of the place and its vicinity, although we had not brought a single letter of introduction, and could not but see, from their unremitting kindness, that the Virginian spirit of hospitality displayed itself in all the words and actions of our newly formed friends. I wish here to name those persons who so unexpectedly came forward to render our stay among them agreeable, but feel at a loss with whom to begin, so equally deserving are they of our gratitude. The Croghans, the Clarks (our great traveler included), the Berthouds, the Galts, the Maupins, the Tarascons, the Beals, and the Booths, form but a small portion of the long list which I could give. The matrons acted like mothers to my wife, and daughters proved agreeable associates, and the husbands and sons were friends and companions to me. If I absented myself on business, or otherwise, for any length of time, my wife was removed to the hospitable abode of some friend in the neighborhood until my return, and then, kind reader, I was several times obliged to spend a week or more with these good people before they could be prevailed upon to let us return to our own residence. We lived for two years at Louisville, where we enjoyed many of the best pleasures which this life can afford; and whenever we have since chanced to pass that way, we have found the kindness of our former friends unimpaired.

"During my residence at Louisville, much of my time was employed in my ever favorite pursuits. I drew and noted the habits of everything which I procured, and my collection was daily augmenting, as every individual who carried a gun always sent me such birds or quadrupeds as he thought might prove useful to me. My portfolios already contained upwards of two hundred drawings. Dr. W. C. Galt, being a botanist, was often consulted by me, as well as his friend, Dr. Ferguson. Mr. Gilly drew beautifully, and was fond of my pursuits. So was my friend, and now relative, N. Berthoud. As I have already said, our time was spent in the most agreeable manner, through the hospitable friendship of our acquaintance."

Soon after his arrival in Kentucky he entered upon a mercantile career and established a store in Louisville. A little later he became partner with his brother-in-law, who was also in the mercantile business in New Orleans. Neither were good business men and managed the work badly. The ultimate outcome was not difficult to foresee. Audubon has said of this period: "None of them (the Louisville merchants) were, as I was, intent on the study of birds, but were all deeply impressed with the value of dollars. . . . Louisville did not give us up, but we gave up Louisville. I could not bear to give the attention required by it and, therefore, my business abandoned me. Indeed, I never thought of it beyond the ever engaging journeys I was in the habit of taking to Philadelphia or New York to purchase goods; these journeys I greatly enjoyed, as they afforded me ample means to study birds and their habits as I traveled through the beautiful, the darling forests, of Ohio, Kentucky and Pennsylvania. Were I to tell you that once, when traveling and driving several horses before me laden with goods and dollars, I lost sight of the pack saddles and the cash they bore to watch the motions of a warbler, I should only repeat occurrences that happened a hundred times and more in those days."

But, regardless of failure and loss, Audubon's years in Louisville were years of contentment. He had money enough in spite of all he lost. The woods were full of birds. All the sportsmen and hunters were fond of him. His young wife was hospitably received by the best people of Kentucky. "The simplicity and whole-heartedness of those days," he says, "I cannot describe; man was man, and each, one to another, a brother." According to his own account, not a day passed without his drawing a bird or noting something of its habits. He was indeed a poor merchant! But what a loss it would have been to the world if Audubon had attended strictly to his store! What it would have lost if he had neglected the birds!

Another characteristic quotation from published records in the Library of Congress concerns events of his return trip, after a visit back to his Pennsylvania home, to his new abode at Henderson, to which place he relocated after his business failure at Louisville:

"When my wife, my eldest son (then an infant), and myself were returning from Pennsylvania to Kentucky, we found it expedient, the waters being unusually low, to provide ourselves with a skiff, to enable us to proceed to our abode at Henderson. I purchased a large, commodious, and light boat of that denomination. We procured a mattress, and our friends furnished us with ready prepared viands. We had two stout negro rowers, and in this trim we left the village of Shippingport, in expectation of reaching the place of our destination in a very few days.

"It was in the month of October. The autumnal tints already decorated the shores of that queen of rivers, the Ohio. Every tree was hung with long and flowing festoons of different species of vines, many loaded with clustered fruits of varied brilliancy, their rich bronzed carmine mingling beautifully with the yellow foliage, which now

predominated over the yet green leaves, reflecting more lively tints from the clear stream than ever landscape painter portrayed, or poet imagined.

"The days were yet warm. The sun had assumed the rich and glowing hue which at that season produces the singular phenomenon called there the 'Indian Summer.' The moon had rather passed the meridian of her grandeur. We glided down the river, meeting no other ripple of the water than that formed by the propulsion of our boat. Leisurely we moved along, gazing all day on the grandeur and beauty of the wild scenery around us. . . .

"Nature in her varied arrangements, seems to have felt a partiality towards this portion of our country. As the traveler ascends or descends the Ohio, he cannot help remarking that alternately, nearly the whole length of the river, the margin, on one side, is bounded by lofty hills and a rolling surface, while on the other, extensive plains of the richest alluvial land are seen as far as the eye can command the view. Islands of varied size and form rise here and there from the bosom of the water, and the winding course of the stream frequently brings you to places where the idea of being on a river of great length changes to that of floating on a lake of moderate extent. Some of these islands are of considerable size and value; while others, small and insignificant, seem as if intended for contrast, and as serving to enhance the general interest of the scenery. These little islands are frequently overflowed during great freshets or floods, and receive at their heads prodigious heaps of drifted timber. We foresaw with great concern the alterations that cultivation would soon produce along those delightful banks.

"As night came, sinking in darkness the broader portions of the river, our minds became affected by strong emotions, and wandered far beyond the present moments. The tinkling of bells told us that the cattle which bore them were gently roving from valley to valley in search of food, or returning to their distant homes. The hooting of the great owl, or the muffled noise of its wings, as it sailed smoothly over the stream, were matters of interest to us; so was the sound of the boatman's horn, as it came winding more and more softly from afar. When daylight returned, many songsters burst forth with echoing notes, more and more mellow to the listening ear. Here and there the lonely cabin of a squatter struck the eye, giving note of commencing civilization. The crossing of the stream by a deer foretold how soon the hills would be covered with snow.

'Many sluggish flatboats we overtook and passed; some laden with produce from the different head-waters of the small rivers that pour their tributary streams into the Ohio; others, of less dimensions, crowded with immigrants from distant parts, in search of a new home. Purer pleasures I have never felt; nor have you reader, I ween, unless indeed you felt the like, and in such company.

"The margins of the shores and of the river were, at this season, amply supplied with game. A wild turkey, a grouse, or a blue-winged teal, could be procured in a few moments; and we fared well, for, whenever we pleased we landed, struck up a fire, and provided as we were with the necessary utensils, procured a good repast. . . . When I think of these times (this was in 1810 or 1811), and call back to my mind the grandeur and beauty of those almost uninhabited shores; when I picture to myself the dense and lofty summits of the forests, that everywhere spread along the hills and overhung the margins of the stream, unmolested by the axe of the settler; when I know how dearly purchased the safe navigation of that river has been by the blood of many worthy Virginians; when I see that no longer any aborigines are to be found there, and that the vast herds of elk, deer, and buffaloes which once pastured these hills, and in these valleys, making for themselves great roads to the several salt-springs, have ceased to exist; when I reflect that all this grand portion of our Union instead of being in a state of nature, is now more or less covered with villages farms and towns, where the din of hammers and machinery is constantly heard; that the woods are fast disappearing under the axe by day and the fire by night; that hundreds of steamboats are gliding to and fro, over the whole length of the majestic river, forcing commerce to take root and to prosper at every spot; when I see the surplus population of Europe coming to assist in the destruction of the forest, and transplanting civilization into its darkest recesses; when I remember that these extraordinary changes have all taken place in the period of twenty years, I pause, wonder, and although I know all to be a fact, can scarcely believe its reality.

"Whether these changes are for the better or for the worse, I shall not pretend to say; but in whatever way my conclusions may incline, I feel with regret that there is on record no satisfactory accounts of the state of that portion of the country, from the time when our people first settled in it. This has not been because no one in America is able to accomplish such an undertaking. Our Irvings and our Coopers have proved themselves fully competent for the task. It has more probably been because the changes have succeeded each other with such rapidity as almost to rival the movements of their pens. However, it is not too late yet; and I sincerely hope that either or both of them will ere long furnish the generations to come with those delightful descriptions which they are so well qualified to give, of the original state of the country that has been so rapidly forced to change her form and attire under the influence of increasing population. Yes, I hope to read, ere I close my earthly career, accounts from those delightful writers of the progress of civilization in our Western Country. They will speak of the Clarks, the Crogans, the Boones, and many other men of great and daring enterprise. They will analyze, as it were, into each component part, the country as it once existed, and will render the picture as it ought to be, immortal.

"It is with mingled feelings of pleasure and regret that I recall to my mind the many pleasant days I have spent on the shores of the Ohio. The visions of former years crowd on my view, as I picture to myself the fertile soil and genial atmosphere of our great western garden, Kentucky, and view the placid waters of the fair stream that flows along its western boundary. Me thinks I am now on the banks of the noble river. Twenty years of my life have returned to me; my sinews are strong, and the 'bow-spring of my spirit is not slack;' bright visions of the future float before me as I sit on a grassy bank, gazing on the glittering water. Around me are dense forests of lofty trees and thickly tangled undergrowth, amid which are heard the songs of feathered choristers, and from whose boughs hang clusters of growing fruits and beautiful flowers.'

Another quotation regarding his Henderson experience is illuminating:

"Before entering on my subject I will present you with a brief description of the place of my residence on the banks of the Ohio. When I first landed at Henderson in Kentucky, my family, like the village, was quite small. The latter consisted of six or eight houses, the former of my wife, myself, and a young child. Few as the houses

were we fortunately found one empty. It was a log cabin, not a log house; but as better could not be had we were pleased. Well, then, we were located. The country around was thinly peopled, and all purchaseable provisions rather scarce; but our neighbors were friendly, and we had brought with us flour and bacon-hams. Our pleasures were those of young people not long married and full of life and merriment; a single smile from our infant was I assure you, more valued by us than all the treasures of a modern Croesus would have been. The woods were amply stocked with game, the river with fish; and now and then the hoarded sweets of the industrious bees were brought from some hollowed tree to our little table. Our child's cradle was our richest piece of furniture, our guns and fishing lines our most serviceable implements, for although we began to cultivate a garden, the rankness of the soil kept the seeds we planted far beneath the tall weeds that sprang up the first year. I had then a partner, a 'man of business,' and there was also with me a Kentucky youth, who much preferred the sports of the forest and river to either day-book or ledger. He was naturally, as I may say, a good woodsman, hunter, and angler, and, like me, thought chiefly of procuring supplies of fish and fowl."

We are indebted to Susan Starling Towles, president of the Henderson County Historical Society of Henderson, Kentucky, who recently made a statement before a Congressional hearing on a bill to provide for the erection of a suitable memorial to Audubon's memory in Henderson, for a number of illuminating facts with respect to his Henderson experience. She directed attention to the fact that unlike many foreigners who came to visit and write books about us, he came to live, to work here and died, to leave us the rich heritage of his fame. The Audubon log cabin stood only a block from the Ohio River, about which he delighted to write and talk. It was a story and a half building with a square porch in front, while to the rear were his garden and orchards and pens in which he sometimes kept grouse or wild turkeys. Near by was a turtle pond and a tall log house in which he had his merchandise stored, and dispensed rough frontier goods demanded by the time. A mass of tradition concerning him has been handed down quite independently of the stories in books and have made him one of the local heroes, and these enrich the record of a locality already having a fine historic background. He bought his goods in New York and Philadelphia and on such trips he invariably made wide detours in order to study the birds en route. One time he went around the Appalachian system, up through Virginia, and on to Philadelphia. Still another time he went to Philadelphia by way of Tennessee and Georgia. He was devoted to his family to the point of worship. His little daughter Lucy was delicate and died at Henderson; his little Rosa was so named because she was so fair. Presently he was persuaded by Thomas Bakewell to erect a steam grist and sawmill and this, too, proved to be an unfortunate investment, so much so that later on he referred to it as the "infernal mill." He also was engaged in a steamboat venture, whereupon another person ran away with the boat. Audubon traced it to New Orleans, it is said, in a skiff, managed to recover part of the value in some way and returned happily through the vast forests. He also bought a large tract of forest land for lumber but due to lack of attention, this, too, proved to be an unfortunate adventure. So from the town of Henderson, for fifteen years, the "American Woodsman," as he liked to be called, made excursions into the forest. From the Great Lakes to the extreme point of Florida and from the Alleghenies to far beyond the Mississippi he hunted birds, seeking new varieties and making life-sized drawings of them measuring each part with utmost nicety of mathematics. "It was no desire of glory," he said, of himself, "which lead me into this exile. I wished only to enjoy nature." He made another unsuccessful business venture with his brother-in-law in New Orleans and was afterwards in dire straits, being obliged to give drawing lessons and engage in the making of crayon portraits. It is said that his wife encouraged and assisted Audubon while all other friends considered him utterly foolish to spend time on such apparently unprofitable work, and she even became a governess in New Orleans in order to obtain money with which to educate her children. By and by the mill business was overwhelmed and he had to give up everything. The future was very black before him and he deemed it necessary to leave Henderson and remove to New Orleans. Finally, Mrs. Audubon established a school at Bayou Sara for the purpose of assisting her husband and lightening his expenses, thus enabling him to carry out his plans. Upon the death of his father he fell heir to an estate in France and about $17,000 in cash, but the trustees who had charge of the estate failed, and not one penny ever came into his hands. On one occasion, it is related, Audubon visited relatives in Philadelphia, having with him some two hundred of his drawings. Being obliged to leave Philadelphia for a few weeks, on his return, to his horror and despair, he discovered that they had been totally ruined by mice. He was obliged to start once more into the forests and fields and it took him over three years to repair the damage. During his stay in Philadelphia in 1824 Audubon became acquainted with Prince Canino, son of Prince Lucien Bonaparte, who strongly urged the naturalist to publish his designs. Audubon was quite favorably impressed with the idea and finally determined to do so, proposing to issue several volumes of engravings, colored and in life-size, with other volumes of printed description, the price of the completed work being fixed at $100. He issued a prospectus in 1827 in England for his "Birds of America," which was to be published in numbers, each containing five plates; the entire work to consist of four folio volumes. At the time the prospectus was issued he had insufficient money to pay for even the first number, but, through the influence of Sir Thomas Lawrence, the painter, he was enabled to sell some pictures which provided for the engravers' first bill. Since he could find no publishers who would accept the risks involved in such an enterprise, Audubon was obliged to be his own publisher, besides personally soliciting the subscriptions from the public. His enthusiasm, however, and his powers of persuasion were so great that by and by he found strong friends and supporters. In 1828 he again went to France where he spent months in canvassing the work and the following year we find he returned to America for the same purpose. His wife was devoted to him through all these trials and frequently traveled with him assisting him in getting subscriptions. While in Europe he was received with distinction, and secured in all 170 subscriptions, of which he later on lost about half due to the financial panic of 1837. While he was abroad he had the good fortune to make many friends among eminent people, such as Herschel, Sir Walter Scott, Christopher North, Cuvier, Humboldt, and St. Hilaire.

The first volume of his great work appeared in London in 1830 and comprised 100 colored plates. It excited much interest wherever it was exhibited, and both the King of

England and the King of France were subscribers. Audubon was given membership in the principal learned societies of London and Paris, and warm expressions of praise were made by such naturalists as Cuvier, Humboldt, Wilson and others. During the publication of the various volumes of the work Audubon made several trips across the Atlantic, and, of course, made numerous and extensive collecting trips through the states, particularly in Florida where he had a vessel provided for him by the United States Government. The work, when completed, comprised four large "elephant folios" of colored engravings and five of letter press and the entire series was completed in 1839.

It is pleasant to realize that although the middle life of Audubon and his wife was filled with privation and poverty, yet as they advanced in years both fortune and fame came in abundance to vindicate their work and to crown their efforts. In 1840 Audubon purchased a beautiful residence on the Hudson, then near, now in New York City. This he named "Minnie's Land" in honor of his wife. This area of ground is now known as "Audubon Park." During the next four years he was busily engaged at his home in the preparation of another edition of his great work. This time on smaller paper in seven volumes which he completed in 1844. It was about this time that Audubon exhibited in New York a wonderful collection of his original drawings containing several thousand pictures of birds, all of which he had studied in their native haunts and all represented with their natural foliage and accessories around them. In 1846 Audubon issued the first volume of his work entitled "The Quadrupeds of America," much of the material for which he gathered in the forests, accompanied by his two sons Victor and John, who with the Rev. John Bachman, of Charlestown, South Carolina, helped to complete the work.

He loved the birds with an indescribable tenderness and his writings concerning them, and concerning his family and his home, and the countries, and the people he visited and knew while studying birds, somehow placed a halo of sacredness over some of the most commonplace events and experiences of life, and his pictures and his words will live as long as human hearts are responsive to nature and to the ideals of love and home.

During his later years Audubon was a fellow of the Linnaean and Zoological Societies of London and the Natural History Society of Paris, of the Wernerian Society of Edinburgh, of the Lyceum of Natural History of New York, and an honorary member of the Society of Natural History of the University of Manchester, and many other scientific bodies.

Audubon has been described as having been tall and remarkably well formed; his forehead was high, his nose long and aquiline, his chin prominent and his mouth characterized by energy and determination; his eyes were dark gray, set deeply in his head and as restless as the glance of an eagle. His manners were extremely gentle and winning and he was held in deep affection by his friends. His conversations were full of point and spirit. Besides his eminent talent as an artist, Audubon was an exceedingly vigorous and picturesque writer. It has been said that some passages of his, descriptive of the habits of birds, are among the finest pieces of writing of that character ever produced in America, and some of them have been made familiar to the people by being published in school readers. Again, he was whole-hearted in his generosity and freely parted with choice specimens, after he had described them, to the U. S. National Museum, and to appreciative friends.

The papers by Audubon which most directly pertain to various phases of life in Kentucky are to be found in his "episodes" and are as follows: "Louisville in Kentucky," "The Ohio," "Fishing in the Ohio," "Colonel Boone," "Kentucky Sports," "A Kentucky Barbecue," "A Tough Walk for a Youth," "Improvements in the Navigation of the Mississippi," "The Traveler and the Pole Cat," "The Eccentric Naturalist," "A Raccoon Hunt in Kentucky," and "A Sugar Maple Camp."

Audubon's great work on birds is by far the most important and the finest in execution of any publication of that character ever issued. Complete copies of the four volumes have been sold in recent years for as high as $12,500 for the set, and single plates have been sold for $700 or $800 in order to complete sets. The set of the work in the Division of Fine Arts in the Library of Congress in Washington is a particularly fine one, and for the past dozen years has been pored over again and again with increasing pleasure by the compiler of this article.

Audubon's death occurred at his home on the Hudson January 27, 1851. His remains were buried in Trinity Church Cemetery near his home, where a fine monument was erected in 1893. His wife lived until 1874 and wrote a biography of her husband which was published in New York in 1878. A new biography by his granddaughter, Maria R. Audubon, was published in 1897. For the benefit of those who may desire to study further the career of this remarkable man it may be added that the most complete and scholarly, as well as the most recent biography, is that by Dr. Francis Hobart Herrick entitled "Audubon the Naturalist, a History of his Life and Times" issued in two volumes in 1917. This work represents long years of collection of data and is a veritable mine of information on the subject.

In view of the above resume it is not difficult to understand why Audubon's memory will always be tenderly cherished by all those who are appreciative of his splendid qualities of mind and heart. A certain Kentucky nature lover, as recently quoted in a Congressional document, has well expressed the universal reverence and affection for him. He said: "I love to think of him . . . when a mist of green is on all the woods, when the rainbow melts in the softening glory of the hills, when the blackbirds come with their swaying, tinkling melody, and there arises the fragrance of the freshly turned earth. And again in the November days I love to think of him when there is a rain of bright leaves in the paths he loved so well, and when the woods are silent as though he too, with the birds had gone to some far off south, leaving the golden memory of his song."

After one, like the compiler of this article, has spent many long hours in a sympathetic study of the records of the career of John James Audubon, it presently will be apprehended that it is not an ordinary routine bit of biographical review of a conventional hero, but that consideration is being given to the story of one of Nature's noblemen and of a great soul.

* * * * *

Uniform Traffic Code Adopted by 34 States

[*Continued from page 37*]

222 per cent; increase in fatalities, 1920-1929, 115 per cent.

Middlewestern substandard or non-licensing states Ohio, Indiana, Illinois, Michigan, Wisconsin, Minnesota, Missouri, Kansas and Nebraska); increase in registrations, 165 per cent; increase in fatalities, 1920-1929, 184 per cent.

Southern nonlicensing states (Virginia, North Carolina, South Carolina, Florida, Mississippi, Tennessee, Kentucky, Louisiana); increase in registrations, 242 per cent; increase in fatalities, 1920-1929, 347 per cent.

(Note: Final figures for 1930 are not yet available.)

Several independent studies of the traffic accident situation show that accident rates are on the average of 29% lower after adopting the license system as compared with the rest of the country. The benefits of the licensing system moreover are cumulative and the licensing states may, therefore, expect a progressively improving accident experience.

The most essential features of the Drivers' License Law are: First, that there be a strong centralized bureau with a competent man in charge and adequately staffed to insure efficient administration; second, that this bureau or commissioner be vested with authority to suspend or revoke licenses for proper cause, recognition being given to the right of appeal to the courts except where revocation is made mandatory under the provisions of the law; third, all new drivers to be given licenses only after examination from which it has been determined that they have a reasonable knowledge of the traffic laws and regulations and are competent to operate a motor vehicle with reasonable safety to themselves and other users of the highway.

The following excerpt from a recent editorial is typical of the sentiment of the press throughout the country on the question of traffic safety.

> "Even after the obviously unfit are barred from the roads there will continue to be some deaths and injuries in automobile wrecks. But the impossibility of preventing all accidents does not warrant failure to attempt at least the elimination of those directly the result of incompetence. The experience of 1930 demonstrates clearly enough that improvement in the average efficiency of the driving public is the next step toward traffic safety. It is equally apparent that the first move toward increasing the level of ability and competence behind the driving wheel is to remove the obviously incompetent and those who have shown by their record inability to operate a car with safety for themselves and others."

Going Back Home

(*Galveston, Tex., Tribune*)

A KENTUCKY federal land bank, analyzing the sale of farms on which mortgages have been foreclosed, asserts that it is not city bred people who are buying them, but country people who had been transplanted in the city and want to get back to the farm. One comment on the statement, made in jest, probably contained a large amount of truth. The back to the farm movement, the observation ran, may be just some of the boys going home to eat.

All of the 163 farms resold by the bank were bought by city men who formerly had been farmers. Some of them had left the farm to seek factory jobs in the city, believing that a regular job and steady income would provide a better living than the uncertainty of return from crops. Others had gone into business and gathered enough money to retire comfortably. But whether the move was actuated by need or otherwise, these former country folk wanted to get back to the farm. They found that, after all, the city has its disadvantages as well as its advantages. The factory workers learned that work was no more steady than crops and that rent and food and such bare necessities take a lot of money out of the pay envelope. They reflected, perhaps, that back on the farm there was no rent to pay and that there was always something to eat, with meat, fruit and garden truck to lay in for the winter.

There should be little suffering on the farm this winter.

Kentucky Progress Magazine Portrays Beautiful Scenes

(*Paris Kentuckian-Citizen*)

THIS month's KENTUCKY PROGRESS MAGAZINE carries many of Kentucky's beautiful scenes that will be most interesting to the traveler and tourist. Kentucky has much to offer in sight-seeing and the fall has been ideal for the traveler.

Included in this number are road views showing the improved highways, the new bridges crossing from Ohio, road scenes from the Big Sandy to the Mississippi River. The new bridges at Maysville, Ashland, Covington, Newport, Louisville, Paducah, Clay's Ferry, High Bridge, showing Dix River and Kentucky River. In addition to many other beautiful scenes there is a very good picture of the home of Governor Garrard, near Paris, built in 1786, which is in a splendid state of preservation. The cemetery and tomb of Governor Garrard is also shown. The Florida-bound tourist will find much of comfort and interest by passing through the State, not overlooking the Blue Grass section, which has no equal in the world.

Attains New Heights

(*Richmond Daily Register*)

THE September issue of the KENTUCKY PROGRESS MAGAZINE gives Madison county unusual favorable publicity. Numerous pictures of points of scenic beauty and historical interest were used in connection with an interesting article by Green Clay on "Scenic and Historic Madison County." The magazine has set a high standard of efficiency as an effective publicity medium through which the tourist attractions of the State are being publicized. It is a standard which, though difficult to maintain, not infrequently attains new heights of achievement in reader interest and pictorial perfection. Such an edition was the September number.

Helping Us "Flood Her"

(*Woonsocket, S. D., News, June* 18, 1931)

MANY places of scenic interest are making bids for tourists this summer with greatly reduced prices for accommodations, etc. We are told that at one resort in Minnesota comfortable cabins may be had for ten dollars a week, furnished. Kentucky is flooding the country with advertising, telling of the cheap vacations that may be had within her boundaries. Many people are taking advantage of these low rates and are seeing many things and places that they probably would never see otherwise, money is kept in circulation and a great many families are enjoying vacations, which is something that every American family is entitled to.

KENTUCKY

To the Nineteen Thirty-Two General Assembly

SECOND BIENNIAL REPORT

OF THE

KENTUCKY PROGRESS COMMISSION

SECOND BIENNIAL REPORT

OF THE

KENTUCKY PROGRESS COMMISSION

MEMBERS

EDMUND W. TAYLOR, Vice Chairman, Frankfort
L. B. SHOUSE, Vice Chairman, Lexington
C. F. RICHARDSON, Sturgis
J. C. MILLER, Ashland
R. E. COOPER, Hopkinsville
W. S. CAMPBELL, Louisville
J. GRAHAM BROWN, Louisville
W. H. BRIZENDINE, Mayfield
R. M. WATT, Pineville
JAMES L. ISENBERG, Harrodsburg
JAMES C. STONE, Lexington
J. ROBERT KELLEY (deceased), Covington

The Governor of Kentucky, Ex-officio Member
and Chairman
HUSTON QUIN, Managing Director
GEOFFREY MORGAN, Acting Executive Secretary
S. FRENCH HOGE, Treasurer

C. FRANK DUNN, Editor KENTUCKY PROGRESS MAGAZINE
DR. HENRY MACE PAYNE, Consulting Engineer on Industries

LETTER OF TRANSMITTAL

Frankfort, Kentucky
December 18, 1931

To the General Assembly of 1932:

We, the members of the Kentucky Progress Commission, transmit herewith the Second Biennial Report of the Commission, citing its expenditures from the Appropriation, and summarizing its activities and program for the 1930-1932 biennium, in conformity with Chapter 163 of the Acts of 1928.

Edmund W. Taylor, Vice Chairman, Frankfort
L. B. Shouse, Vice Chairman, Lexington
C. F. Richardson, Sturgis
J. C. Miller, Ashland
R. E. Cooper, Hopkinsville
W. S. Campbell, Louisville
J. Graham Brown, Louisville
W. H. Brizendine, Mayfield
R. M. Watt, Pineville
James L. Isenberg, Harrodsburg
James C. Stone, Lexington

J. Robert Kelley, (deceased), Covington

Huston Quin, Managing Director
Geoffrey Morgan, Acting Executive Secretary
S. French Hoge, Treasurer
C. Frank Dunn, Editor Kentucky Progress Magazine

SECOND BIENNIAL REPORT
OF THE
KENTUCKY PROGRESS COMMISSION

To The 1932 General Assembly of Kentucky:

The Kentucky Progress Commission, created by the General Assembly of 1928 for the purpose of publicizing and advertising the attractions and resources of Kentucky, reported to the 1930 General Assembly the data and information compiled in 1928 and 1929, and detailed the Commission's activities for said biennium.

The 1930 General Assembly renewed the appropriation of $50,000 per annum covering the fiscal years 1930-1931 and 1931-1932, recognizing the increasing opportunities for Kentucky's development in the competitive programs of leading States, which are investing large sums in the modern movement to advertise and capitalize their resources. (What some other States are doing is shown on page ———)

While directing its publicity to advertise at one and the same time the industrial, mineral, agricultural and touring assets of Kentucky, the Commission realizing that the tourist business is a substantial State revenue producer under the gasoline tax has made the development of the tourist business its major objective. It has recognized that the tourist trade of the United States is now a $3,500,000,000 to $4,000,000,000 per annum business and a quick asset.

With Kentucky's enlarging Highway and Bridge Program in process, linking the State with this continental tourist trade and linking together every touring attraction within the State; with Mammoth Cave becoming a National Park, Cumberland Falls added to Kentucky's outstanding present and potential State Park system, "My Old Kentucky Home," Lincoln Memorial, Jefferson Davis' birthplace, historic Cumberland Gap, old Fort Harrod, Boonesboro, Daniel Boone's grave, Kentucky's noted rivers and palisades, the largest inland embayment in the world, Natural Bridge, "Breaks of Sandy," Herrington Lake, "Hall's Gap," Reelfoot Lake, numerous other caverns, cascades, battlefields, historic homes, etc., and the charm of Kentucky's famed Mountains, Blue Grass, Beargrass, Pennyroyal and Purchase—each endowed with scores of other attractions and shrines portrayed in picture and prose in the Commission's literature—it was logical that the Director of the National Park Service has stated that Kentucky seems destined to become the third largest touring State in the Union.

Increase in Gasoline Tax Receipts

The activities, advertising and literature of the Commission have spread the reputation of the State's growing assets and capitalized the accomplishments of the various State agencies that are upbuilding Kentucky.

The results and possibilities of this work specifically as an outgrowth of Kentucky's enlarging highway system, are vividly emphasized by the amount of gasoline taxes collected by the State.

The collections for 1930, exceeded 1929 by $67,757.18.

The fiscal year ending June 30, 1931 showed an increase over the preceding fiscal year of $378,143.44.

Most encouraging are the collections for the first nine months of 1931 as compiled by the State Tax Commission, (a year when

several States suffered a decrease) which shows an increase of $291,391.76 over the same period of last year.

Inasmuch as the number of licenses issued in 1931 on passenger automobiles is 7,489 fewer than in 1930 and as the increase in licenses on trucks only shows an increase of 656, it seems plain that the tourists are contributing materially to the increase shown above.

The figures on this tax are as follows:

	1930	1931	Increase	
January	$503,046.73	$620,885.59	$117,838.86	
February	509,703.74	558,192.37	48,488.63	
March	620,001.08	601,825.95	18,175.13	Decrease
April	715,058.13	710,099.60	4,958.53	Decrease
May	758,451.92	770,394.04	11,942.10	
June	767,606.23	792,648.31	25,042.08	
July	831,330.07	862,731.42	31,401.35	
August	828,882.97	866,000.85	37,117.88	
September	780,663.52	823,358.04	42,694.52	
Total increase			$291,391.76	

Kentucky Progress Magazine

The Commission has entered upon the fourth year of publication of its monthly periodical, the all-rotogravure KENTUCKY PROGRESS MAGAZINE. It has consistently maintained each month the high standard of excellence that marked the first and succeeding numbers.

Every section of the Commonwealth and every line of development has been covered in this State magazine in a well-balanced program of touring, agricultural, industrial, mineral, commercial, highway, educational and historical articles, all beautifully illustrated and written by authorities on the various subjects.

The demand for the magazine, for use by automobile clubs, chambers of commerce, universities, colleges and schools, has been

much greater than the Commission could supply and keep within its budget for this medium of publicity.

The magazine has a wide distribution covering every State in the Union, the United States possessions and in many foreign countries. It has been classed by National and State authorities as the leading publication of its kind and a model for State publicity.

Recently the States of New York, Massachusetts, Ohio, Illinois, Arkansas and South Carolina have sought full information regarding the publication, stating that these States were preparing to seek Legislative appropriations for a similar periodical and highly commending Kentucky's publication.

The Tourist Guide

"Kentucky—The Blue Grass State"

The Commission prepared what is perhaps the handsomest tourist folder ever published, and has given enormous distribution thereto.

Prior to June, 1931, Kentucky was one of the few States that had no State tourist guide for distribution to the many hundreds of automobile clubs in America.

The Commission, to further the aim to make Kentucky one of the three leading touring States and effectively capitalize Kentucky's historic shrines, scenic attractions and playgrounds, after several months of careful study published the Tourist Guide "Kentucky, The Blue Grass State" in a first edition of 112,000 copies.

The response to this publication was immediate. By October 1 this first edition was practically exhausted and the Commission was compelled to order a second edition of 100,000 copies.

The distribution was made through more than 1600 touring bureaus covering every State in the Union.

Many dozens of letters from managers of touring bureaus are on file in which they say that they consider this Tourist Guide to be the finest publication of its kind.

This Tourist Guide is being used in several schools and colleges, including the University of Wisconsin, in teaching Kentucky history.

Motion Picture

The motion picture, "Kentucky" which had been exhibited in more than 100 cities before the present biennial, has continued in demand as an educational medium for portraying, to the enjoyment of both young and old, the charming scenery, hallowed history, National and State Parks, modern highways and economic progress and advantages of the Commonwealth in industry, agriculture, live stock, mineral resources, transportation, power development and educational equipment.

Schools and colleges have exhibited and re-exhibited the motion picture. Recently the University of Kentucky showed the 8-reel set before an audience of 3,000. The Regional State Park Conference at Frankfort included it in their program. At this writing, the film is in Phoenix, Arizona, for public exhibition.

The negative is owned by the Commission, and as the scenes are completely State-wide in scope, as well as all-inclusive in character of subjects, the negative is susceptible of conversion into a modern sound production at no great expense, used as a basis for the introduction of voice, music and sound effects.

Radio Broadcasts

Broadcasts over leading radio stations, picturing the lure of Kentucky for tourists, have been contributed, as a compliment to the work of the Commission, by prominent outside agencies,

notably the Automobile Club of Pittsburgh, Pa., over KDKA and the Automobile Club of New York City, over WABC and the Columbia Chain.

During November, through the courtesy of the "Ohio School of the Air" to the KENTUCKY PROGRESS MAGAZINE, the following historical series, under the general title "Little Journeys in Kentucky," was broadcast over station WLW:

"Prehistoric Man in Kentucky."
"The Pioneer Period in Kentucky."
"The Kentucky of the 19th Century."
"The Kentucky of Today."

The Progress Commission and the Sinking Fund Commission cooperated in having the recent Inaugural Ceremonies broadcast from the State Capitol.

Pamphlets

The Commission has given wide distribution to pamphlets, prepared and published by it. These pamphlets, which answer many of the question that reach the office from all parts of the country, are as follows.

1. "Kentucky Leads." A general summary of the many attractions and advantages that Kentucky enjoys.
2. "Why not invest in Kentucky," by Kentucky State Tax Commission. An explanation of Kentucky's favorable tax laws on industries.
3. "Why not Move to Kentucky," an account of the agricultural advantages Kentucky offers to home seekers.
4. "Kentucky and Her Minerals." Broadcast from Station WHAS, Louisville.
5. "Kentucky and Her Historic Shrines." Broadcast from Station WHAS Louisville.
6. "Kentucky and Her Resources." Broadcast from Station WHAS, Louisville.

7. "The Kentucky Legislature's Forward Step." Broadcast from WCKY, Covington.
8. "The Value of a Progress Commission." Broadcast from Station WLW, Cincinnati, Ohio.
9. "Kentucky's Industrial Surveys." An inventory of Kentucky's industrial resources and advantages.

These pamphlets and the PROGRESS MAGAZINE advertise the agricultural and industrial advantages of Kentucky, some of which are as follows:

The value of Kentucky's farm lands is the highest of any in the South.

Kentucky farmers can produce a greater variety of crops than farmers in any State in the Middle-west.

Nearly two-thirds of Kentucky's farms are operated by owners.

Kentucky has three of the four (only) all pure-bred livestock counties in the United States.

Kentucky's pure-bred livestock are conspicuously at the forefront in International shows.

Kentucky's Saddle Horses are conspicuously selected Champions.

Kentucky's Thoroughbreds are admittedly in a class "all by themselves."

Kentucky is noted for her sheep and cannot meet the demand for Spring lambs.

Kentucky has the leading Burley, Dark Fired, "One Sucker" and Green River tobacco markets of the world.

Kentucky has 22 industries the largest of their kind in the world.

Kentucky has 13 industries the largest of their kind in the United States.

Kentucky has 17 industries the largest of their kind in the South.

Kentucky since 1919 has enjoyed more rapid growth of manufacturing than, as a group, have either the other Southern States or the remainder of the United States.—Dr. J. W. Martin, Director Bureaus of Research, University of Kentucky.

Kentucky is third in the production of coal.

Kentucky has 36 minerals many of which are yet undeveloped.

Kentucky has the largest rock asphalt deposits in the world.

Kentucky produces more fluorspar than any other State.

Kentucky has the lowest tax rate of all the States.

Kentucky has a 98.7 American-born population (and intelligent labor)

Kentucky is served by either the main line or important divisions of the following railroads.

Louisville & Nashville.	K. & I. Terminal
Chesapeake & Ohio	Ohio & Kentucky
Baltimore & Ohio	Mobile & Ohio
Illinois Central	Clinchfield
Pennsylvania	Tennessee Central
Monon	N. C. & St. L.
Southern	Norfolk & Western
Big Four	

The canalization of the Ohio River from Pittsburgh to Cairo, with its nine-foot stage, has become an assured fact.

Publicizing Kentucky's Favorable Tax Rate

Capitalizing through its many news releases Kentucky's industrial advantages, the Commission has given wide publicity to the fact that Kentucky has the lowest average county and State tax rate of all the States, quoting the State Tax Commission as follows:

"Kentucky has the lowest county and State tax rate of all the States.
"Kentuckians pay $27.65 per capita in taxes, the lowest of all the States.
"The next lowest is $32.40 per capita.
"Kentucky has no State bonded indebtedness.
"Kentucky has a per capita county and Municipal Bonded Indebtedness of $17.51.
"The next lowest bonded indebtedness per capita is $30.63.
"The highest is $140.63.
"Kentucky has no State income tax.
"Kentucky has the most favorable tax on industries of all the States.
"If you think that taxes are too high in Kentucky, where will you move?"

Industrial Surveys

The following surveys, described in detail, were prepared by the Commission to meet the demand of National and State agencies, industrial brokers, utility corporations, universities and

commercial organizations seeking industrial information about Kentucky and were widely distributed. The U. S. Department of Commerce recently has listed them as an adjunct to their research facilities.

Industrial Survey of Kentucky Towns

The Commission, realizing that no adequate commercial progress was possible in Kentucky unless Kentucky towns were possessed of reliable industrial data, sought further expert guidance and made a contract with The American Mining Congress at Washington, D. C., to make a survey to advertise the industrial resources of Kentucky. This outstanding organization turned over to the Commission the services of Dr. Henry Mace Payne, a leader in his field of endeavor. The Commission held industrial conferences in all parts of Kentucky to plan an intelligent preliminary survey. Thanks to the cooperation of about forty Kentucky towns this result was accomplished.

These meetings bared the industrial weaknesses and advantages of Kentucky. Following these meetings organizations were requested to submit to the Commission a copy of their industrial surveys and from these an industrial questionnaire was prepared.

All Secretaries of Chambers of Commerce, industrial experts of railroads, utility corporations and other individuals interested in the commercial development of Kentucky were invited by the Commission to attend a conference at Frankfort to study the questionnaire. The response was gratifying. More than thirty experts attended the meeting. The Industrial questionnaire was studied carefully, amended and approved unanimously. The Commission mailed this approved questionnaire to the responsible representatives of more than 200 towns in Kentucky.

This survey presents an amazing array of figures to an econo-

mist, a student of municipal management and to individuals who desire to take advantage of industrial opportunities offered.

A cursory or superficial scanning of the survey may incline the uninitiated and untrained observer to deplore the fact that it frankly discloses many industrial advantages that have not been developed.

It presents a full year of work to every Chamber of Commerce, civic, commercial or luncheon Club that is interested in placing its town on a parity with others of equal population.

Representatives of railroads and utility corporations ought not to be dismayed at the discrepancies displayed between rates in various towns but should face the facts recorded and be willing to lend their aid in equalizing them.

Many towns, with a high tax rate, probably will make a study to determine if they are receiving results commensurate with taxes paid as compared to towns, with equal population, but with lower taxation and greater advantages.

This survey shows startling differences in prices of building materials, some of them seemingly too high and needing only community cooperation for correction.

Towns of considerable population without a public library, hospital, public park and other modern necessities are expected to be enterprising enough to correct this situation. Other towns will find, by comparison, that they are paying too much for fire insurance and that a small increased expenditure for additional fire protection would save their citizens many thousands of dollars in insurance.

These are merely a few of the studies that this survey suggests. Definite results are dependent upon the initiative of enterprising communities.

Classified Directory of Kentucky Industries

Added to its other activities, surveys and publicity, the Commission, through the American Mining Congress, has completed and compiled a Directory of the Classified Industries of Kentucky. This directory is meant for both home consumption and for the convenience of prospectors and investors.

There are listed fifteen of the twenty-two Kentucky industries, the largest of their kind in the world; seven the largest in the United States, and fifteen the largest in the South. This is evidence that Kentucky is a prominent industrial State or these large enterprises could not continue and flourish.

This directory also indicates, by comparison with a similar effort compiled about three years ago, that Kentucky is especially adapted to certain lines of industry as evidenced by the increased number of plants and employes.

This increase is noticeable in meat packing plants, canning factories, dairy products plants, tobacco factories, hosiery and knitting mills, overall and clothing factories, brick, and especially fire brick plants, wood working plants of all kinds, and printing, lithographing and rotogravure establishments.

The Directory also demonstrates very forcibly that manufacturers are overlooking numerous industrial opportunities, including the following:

Kentucky, listed as third among the States in the production of coal, yet with by-products plants almost conspicuous by their absence.

Kentucky, right in the middle of the map, within easy reach by rail, water and air with communities calling for annually increasing demands for cement, abundantly supplied with limestone, shales, coal and electric energy, yet with only one cement plant.

Kentucky, the proud possessor of the best to be found in ball, sagger, wad, pottery and other clays that are being shipped to plants in practically every State, but comparatively none to home industries.

Kentucky, rich in the best quality of glass sands in close proximity to low priced natural gas, but without a glass factory.

Kentucky, first among the States in miles of running water, much of it free from undesirable minerals, yet without a rayon factory or other synthetic fibre products plant.

Kentucky, a State that grows hemp and buckwheat, but can boast of only one small hemp factory and no buckwheat mill.

Kentucky, with deposits of fullers' earth, lead and an abundance of other mapped minerals all lying neglected.

There are numerous other industrial possibilities with an intelligent class of labor.

"Flow of Goods" Survey

This survey, made by the Commission, embracing over 12,800 replies is based on carload lots, and does not include L. C. L. shipments. Doubtless certain manufacturers or counties may feel incompletely recorded. Every effort has been made to make this survey complete, and any omissions are due to failure on the part of interrogated parties to supply the requested information. It is believed, however, that this survey represents a high percentage of the carload lot shipments in and out of the State of Kentucky.

In presenting it as a reference medium, the survey does not purport to include goods manufactured in Kentucky and consumed within the State. For these data, the United States Census of Manufacturers should be consulted. A number of large industries ship a gratifyingly large amount of goods, but not in carload lots.

Classified Directory of Kentucky Industries

Added to its other activities, surveys and publicity, the Commission, through the American Mining Congress, has completed and compiled a Directory of the Classified Industries of Kentucky. This directory is meant for both home consumption and for the convenience of prospectors and investors.

There are listed fifteen of the twenty-two Kentucky industries, the largest of their kind in the world; seven the largest in the United States, and fifteen the largest in the South. This is evidence that Kentucky is a prominent industrial State or these large enterprises could not continue and flourish.

This directory also indicates, by comparison with a similar effort compiled about three years ago, that Kentucky is especially adapted to certain lines of industry as evidenced by the increased number of plants and employes.

This increase is noticeable in meat packing plants, canning factories, dairy products plants, tobacco factories, hosiery and knitting mills, overall and clothing factories, brick, and especially fire brick plants, wood working plants of all kinds, and printing, lithographing and rotogravure establishments.

The Directory also demonstrates very forcibly that manufacturers are overlooking numerous industrial opportunities, including the following:

Kentucky, listed as third among the States in the production of coal, yet with by-products plants almost conspicuous by their absence.

Kentucky, right in the middle of the map, within easy reach by rail, water and air with communities calling for annually increasing demands for cement, abundantly supplied with limestone, shales, coal and electric energy, yet with only one cement plant.

Kentucky, the proud possessor of the best to be found in ball, sagger, wad, pottery and other clays that are being shipped to plants in practically every State, but comparatively none to home industries.

Kentucky, rich in the best quality of glass sands in close proximity to low priced natural gas, but without a glass factory.

Kentucky, first among the States in miles of running water, much of it free from undesirable minerals, yet without a rayon factory or other synthetic fibre products plant.

Kentucky, a State that grows hemp and buckwheat, but can boast of only one small hemp factory and no buckwheat mill.

Kentucky, with deposits of fullers' earth, lead and an abundance of other mapped minerals all lying neglected.

There are numerous other industrial possibilities with an intelligent class of labor.

"Flow of Goods" Survey

This survey, made by the Commission, embracing over 12,800 replies is based on carload lots, and does not include L. C. L. shipments. Doubtless certain manufacturers or counties may feel incompletely recorded. Every effort has been made to make this survey complete, and any omissions are due to failure on the part of interrogated parties to supply the requested information. It is believed, however, that this survey represents a high percentage of the carload lot shipments in and out of the State of Kentucky.

In presenting it as a reference medium, the survey does not purport to include goods manufactured in Kentucky and consumed within the State. For these data, the United States Census of Manufacturers should be consulted. A number of large industries ship a gratifyingly large amount of goods, but not in carload lots.

To have adequately listed these with their destinations, would have entailed the employment of a corps of men at a prohibitive expense, and when completed, conditions would have been so altered as to make the compilation relatively useless.

As it is, the survey shows industries on a carload lot basis, aggregating $37,223,778 of goods brought into the State and $218,214,008 shipped out, to which may be added coal, oil, gas, rock asphalt, fluorspar and clay amounting to $120,440,103, which although raw material, nevertheless bespeaks a substantial pay roll and adds greatly to the favorable trade balance.

The survey shows 118 general classes of goods bought in 34 States and imported from 10 foreign countries, while shipments from Kentucky go to every State in the Union and 67 foreign countries.

The U. S. Department of Commerce shows for 1927 $447,765,000 of manufactured goods in the State. Of this amount a large portion was consumed domestically and a substantial amount made up the thousands of L. C. L. shipments of which no record is available. It is apparent that approximately 50% of all goods produced in Kentucky reaches interstate destination in carload lots, which is a highly creditable showing and places Kentucky in an enviable position as an industrial State, with a trade balance of over 900%.

Industrial Development Convention

The Commission has worked in close cooperation for the past three years with the American Mining Congress, and this year invited the Congress to hold its Sixth Annual Industrial Development Conference in Kentucky. The invitation was accepted and the Convention was held in Louisville March 16-18, 1931.

This conference attracted executives of railroads, utility cor-

porations, manufacturing and mining companies and chambers of commerce and boards of trade. This gathering enabled the Commission to again stress the many industrial advantages that Kentucky has to offer.

The proceedings of this convention were published in book form by the Commission and have been given wide distribution by the American Mining Congress.

Agricultural Relief

The year 1930 was one of agricultural devastation and disaster due to an unprecedented drought that sered and withered crops in Kentucky.

National financial relief was offered but funds could not be disbursed until reliable information as to individual needs had been obtained.

The Agricultural Secretary of the Progress Commission prepared a questionnaire for a farm survey that could serve for general use and after it had been put into practical use in a typical instance in Franklin County by the Agricultural Agent and the Frankfort Chamber of Commerce as the basis for a county wide survey of 1400 farms completed in four days, it was adopted by the Kentucky Committee on Agricultural Relief and later by the U. S. Department of Agriculture as a standard plan.

Photographs for Publicity Purposes

The Commission's file of 8,000 photographs, representing interesting Kentucky subjects of great variety and wide-spread, has been the means of getting valuable publicity for the State in outside magazines, newspapers and educational institutions.

A 12-volume history of "Historic Trees of America," soon

to be published by Miss Barbara Bayne, Tree Historian of America, will include one entire volume of Kentucky history as a result directly of the Commission's historical research and supplying of photographic subjects. The Literary Guild of America and other prominent authorities and publishers used photographs from the Commission's files.

Upon request, the University of Copenhagen, Denmark, was furnished with a complete set of prints, embracing Kentucky resources and development, for university study.

The Commission had prepared and presented a handsomely framed set of Kentucky agricultural scenes, to be included in the collection from the various states in the offices of the U. S. Secretary of Agriculture, Washington, D. C.

Syndicated Features

Notable syndicated features, designed to attract the attention of the traveling public to Kentucky's superior advantages as a recreational region, were procured at no cost to the Commission.

Among these were a series of art drawings descriptive of Kentucky's shrines, syndicated to the press by the American Highway Educational Bureau, of Washington, D. C., and picture subjects, including colorful scenes at the Kentucky Derby, Kentucky's participation in the christening of the S. S. Manhattan, modern highways and bridges and outstanding scenic attractions, syndicated by various national newspaper organizations.

Paid Advertising

The most pretentious and probably the most profitable paid advertising was placed in the tour books and maps of the American Automobile Association. The AAA publications, comprising five tour books covering the entire United States and Canada and

a complete series of regional and State maps, were calculated to reach the greatest percentage of motorists in North America.

The Commission's advertising appeared in 4,976,000 pieces of literature and was distributed by 1,097 AAA Clubs in the United States and Canada.

As a result of the Commission's activity along this and its other lines of publicity and advertising, *a test of touring knowledge, conducted by the American Automobile Association at its 1930 convention, brought out the fact that AAA touring bureau directors graded 96% on Kentucky, the next closest being Maine with a grade of 84%.*

The Commission is conducting a campaign of tourist advertising in 125 Kentucky newspapers, setting forth in pictures and descriptions the touring attractions of Kentucky.

The Kentucky Press

The members of the Kentucky press have generously supported the efforts of the Commission to develop needed information on resources, acquaint each community and section with the aims and State-wide scope of the development program and to arouse interest in all things for the betterment of the Commonwealth.

News releases of the Commission designed to aid in the organization of relief committees for the drouth, to emphasize industrial opportunities, to assemble data on objectives for historical marking and to outline the monthly program of publicity carried on through the medium of the KENTUCKY PROGRESS MAGAZINE were given liberal space by the Kentucky newspapers.

Editors unstintedly reinforced the Commission's efforts with editorial appeals and with local contributions of data on resources.

List of 4,500 Ex-Kentuckians Compiled

Through the cooperation of the editors of Kentucky newspapers the Commission has compiled and card indexed the names and addresses of more than 4500 native born Kentuckians who are now residing outside Kentucky. These names came from every State except two and from 14 foreign countries.

All of these former Kentuckians have been mailed copies of the Commission's tourist literature and many letters of appreciation have been received.

The Commission found this to be an effective method of advertising the touring attractions of Kentucky, as many of these former Kentuckians have naturally taken pride in showing this literature to their neighbors.

Historical Markers

With a view to capitalizing for the induction of tourist travel the many sacred shrines of Kentucky history to be found in every county in the State, the Commission appointed committees to select the most important spots and set aside from its appropriation the sum of $5,000 to start a State-wide program of historical marking.

Patriotic societies long identified with this memorial work have co-operated with the Commission in the plans while continuing to carry on their own splendid program along this line.

The value of such marking has been demonstrated by other States that have appropriated amounts up to hundreds of thousands for historical marking and as a result have reaped a rich harvest in tourist trade.

Kentucky Banking Situation Helped

The Managing Director of the Commission spent considerable time this year in helping to reorganize pivotal banking struc-

tures. Seemingly insurmountable obstacles had to be overcome and numerous legal tangles straightened out to accomplish reorganization of one of the oldest financial institutions in Kentucky.

Mammoth Cave National Park

The Commission's Managing Director who is Chairman of the Kentucky National Park Commission, devoted a great deal of his attention to the substantial progress made to meet the requirements of the National Government so that this area can be converted into a National Park.

The support given by the 1930 Legislature to the all-Kentucky movement to acquire a sufficient area to establish Mammoth Cave National Park, required under the Act of Congress, excited Nation-wide inquiry for literature and information about the National Park by tourists, touring agencies, commercial organizations and literary clubs, and the Commission has answered and supplied literature to hundreds of these inquirers.

The KENTUCKY PROGRESS MAGAZINE has devoted one entire issue and several part issues to illustrated articles on the National Park area, and the Tourist Guide, "Kentucky," gives equal prominence to this, Kentucky's major recreational project.

The increased interest engendered by the Legislature's action and the resultant publicity has been a prominent factor in the marked growth of gasoline tax receipts from tourists.

Financial Statement of Appropriation

July 1, 1929 to June 30, 1930—July 1, 1930 to June 30, 1931

RECEIPTS		
State appropriation	$ 50,000.00	$ 50,000.00
Paid to State Treasurer from Association Funds	64.75	
	$ 50,064.75	

Disbursements		
Advertising	7,693.55	7,570.00
Stationery, printing and binding	725.25	19,812.48
Postage, Freight, Express	10,840.59	3,961.34
Motion Picture-Exhibiting	38.00	
Periodicals	.60	
Telephone, Telegraph	927.68	559.40
Motion Picture	191.44	83.92
Office Supplies and Equipment	656.77	401.67
Photos	5.60	61.25
Progress Magazine	28,920.58	17,239.94
Miscellaneous	60.00	310.00*
Returned to State Treasury	4.69	
	$ 50,064.75	$ 50,000.00

* Two State Flags $250.00
Clipping Service 60.00

The Kentucky Progress Association

The Kentucky Progress Association, the auxiliary authorized by Section 4 of the Act, is conducted by the Commission in the nature of a State Chamber of Commerce, the Commission constituting its directorate as prescribed in the law, and was designed by the Legislature to finance the work of both the Commission and Association. Voluntary paid memberships are classified and recorded. The funds of the Association, as provided by the Act, are used to pay the salaries of employes and all office work and overhead, as such expenses cannot be paid from the Legislative appropriation. The Commissioners receive no salaries and no expenses.

The effort to maintain this Association intact even during the period of depression has been sustained by cooperation from loyal Kentuckians. The Association subscriptions during the "depression" have been augmented by a temporary loan of $7,500 advanced by the members of the Commission.

Wide-spread Inquiries

Among the activities of the Association is the answering of all inquiries.

The Commission receives large numbers of these inquiries about Kentucky from all over the United States and many letters of inquiry received by other State Departments are referred to it. Every letter is given prompt attention and used as an opportunity for effectively distributing information and literature.

The scope of these inquiries covers the widest varieties of subjects.

Requirements for corn-stalk paper mills, soy bean oil mills, mineral wool plants, ball, sagger and wad clay plants, cement plants, milk products plants, overall and garment factories, canneries, furniture, cooperage and many other plants.

Samples of minerals have been received asking for analyses and markets for bauxite, fullers' earth, dolomite limestone for the manufacture of mineral wool, ferruginous limestones and shales, silica flour, galena, barytes, ball, sagger and plastic clays, gypsum, calcite, oil shales and other minerals.

Requests for lists of wholesale buyers of fruits and vegetables, tobacco brokers, barber shops, beauty parlors, textile manufacturers, pop corn buyers, cooperage plants and cotton gins. Markets for cantaloupes, silica flour, sulphur dioxide, lespedeza seed and other products. Inquiries as to Kentucky's refrigeration code and data on egg breaking plants supplying bakers and confectioners.

Requests for copies of pension laws, marriage and divorce laws, constitutional laws, tax laws, educational laws, etc.

All received courteous replies backed by reliable information.

On record in the files of the Commission, accessible to inspection, are letters from all parts of the United States commending Kentucky's activities.

Audit of Appropriation and Association Funds

The State Inspector and Examiner audited the appropriations of the Commission and the funds of the Association as of September 30, 1930, and made his report a matter of record and of public

knowledge. Request for a current report has been made by the Commission.

Publicity Tours of Executives and Commissioners

The Managing Director accompanied in most instances by one or more of the Commissioners has met with luncheon clubs and civic organizations in all parts of Kentucky and was given an opportunity to tell of Kentucky's future agricultural, industrial and tourist possibilities and to give a report of the work of the Progress Commission.

The meetings were held at Fulton, Mayfield, Paducah, Sturgis, Henderson, Hopkinsville, Harlan, Pineville, Corbin, Williamsburg, London, Lagrange, Eminence, Ashland, Louisa, Catlettsburg, Maysville, Greenup, Pikeville, Paintsville, Lawrenceburg, Richmond, Harrodsburg, Lexington, Lancaster and Winchester.

Additional Industrial Conferences, by the Commission, besides those recorded in the last report to the Legislature, were held at Louisville, Covington, Newport, Ashland, Cynthiana, Georgetown, Nicholasville, Fulton, Lebanon, Campbellsville, Morehead, Olive Hill, Mt. Sterling, Winchester, Richmond, Irvine and Beattyville.

Chicago "Century of Progress" Exposition

The advance interest by all States in the "Century of Progress" Exposition, to be held in Chicago in 1933, excited Kentucky's attention, and in response to urgent requests from Exposition officials to have Kentucky avail itself of the opportunity to select choice exhibit space, the Commission sent representatives to Chicago and made tentative reservations for Kentucky's State Building and display of resources and has participated in activities of the other agencies at work on preliminaries.

Definite reservations can be made only by Legislative author-

ity and appropriation, as in the case of Kentucky's representation at the St. Louis Louisiana Purchase Exposition in 1904.

The acquisition of necessary exhibit space and the rental of a State Building in the colonnade of State buildings which must be consummated by March, 1932, has been estimated to cost a minimum of $75,000. The Kentucky participation in the St. Louis Exposition cost more than $100,000.

What Other States Are Spending to Attract Tourists

California spends over $1,000,000 a year. Result: The population shows an increase of 65.7 per cent in last census.

Florida spends over a half million dollars a year. Result: Its population shows an increase of 51.6 per cent in last census.

Colorado raised $350,000 to advertise "Colorful Colorado." There were 7,500 subscribers. Approximately 600,000 people visited Colorado last summer by private automobiles from other States.

New England States are advertising vividly as a group interest. The attraction of tourists is their enthusiastic purpose.

North Dakota spends 60,000 annually to exhibit her agricultural products at outside State Fairs.

Michigan and Wisconsin are spending hundreds of thousands of dollars to capitalize a short summer season.

According to figures compiled by its highway commission last year, the tourist industry brought $134,659,470.00 into Wisconsin.

Virginia, rich in history, is devoting its publicly-subscribed funds, amounting to $132,000, almost wholly to tourist advertising.

Oregon is spending $150,000 annually in a five year agricul-

tural program that has attracted 3,000 families to purchase $14,000,000 worth of land.

Other States have adopted programs of advertising that call for funds comparable to the States named.

Bermuda, in spite of business depression broke all past tourist records by going after business with increased advertising.

Recommendations

With the foregoing record of the expenditures of Legislative appropriations since the creation of the Commission and the opportunities for the continuance and profitable enlargement of the program designed and outlined in the model plan adopted by the 1928 Legislature, the Commission avails itself of the invitation embodied in the Act to recommend "future methods of advertising the Commonwealth and its resources and advantages" and respectfully requests:

1. The continuation of the Kentucky Progress Commission with a renewal of appropriation for the biennium, beginning July 1, 1932, commensurate with the growing possibilities and opportunities for National publicity of Kentucky's development, described in this report.

2. An appropriation of $75,000 for adequate representation for Kentucky at the Chicago "Century of Progress" Exposition, to be held in 1933.

*Act Creating the Kentucky Progress Commission by the 1928 Kentucky Legislature

An Act to promote the development of the Commonwealth of Kentucky, creating a Commission to be known as the Kentucky

*Acts of the General Assembly of the Commonwealth of Kentucky, Chapter 163, 1928.

Progress Commission, prescribing the number and qualifications of the members thereof, constituting the Governor an ex officio member and Chairman of the Commission; providing for employes, and the method for procuring funds to pay costs of operation; defining the powers and duties of the Commission; and appropriating funds to enable it to publicize the advantages and attractions of the Commonwealth.

Whereas, the Commonwealth of Kentucky, by reason of the natural resources, geographical location, transportation facilities, American-born labor supply, developed and potential electrical power, and favorable tax laws offers advantageous locations for industries; and,

Whereas, its varied and fertile farming lands offer opportunities for agricultural development; and,

Whereas, its unusual and varied scenic attractions and historic setting should attract tourists in large numbers; and,

Whereas, a dissemination of this and other similar information regarding Kentucky, through said Commission and through the local civil organizations in various cities and towns of the Commonwealth would promote its growth and development, Now therefore,

Be it enacted by the General Assembly of the Commonwealth of Kentucky:

§ 1. There is hereby created a Commission of twelve members, to be known as the Kentucky Progress Commission. The original members of this Commission and all vacancies occurring therein for any cause, shall be appointed by the Governor, who shall be ex officio a member and chairman thereof, to serve until July 1, 1930, and until their successors are appointed and qualified.

§ 2. The members of the Commission shall be appointed

without reference to their party affiliation. They, and each of them, shall be men of high standing and reputation, who have been active and experienced in some form of civic work, and by reason of such work and experience are known to be vitally interested in the progress and development of the Commonwealth of Kentucky.

§ 3. That the members of the Commission shall within a reasonable time after their appointment, and before entering upon their duties as members of the Commission take the constitutional oath of office.

§ 4. That the said Kentucky Progress Commission is empowered, authorized and directed to organize a Kentucky Progress Association, to be composed of individuals, partnerships, corporations, associations, organizations or any other character of business interest within the Commonwealth who shall subscribe to membership therein through annual membership dues, and the funds so received shall be used by the Kentucky Progress Commission for paying its overhead expenses and for furthering the purposes of said Commission and supplementing the appropriation provided herein, but no member of the association shall in anywise become liable for any obligation of the commission or association beyond his subscription by reason of his membership. The Kentucky Progress Commission herein created shall be the governing board of the Kentucky Progress Association and shall direct the affairs of said association. All of the expenses of said commission, including their traveling expenses, the salaries of all employes and all other overhead cost of operation of said commission shall be paid out of the funds received from the Kentucky Progress Association, and none of the funds herein appropriated shall be used or expended for said purposes but shall be expended only for such publicity purposes as deemed advisable by the said commission.

§ 5. The funds herein appropriated shall not be paid to the Kentucky Progress Commission, but to the extent of the appropri-

ation shall be paid by the State Treasurer upon certification of the Governor and the Executive Secretary of the said Commission for accounts contracted as provided herein.

§ 6. The Commission shall hold its first meeting within thirty days following the approval of the bill by the Governor, and shall organize by the election of one or more Vice-chairmen, and a Treasurer. The Vice-chairman shall be elected from the membership of the Commission. The Commission in its discretion may select for Treasurer any banking institution in this Commonwealth, an individual or individuals, and if an individual or individuals should be selected it will be optional with the Committee whether the selection shall be made from its membership. The Commission shall select a Secretary who shall be selected because of his special qualifications in civic and publicity work. The Commission may employ number of employes necessary to carry out the purposes of the Commission, including clerical help whose salaries shall be paid out of the funds of the Kentucky Progress Association. The Commission may adopt appropriate rules and regulations governing its meetings and other details in connection with its work.

§ 7. The principal office of the Commission shall be at the State Capitol, at Frankfort, where it shall be furnished with suitable office and equipment. The Commission may, however, from time to time as its business may require, open and establish other offices within the Commonwealth.

§ 8. The Commission shall promote the development of the Commonwealth of Kentucky, making a general study of its resources, facilities and advantages for agricultural, commercial and industrial development and for the attraction of tourists to the Commonwealth and shall have power and authority in general to do and perform all things not otherwise prohibited by law, which

are calculated to promote the progress and development of the Commonwealth of Kentucky.

§ 9. It is hereby made the duty of each department of the State Government, created by and operating under existing laws, to co-operate in every way with the Kentucky Progress Commission, giving it access to all statistical data and information which it may possess and which may be utilized by said Commission in making its surveys.

§ 10. For the purpose of advertising the advantages and attractions afforded by the Commonwealth, there is hereby appropriated out of the general funds in the treasury of the Commonwealth of Kentucky, not otherwise appropriated, the sum of fifty thousand ($50,000.00) dollars a year for the fiscal years 1928-1929 and 1929-1930, to be expended under the supervision of said Commission, which shall be used only for said publicity purposes and the costs incidental thereto.

§ 11. The Commission shall prepare and submit to the General Assembly, which convenes in January, 1930, a report in which shall be compiled all of the useful data and information pertaining to the development of the Commonwealth which has been acquired by the Commission as a result of its study of the subject during the years 1928 and 1929. Said report shall also contain the recommendations of the Commission covering future methods of advertising the Commonwealth and its resources and advantages, the location of new industrial and business enterprises, the development of its agricultural, mineral and natural resources, and the legislation needed, if any, to aid in the future development of the Commonwealth.

§ 12. All laws or parts of laws in conflict herewith are hereby repealed and in the event any section of this Act shall be held to be unconstitutional the same shall not affect the remaining sections thereof.

Missed...AGAIN!

A FAT man's always missing out on things—trains, jobs, good times, health, everything that makes life a bit better. And no wonder—we haven't time these days to wait around for men who're too lazy to make themselves presentable. It's easy to leave those ungainly pounds behind—just try the 14-day Pluto Water treatment! A quarter of an ordinary glassful in a glass of hot water each morning and your waistline starts shrinking! That fear of doctors, insurance men and strangers is over. And so are those snickers you hate! Your druggist has Pluto Water for you. Mail coupon for free reducing book, "Cutting down the Waistline", telling how moderate exercise, food selection, and Pluto will help you.

PLUTO WATER

AMERICA'S LAXATIVE MINERAL WATER

WHEN NATURE WON'T, PLUTO WILL

FRENCH LICK SPRINGS HOTEL COMPANY
French Lick, Indiana

Please send me free copy of "Cutting Down the Waistline" containing exercises and food suggestions.

Name.....

Address.....

City .....

PLUTO
America's Laxative Mineral Water

ONE CLEAR FACT

. . . Out of a tangle of claims about gasoline

. . . one clear fact stands out . . .

THAT GOOD GULF GASOLINE

is bought more places by more people in Gulf's 27 states because car owners buy on performance . . . the only fact that counts.

GULF

GULF REFINING COMPANY
INCORPORATED

The Cost of Power

POWER is cheaper at the generating station than it is in your home. But it is of no use to you until it has been delivered. And it costs money to deliver it.

The chief value of electric power service is the fact that it is ready where you want it and when you want it.

And just as the delivery of power makes it of greatest value to you, so the delivery of power is the principal part of the cost of serving you. Facilities for the distribution of power must be kept constantly in readiness for your demand.

One of the things which has kept down the cost of delivering power is the inter-connection of groups of towns in a single power system. By linking up customers who demand power at different times, it has been possible to make more efficient use of the transmission facilities, and to provide a better quality of service.

KENTUCKY UTILITIES COMPANY

INCORPORATED

DEARING, INC., LOUISVILLE