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KENTUCKY PROGRESS MAGAZINE

IT WON'T
BE LONG NOW

OFFICIAL PUBLICATION OF THE  KENTUCKY PROGRESS COMMISSION

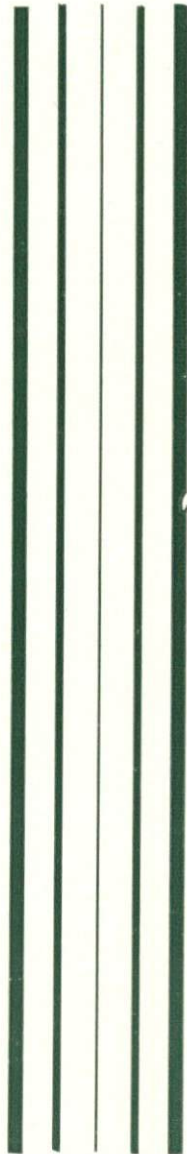
MARCH 1932
VOL. 4 NO. 7

STATE CAPITOL
FRANKFORT KENTUCKY

25¢ THE COPY
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Kentucky As A Tourist State

Editorial, Lexington Leader



NOT long ago Mr. Albright, director of the national park system, made the statement that Kentucky, before very long, will become the third most important tourist State in the Union, and that the Smoky Mountains Park, in Tennessee, will be more popular than any park in the West.

Kentucky is unique in many ways. Its reputation has gone far and wide. Most people throughout the United States think of it as a State apart, with a distinction, a personality, a flavor, an atmosphere possessed by no other. Even in Europe, where the people generally are abysmally ignorant of America, Kentucky is known better than any of the other States.

But there has been a failure until very recent years on the part of the people of this State to make known to the country at large the historic shrines and landscape beauty as worthy of high rank and calculated to attract universal attention and interest. They have had no adequate notion of the importance of tourist traffic or of the value of advertising the State.

Only the other day an eminent educator who has lived in and traveled over every square mile of California, declared that its attractions are not to be compared with those of this State, and that there is nothing in California that is more impressive than the gorge of the Kentucky River and the Blue Grass region with its pastoral charm.

There has come an awakening in recent years to the value of such advertising as the *PROGRESS MAGAZINE* has been doing and to the drawing power of Kentucky's historic shrines and natural beauty of rolling plain and mountain gorge and valley. The creation of a national park around Mammoth Cave, the preservation and dedication of Cumberland Falls as a State park, the fight over which made it known to the entire Nation, the building of good roads and of bridges, and the labors of Kentuckians who have been aroused to the possibilities of the State as a tourist paradise, have been having a striking effect.

Ohio alone has enough tourists interested in Kentucky to furnish the State a steadily increasing and important tide of travel. But Kentucky is near the center of population. Pennsylvania, Ohio, Indiana, Illinois, populous and wealthy, are on the northern boundary. Virginia, West Virginia, North Carolina, Tennessee, Missouri and Arkansas surround it on other sides of the State line. In all these States together there are millions who have a desire to visit Kentucky.

The new park-to-park highway, whose only broken links are in Kentucky, links which are now being supplied as rapidly as possible, has been dedicated, placed on the United States road maps, and is being advertised. It is 1,700 miles in length, passing through five States, with more than 500 miles of it in Kentucky, entering the State at Cumberland Gap, passing through Corbin, via Cumberland Falls, to Mammoth Cave, Glasgow, Hodgenville, Bardstown, Louisville, Frankfort, Lexington, Ashland and so back to the national capitol. It binds together the Shenandoah, the Smoky Mountains, and the Mammoth Cave national parks and offers a variety of scenery and a wealth of historical associations to be found in no other equal area on the continent.

Kentucky Progress

MAGAZINE

GOVERNOR
RUBY LAFFOON
CHAIRMAN

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



KENTUCKY PROGRESS COMMISSION

PUBLICATION OFFICE
1100 W. Broadway, LOUISVILLE, KY.

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STATE CAPITOL, FRANKFORT, KY.

VOL. IV

MARCH, 1932

NO. 7

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C. FRANK DUNN, Editor

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

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EDITORIAL

The K. P. A. Endorses State Publicity Program

THE members of the Kentucky Press Association, loyal workers year in and year out for the progress and development of their respective communities and the State as a whole, have done us the honor to unanimously commend the publicity efforts of the Kentucky Progress Commission, and with a deep sense of appreciation, we take this occasion to thank them for their hearty co-operation in the State program of publicity, carried on through the publication of the KENTUCKY PROGRESS MAG-

AZINE and other media, and for the many editorial compliments they have published from time to time.

With Kentucky's unlimited opportunities, there is no end to the possibilities that may be capitalized with the press of the State unanimously boosting organized effort toward development. Kentucky has "the goods," and in great variety. Publicity is the major factor in their "sale," and with the same generous support in the future that has been so cordially extended in the past, the combined efforts of the Kentucky Progress Commission and the Kentucky Press Association cannot fail—unless all worthy effort fails—to "click" emphatically and regularly in the sphere of progress.

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Danville, Ky., Jan. 27, 1932.

Mr. C. Frank Dunn,
Frankfort, Ky.

Dear Mr. Dunn:

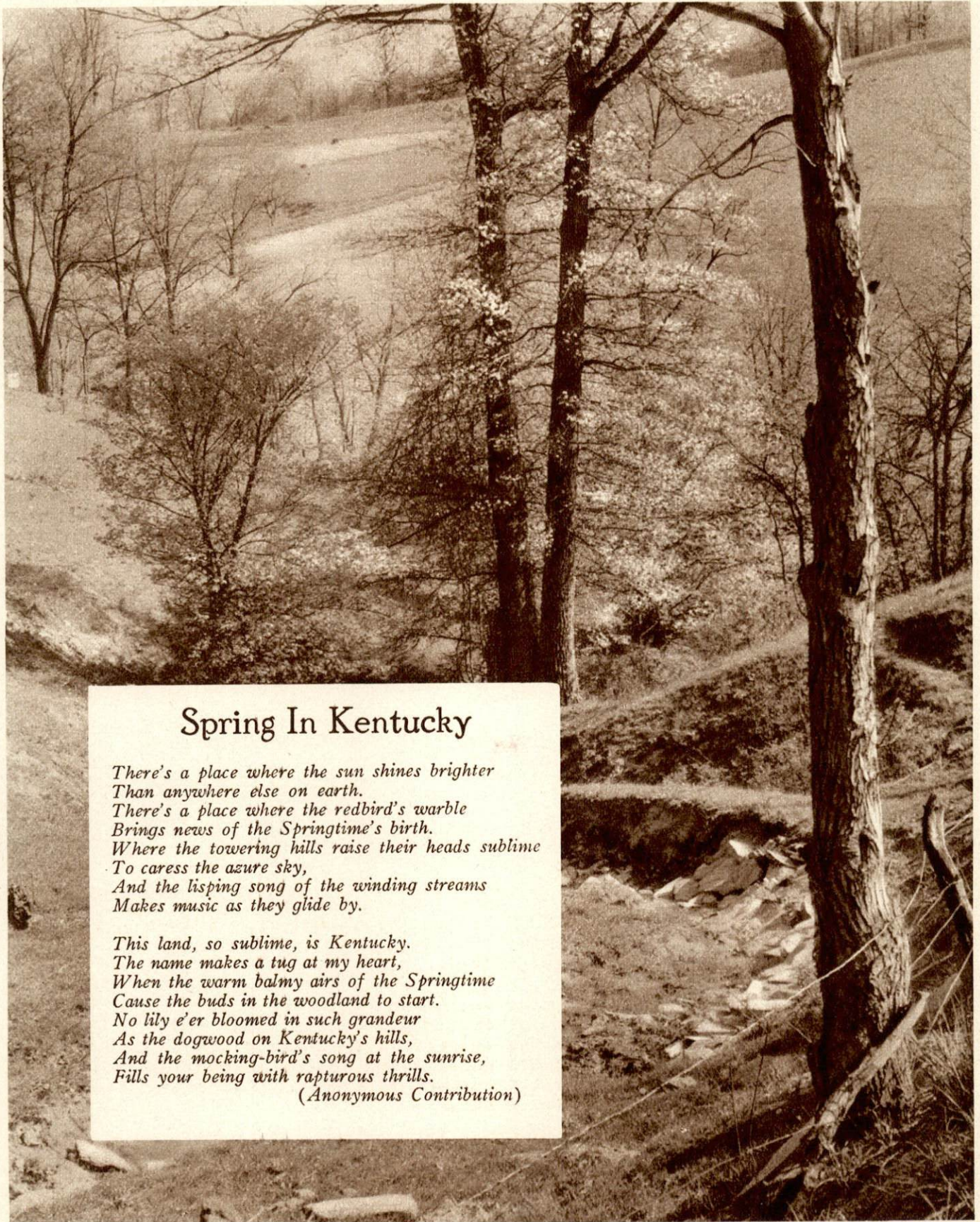
At the close of the annual mid-winter meeting of the Kentucky Press Association in Louisville Saturday afternoon resolutions were unanimously adopted, and one paragraph in the resolutions read as follows:

"We wish to endorse the unusually effective work of the Kentucky Progress Commission and to recognize the value of the Kentucky Progress Magazine for its advertising value in bringing tourists and sight-seers to points of interest throughout the state."

Yours very truly,

J. Curtis Alcock
Sec'y K. P. A.

Spring Will Soon Be Here



Spring In Kentucky

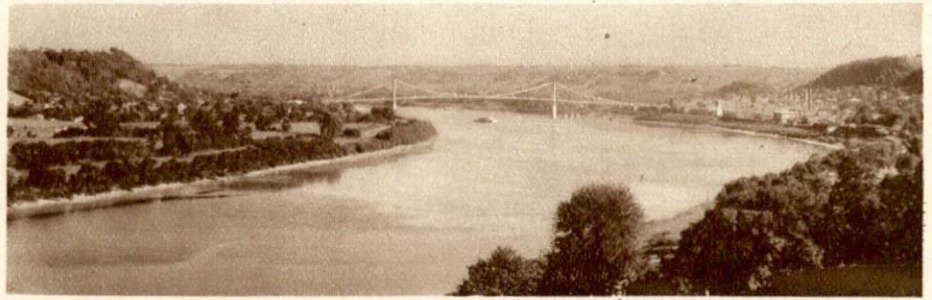
*There's a place where the sun shines brighter
Than anywhere else on earth.
There's a place where the redbird's warble
Brings news of the Springtime's birth.
Where the towering hills raise their heads sublime
To caress the azure sky,
And the lisp'ing song of the winding streams
Makes music as they glide by.*

*This land, so sublime, is Kentucky.
The name makes a tug at my heart,
When the warm balmy airs of the Springtime
Cause the buds in the woodland to start.
No lily e'er bloomed in such grandeur
As the dogwood on Kentucky's hills,
And the mocking-bird's song at the sunrise,
Fills your being with rapturous thrills.
(Anonymous Contribution)*

The Beauty of Kentucky Streams



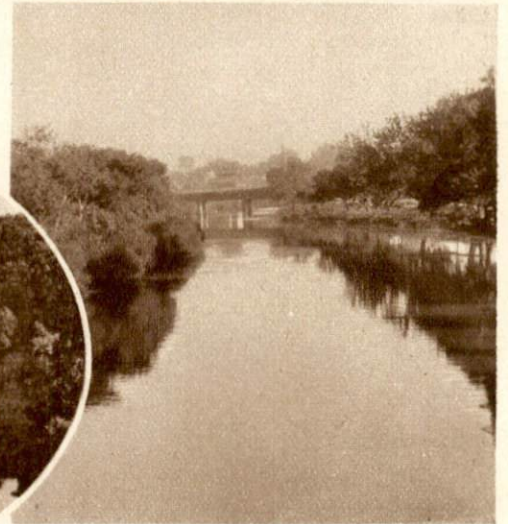
A high cliff in Garrard County.



The Ohio River at Maysville.



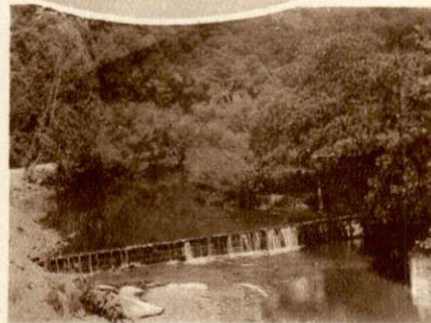
Right:
The Big Sandy in Floyd County.



The Licking River at Cynthiana.



Elk Creek Falls in Wayne County.



Troublesome Creek near Hazard.



The Rockcastle River.



The Kentucky River in Estill County.



The Cumberland River at Williamsburg.

Kentucky Now Has Bridges and Highways

No Longer a "Ferry Tale"

KENTUCKY was once the greatest mule producing State in the Union. When automobiles arrived, instead of being relegated the mule became more popular—in Kentucky. There was not a through highway in the State, but by a combination of muddy gaps and plenty of "mule power" the motorist could get across the State—and how!

It took time and plenty of it, with the few macadamized and the many "mulemized" sections to negotiate, as well as the many rivers to be ferried across. Anyone who made the trip before the season ran out was considered a wonder, and road scouts like W. S. Gilbreath, who actually made more than one trip in the same season occasionally, were looked upon as miracle men.

That hasn't been so many years ago. And it hasn't been so many years since, as a result of the reverberations from these experiences, that Kentucky acquired the detestable name, "Detour State."

Today, with high-type roads, being raised to higher-type highways, all over Kentucky, a great necklace of modern bridges spread across the Ohio River from Ashland to Paducah, and new spans supplanting ferries at all prominent crossings over the Kentucky, Green, Cumberland, Tennessee and other rivers within the State, the visitor will probably think he is in fairyland instead of "ferry land" and a "tour State" instead of a "detour State."

Kentucky is faced with the same modern-day problem of other States—the necessity of constantly widening the main highways, and this is going on day after day without

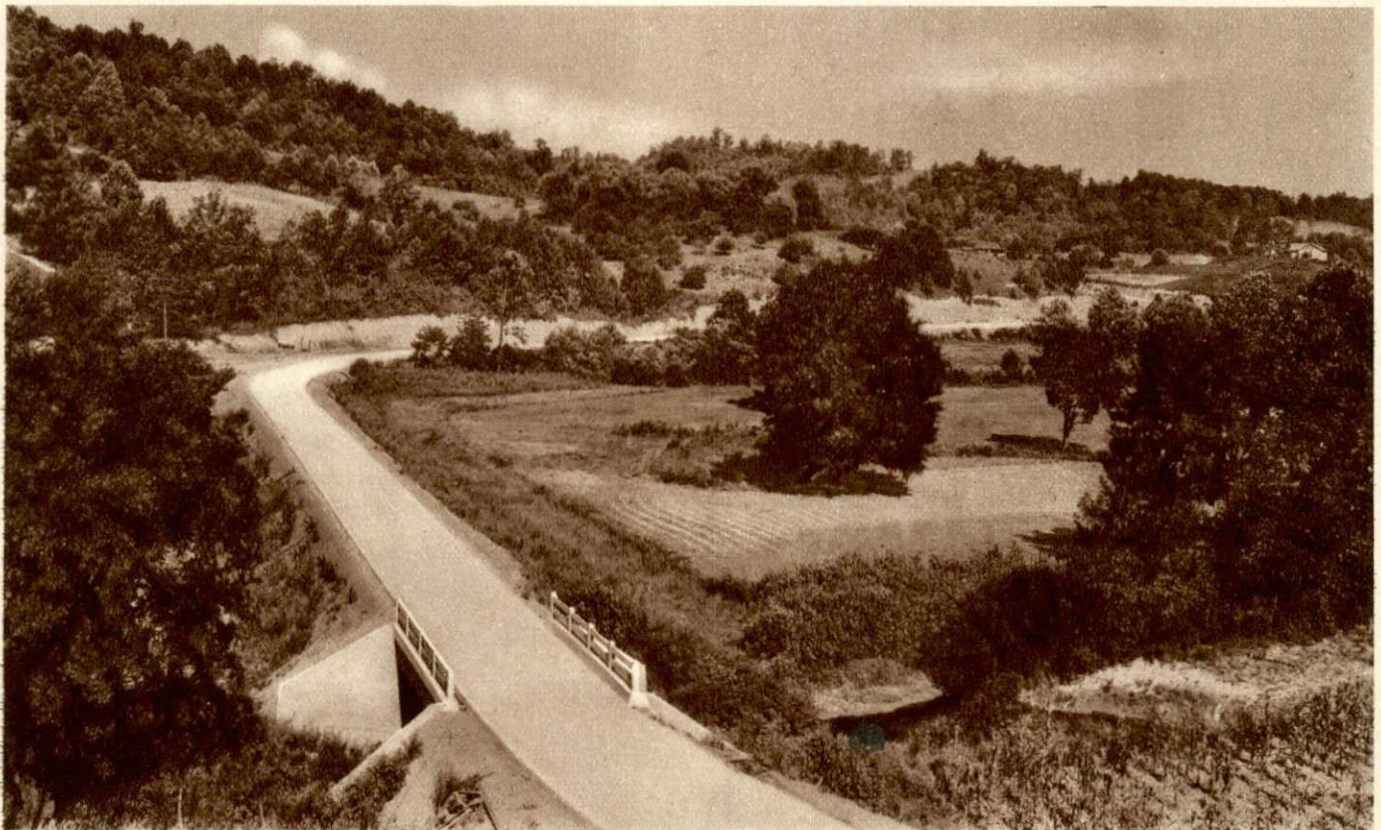
obstructing traffic. Ever mindful, too, of the State's charm and beauty, the picturesque stone fences along the highways, erected by the slaves a century ago, are being moved back to ornament the modern highways just as they did the roads and by-ways of wagon days.

Some States have scenery, but no roads; others have roads but no scenery. Kentucky has both. With 6,000 miles of highways, reaching every section of the State, and the most varied assortment of major attractions on the North American continent, Kentucky could wish for but two more things to make the tourist picture complete—climate and accessibility. But it is not even necessary to wish for these. Nature provided an ideal climate for this State midway between the North and South, and Old Man Geography settled the matter of convenient location long before highways and automobiles arrived.

With a full quota, for any ordinary demands, of trunk highways and new bridges throughout the length and breadth of Kentucky, it is no longer necessary to send a carefully marked highway map with an invitation to visit the noted Bluegrass State. To the outsider, a question as to which road to "take to Kentucky" would be answered today with, "Take the nearest one. They're all good." If one dared to ask inside Kentucky today, "Where does that road go to?" ten to one he would receive the reply, "Anywhere in the United States."

When one considers that, out of a total of less than one hundred United States Highways crossing the nation

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One of Kentucky's Florida routes.

Kentucky's Rivers Have Rare Charm

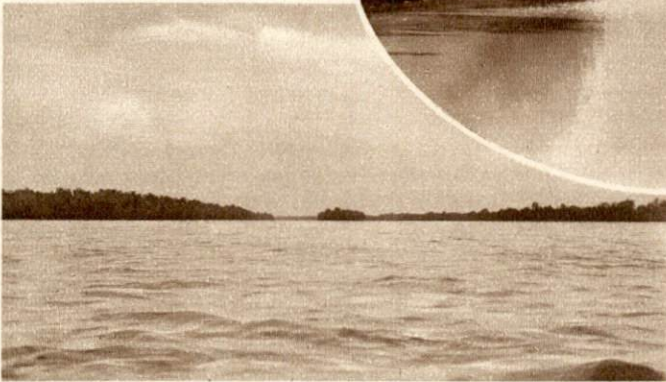


The Green River near Bowling Green.

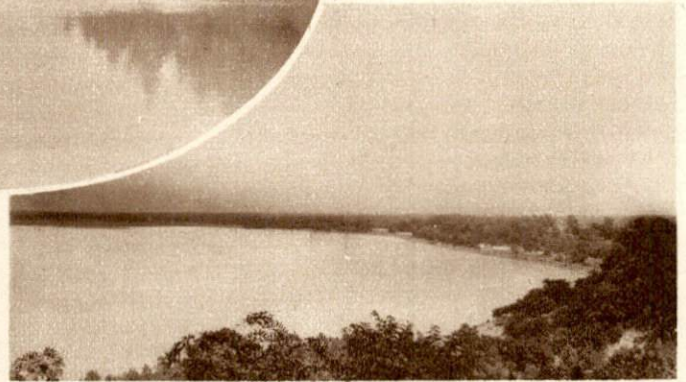
Below: The Trade-water River near Sturgis.



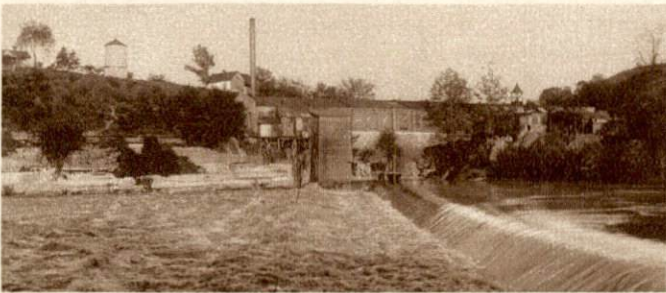
Anderson Bluff, Cumberland River, Kuttawa.



The Tennessee River at "Hillman Ferry."



The Mississippi River at Hickman.



One of the Kentucky River dams.



The Ohio River near Owensboro.

© J. S. Owsley



Mayfield Creek, near mouth.



The Dix River Palisades.

Smaller Kentucky Cities Getting Industries

Progress Commission's Prediction Comes True—Industrial Decentralization Arrives

By C. FRANK DUNN

TWO years ago, when the Kentucky Progress Commission was formulating its industrial expansion program and there was wide-spread agitation for industries in the smaller cities of the State, industrial conferences were called and well attended in almost every city in Kentucky. At these conferences, representatives of the Progress Commission outlined the tendency of industry in large centers in the North and East to decentralize—that is, seek less congested locations, closer to the sources of raw materials and if possible more convenient to the most profitable fields of distribution.

Kentucky cities were asked to co-operate with the Commission in developing surveys for the furtherance of a program of intelligent research and publicity to set forth Kentucky's advantages industrially. The entire State joined whole-heartedly in the preparation of these surveys, which extended over a period of several months.

The surveys, as rapidly as completed, were released by the Commission and an educational campaign launched that brought inquiries from many States, both to the Commission and direct to the cities whose advantages and assets were catalogued and published in the various surveys.

A preliminary survey to roughly ascertain the "flow of goods" into and out of Kentucky, as an index to the volume and kind of commodities being manufactured within the State and purchased from without, was made. Then a survey was launched to ascertain the type of industries successfully operating in the State, the number of

employees in each individual industry and other vital statistics.

Finally, a survey was made of 112 Kentucky cities and detailed information gathered on the following: Population, form of government, altitude, topography of surrounding country, number of schools, teachers, pupils, public libraries, churches, hospitals, hotels, apartments, owned homes, fire stations, newspapers, banks, building and loan associations, parks, theatres, doctors, lawyers, retail stores classified, miles of paved streets and civic organizations.

The latter survey also included insurance classification, number of telephone subscribers and rates, sources of water supply and analyses, touring assets, number of miles of sewers, natural and artificial gas rates, coal freight rates, railroad, river, electric, bus and truck transportation

[Continued on page 43]



A prominent Kentucky industry.

© Caulfield & Shook



Utilizing waterways for commerce (Louisville).

© Caulfield & Shook

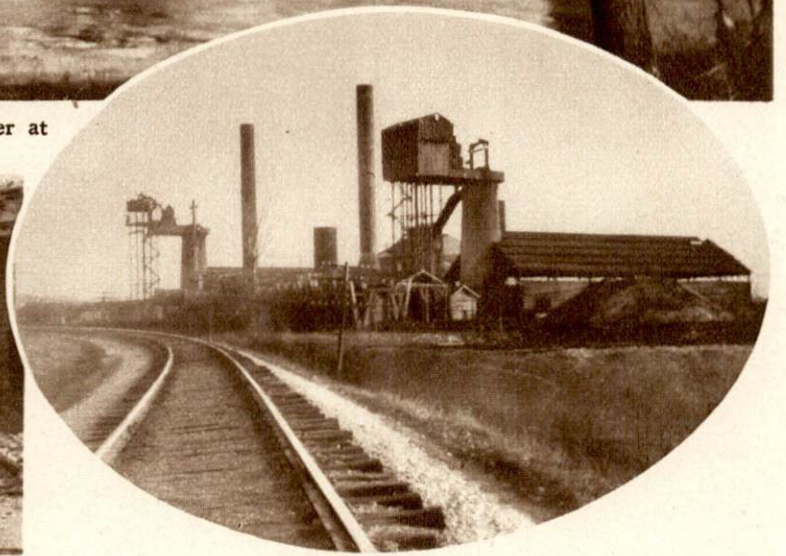
Scenes of Tom Lawson's "Grand Rivers"



Illinois Central R. R. bridge across Cumberland River at Grand Rivers.



Part of furnace (being junked).



Lawson's Iron Smelter.



Railroad depot at "Grand Rivers."

The Last Remnant of "Frenzied Finance"

The Days of Thomas W. Lawson's "Grand Rivers" Bonanza in Western Kentucky Recalled

By WALTER PANNELL

IF ONE will take a map of southwest Kentucky, he will find that, at a point about twenty miles from Paducah, the Tennessee and Cumberland rivers attain a nearness to each other of approximately two miles; and at this point stretching from river to river old maps indicate a prospective city with streets, alleys and avenues laid out for a town of 20,000 population. This expanse of vacant lots, with here and there a dwelling or store, is all that is left of Grand Rivers, which in the early nineties was a pet financial project of Thomas W. Lawson, famous for his "frenzied finance"—a village of some four hundred souls. Here is where—he tells us in his book—Lawson dropped his "wad" and was caused to end his days a penniless old man.

Grand Rivers' greatest boom days were in 1898 when Thomas W. Lawson, a young financier who liked nothing so much as a gamble with the fortunes of luck, backed by an array of capital from his home city of Boston, undertook to establish between the Cumberland and Tennessee rivers a second Pittsburgh. The main impetus for the mammoth enterprise was the deposits of iron ore that had recently been discovered in southwest Kentucky. Development of these resources spurred Lawson on to the starting of the project, the construction of the "Grand rivers smelter," then one of the best equipped in the country, but now being razed and sold for scrap iron. A few miles from grand Rivers, near Kuttawa Mineral Springs, is the ruins of another old smelter where, it is claimed, Bessemer steel was developed. Other smelter sites that dot the country indicate that Lawson was not alone in believing in the future of southwest Kentucky as an iron producing section.

Grand Rivers was to be the home of many other enterprises, which were to be brought from Boston by its founder, according to early promotion claims, and a city to accommodate them was laid out from river to river. A building program of city-size magnitude followed and many large buildings and fine residences were constructed. A large brick building, now occupied by the Basic Remedies company, is practically the only one of the substantial buildings constructed during the boom days that has been left standing. It is called the "Boston Block" from the fact that it was financed by Boston capital. The "Grand Rivers smelter" office building, which is unique in that it is partly constructed of iron ore, has also been acquired by the company mentioned and remodeled as a residence for its president, E. W. Dodge. Several fine residences built during the "boom days" attest the city that was to be.

It is said that during the promotion days of Grand Rivers, Lawson loaded several hundred prospective investors on a steamboat, took them down the Tennessee river to Paducah, then back up the Ohio and Cumberland rivers, and unloaded them on the other side of the town, just two miles cross-town from where they had started. The trip was ostensibly made for the purpose of demonstrating the water transportation facilities that the prospective industrial city afforded. As an illustration of the care-free way in which Lawson spent money on his "pet project," it is claimed that he bought dinners for the boat load of some four or five hundred prospective investors at the then famous Palmer House in Paducah at one dollar a plate. Another relates how when the Palmer House, once the most famous hostelry in southwest Kentucky, was opened to the public Lawson gave a check for

[Continued on page 44]



"Grand Rivers," the city of wide open spaces. The brick building is "Boston Block."

The Harlan County Mountains

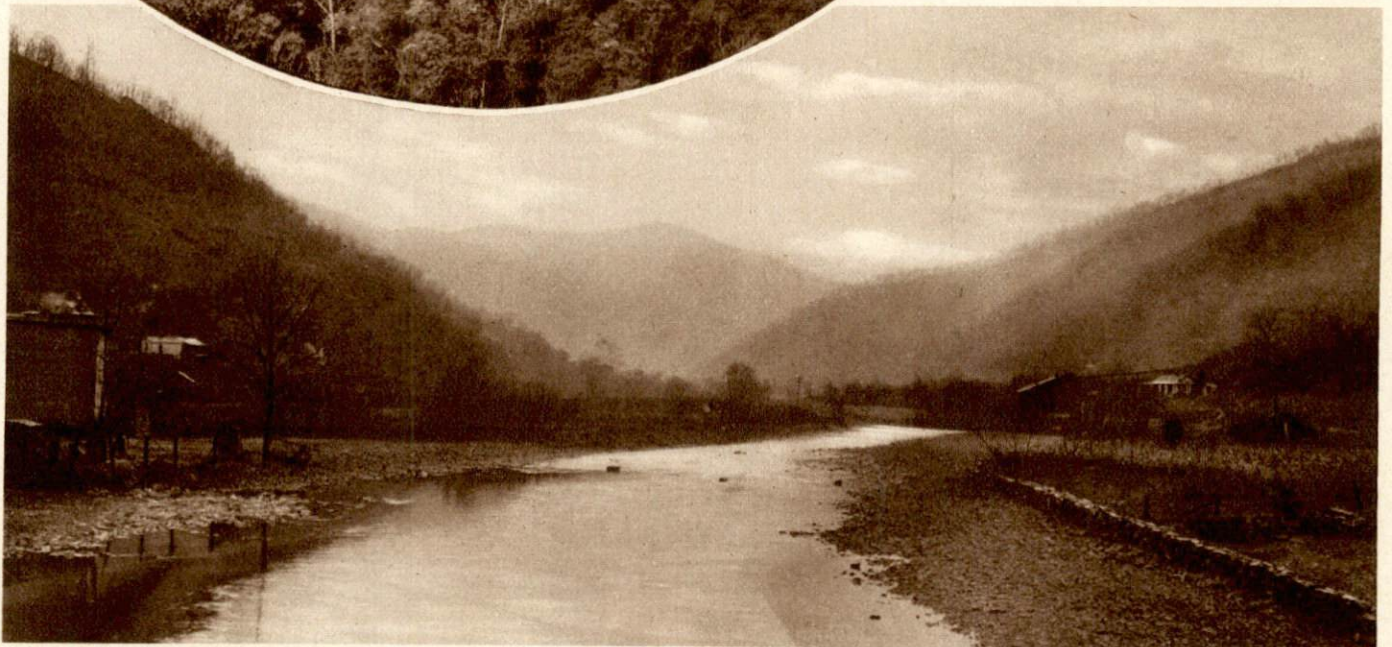
Right:
Looking toward the
crest of the Cumber-
land from the top of
one of the cliffs at
"Bear-Pen Gap," on
Cranks Creek.



Left: One of the many tilted cliff layers in the Cumberland Mountains. At Smith Valley they are known as "The Butts of the Rocks."



Below: The Black Mountain and Clover Fork River at Evarts, Harlan County, Kentucky.



Little Known Kentucky—"Smith Valley"

Beauties of a Sequestered Spot in the Towering Mountains of Harlan County

By RALPH ELISHA SMITH

WITH all of its varied mountain scenery, Harlan County holds no more restful or attractive spot than Smith Valley. The best view of this valley is reserved as a special reward for the sturdy hiker who braves the steep trails up the south side of Cumberland Mountain to climb out at length on the high cliffs that form its crest. Before him mount the green ridges and wooded knolls of the Brush and Black Mountains, rising one above the other, until the great, irregular semicircle which they form stands higher than the Cumberland itself. As they tumble off into the distance, these prominent ridges take on a deep blue color. Perhaps a few dark patches move lazily and silently over the slopes under the fleecy clouds, whose shapes they copy. Here and there, in the dim distance, the indistinct gray tip of a taller peak shows over a roughly defined rim.

In the bottom of this vast amphitheater gleams the brighter green of the valley floor, a triangular space of some four or five hundred acres of pasture land and corn fields. This is one of the few level places "the size of a man's hand" to be found in the county. Martin's Fork River winds through the middle in slow loops and Cranks Creek flows down its wooded valley along the foot of the Cumberland, to empty into the larger stream at this point. Between the observer and Cranks Creek stand the "Butts of the Rocks," those peculiar cliff formations which seem to be turned backward, and which peer up the mountain from under their dark, pine brows.

Sprinkled about at random, like doll houses in a fairy valley, are some fifteen or twenty buildings. At the farthest limit of the open space, in the mouth of a tiny

valley whose level floor cuts back sharply into Brush Mountain, is the home of George Pope. Nearer at hand are the large, comfortable dwellings of the three Smith brothers for whose father the cove was named. One of these stands near the river, another is above the road a quarter of a mile closer, with its back to the mountain on the left, and the third faces down Martin's Fork, from the first gentle slopes of Cumberland Mountain. Between Cranks Creek and the "Butts of the Rocks" is the residence of Bascome Burkhart.

All of these men have that genuine honesty and sterling Christian character so often found in the Kentucky mountaineer, but so rarely mentioned by the writers of mountain stories. From these homes have gone many upstanding sons and beautiful daughters to enrich the world as doctors, teachers, housewives, and business men. Some have found the lure of their native valley too great to be withstood and have returned to build themselves homes in the rolling fields at the mouth of Crank's Creek. These, together with the two gray houses of the community center, the brown school, and the little stone church, form a scattering village at this point.

As one descends into the valley, following the steep trail through towering hemlock, chestnut, and beech trees, and great thickets of rhododendron, the mountains seem to shrink in size—a habit all mountains have in common—but they lose none of their charm. The same indescribable sensations which well up within the music lover as he listens to a favorite symphony are felt by one who loves the mountains, when he looks out from the community

[Continued on page 44]



Early morning mists frequently fill the Cumberland Valleys. This one is in Cranks Creek, with the Cumberland Mountain rising high above it on the left.

Tablets at Henderson to Transylvania Company

Below: Col. Richard Henderson addressing the first Kentucky Legislature at Fort Boonesborough May 23, 1775.



The Treaty of Watauga at Sycamore Shoals, March 14-17, 1775, where the Transylvania Company purchased 20,000,000 acres from the Indians.

Below: Rev. John Lythe conducting the first Christian service in Kentucky, at Boonesborough Sunday, May 28, 1775.



James Hogg (1775) petitions Continental Congress to receive Transylvania as 14th colony. John Adams objected to proposal.

Below: Richard Henderson and company sending Daniel Boone to explore Tennessee and Kentucky.



The town of Henderson, named for Richard Henderson, is laid off by the Transylvania Company March 31, 1797.

Transylvania and the Founding of Henderson, Kentucky

By ARCHIBALD HENDERSON, Ph. D., D. C. L., LL. D.

of the University of North Carolina

Author "The Conquest of the Old Southwest," etc.

Address at Henderson, Kentucky, October 11, 1929

THE Great Treaty is under way. The entire tribe of the Cherokee, twelve hundred strong, are gathered at the Sycamore Shoals of the Watauga River in Tennessee. Against the brilliant background of green forest, blue skies shimmering in the sunlight, and dancing waters move the gaudily painted chieftains, in feathered headdresses and silver earrings and amulets—the great warrior, Oconostota, the astute diplomat, Atta-kullakulla, the atrabiliar Dragging Canoe, and the phlegmatic Savanooka. In the centre of this dramatic canvas stands the dashing and eloquent leader, called the "man with the imperial dream,"—for whom this town and county are named—ringed about with the buckskin-clad stalwarts of the border, the gallant Sevier, the impetuous Shelby, the grave Robertson, the accomplished Harts, the fiery Luttrell, and many of their compeers. A presage of impending disaster shadows the scene when the hostile Chickamaugan chief, Dragging Canoe, confronts the frontiersmen and pointing dramatically towards the West, declares that a *Dark Cloud* hangs over that land, which is known as the *Bloody Ground*. But the Dragging Canoe did not see with the social sense and colonizing vision of the proprietors of Transylvania, nor presage the lifting of the *Dark Cloud* over that *Bloody Ground* in some distant, happy future. Beneath the auspices of that company of colonizers were to be founded before the turn of the century three settlements famous in the subsequent history of Tennessee and Kentucky: Nashville, Boonesborough, and Henderson. Symbolic of the sunshine of prosperity which was to dissipate the *Dark Cloud* and make the wilderness of the *Bloody Ground* blossom like the rose; prophetic of the Legislature of Transylvania, bringing the common heritage of English law to the wilds of Kentucky, is this poetic apostrophe to the "divine elm" at Boonesborough:

Then what a change around thee, ancient Elm;
The axe's sound, the lofty forests fall,
The shining plowshare turns the virgin soil,
Now humble dwellings, homes of peace arise,
And flocks and herds in quiet seek thy shade;
And lo! thou did'st behold a nobler scene,
A legislative council met to frame
The wise provisions for the common weal.
Yet more. Sublimar sounds have echo'd here:
The precious words of God to hardy men,

For thou hast seen them humbly kneeling down,
Those pale fac'd men, in penitence and prayer,
Adoring here the Lord of Heaven and earth.

* * * *

The Great Treaty is under way: the most gigantic business deal of the New World. The Transylvania Company is the daring operator; and these bold adventurers—adventurers both in independence and in finance—anticipate Washington, Jefferson, Mason, Hancock and the Adamses in overt defiance of the British crown.

* * * *

It was a stirring moment in American history, this eve of the Great Treaty—the spring of 1775. Revolution was in the air. The co-partners of the Transylvania Company, associated with whom were either then or later, a judge, Congressman, a Senator, a governor, a diplomat, statesmen and surveyors, "soldiers and sailors too"—these men, I affirm, were revolutionists. They were, in the language of a spirited early chronicler, engaged in "an enterprise which in point of magnitude and peril, as well as constancy and heroism displayed in its execution, has never been paralleled in the history of America."

The colonists of the Old Southwest, restless and ever on the move, were now looking with longing eyes towards the "earthly paradise" of the transmontane West. By a series of treaties, the running of the western boundaries of white settlement, the promulgation of Royal Orders in Council and the recent issuance to the colonial governors of drastic orders concerning the granting of land, the roving and predatory pioneers were finally restricted

by treaty and royal command from settling wherever fancy led them. These nomadic squatters fondly imagined that a tomahawk blaze on a tree and the laying of a pen of logs gave them a pre-emptive right to any trans-Allegheny tract of land in America! By the Treaty of Hard Labor, October 14, 1768, the western boundary of white settlement agreed upon with the Cherokee tribe of Indians was a straight line from Tryon Mountain, on the southern border of North Carolina, to Colonel Chiswell's mine, the present Wytheville, Virginia; and thence in a north-westerly line to the mouth of the Great Kanawha. Sir William Johnson, the Superintendent of Indian Affairs for the Northern Department, who negotiated the Treaty of Fort Stanwix, New York, three weeks later, acted *ultra vires* in treating with the Six Nations regarding lands



Col. Richard Henderson, president of the Transylvania Company, for whom was named the city of Henderson, Ky.

A Memorial to the Kentucky Pioneers



TABLET AT FORT BOONESBOROUGH BRIDGE

Erected by Boonesborough Chapter, D. A. R., to the brave men, and women who defended the fort established at Boonesborough in 1775.

lying to the south of the Ohio River. John Stuart, Superintendent of Indian Affairs for the Southern Department, vehemently protested against Johnson's action in attempting to exercise jurisdiction over the territory expressly committed to his (Stuart's) charge, under the commission issued to him in 1762. Johnson himself privately admitted that his purchase from the Six Nations, of land south of the Ohio River, could not stand, unless ratified by the Cherokee tribe.

The boundary line was relentlessly moved westward by John Stuart and the Virginia authorities in the next three or four years. By the Treaty of Lochaber, October 18, 1770, a new line back of Virginia was established: beginning at the intersection of the North Carolina-Cherokee line (at a point seventy-odd miles due east of Long Island of Holston River in Tennessee), running thence in a west course to a point six miles east of Long Island, and thence in a direct course to the confluence of the Great Kanawha and Ohio Rivers. By this treaty an immense triangle of land, embracing large western portions of present Virginia and West Virginia, was acquired by the crown. Finally, through Colonel John Donelson's negotiations with the Cherokee tribe in 1771—a negotiation undoubtedly prompted by the ambitions of the Virginia legislators who were stockholders in the Ohio and the Loyal Land Companies—and through Donelson's gross violation of the treaty in choosing the Kentucky instead of the Louisa River as the western part of the boundary in the interest of the Virginia speculators, all of present Kentucky south of the Kentucky and Ohio Rivers, all of present Tennessee, and a considerable segment of the western portion of present North Carolina was confirmed by the crown to the Cherokee tribe of Indians.

One year later, the land policy of the British Empire underwent a *radical change*—a change of which historians have taken little or no account. With the purpose of curbing the reckless land-granting of the royal governors of New York and Virginia, of rigidly restricting westward emigration, and of materially increasing the royal revenue, which had been steadily decreasing under the ineffective system of collecting quit-rents, the Board of Trade inaugurated a drastic new land policy. On April 7, 1773, through the action of the Privy Council, sitting at Whitehall, London, all officials in America entrusted with the disposal of the royal lands were instructed to cease to issue any warrant of survey or pass any patents for lands or grant any license for the purchase by private persons of any lands from the Indians without special orders—the one exception to the order being the case of the officers and soldiers entitled to grants by virtue of the proclamation of 1763.

The regulations governing the new policy were drawn up in great detail and ratified by the Privy Council on February 3, 1774. Under this plan, lands in the undeveloped portions of the colonies were to be surveyed, in lots of not less than one hundred and not more than one thousand acres; maps were to be made and lots marked thereon were to be sold at auction by duly constituted colonial officials, on four months' printed notice. The same officials were a price-fixing body, the minimum price of the land to be six pence per acre. All lots sold were to be subject to the reservation by the crown of an annual quit-rent of one half-penny sterling per acre, and of all mines of gold, silver, and precious stones. The prevailing practice of "graft," by which the governor made large grants to favored friends and supporters, was done away with by the explicit requirement that the governor should grant no lands in the province on any other terms

than those just laid down, unless by special authority, under the king's signet. These detailed instructions, as set forth in the original Orders in Council of the preceding year, expressly excepted from its provisions lands promised to officers and soldiers under the terms of the proclamation of 1763.

Governor Josiah Martin of North Carolina expeditiously issued a proclamation, embodying the principal proposals of the Orders in Council of 1773; but it is noteworthy that he omitted any mention of the interdiction of purchase of lands from the Indian tribes without special orders. Governor Dunmore of Virginia, sympathetic with the speculative projects of the Virginia gentlemen who were partners in the Ohio and Loyal Land Companies, *himself deeply involved* in an immense secret speculation in the purchase of lands from certain Western tribes, and firmly believing in the legality of making purchases from the Indian tribes without a crown grant, flouted the Orders of Council in 1773, issued no proclamation, and openly disregarded the detailed instructions in 1774 of the Board of Trade.

Such was the singular state of affairs in the latter half of 1774. Revolution was in the air; and the British Board of Trade, with their new imperial and czaristic land policy, were riding for a fall. A strong current of hostility to this new policy now made itself felt throughout the southern colonies, from Virginia to Georgia. In prophetic anticipation of the coming Revolution, which they were overtly accelerating, the proprietors of the Transylvania Company in this crucial hour audaciously challenged, as Richard Henderson phrased it, the "absurd doctrine of Kings and Popes having right to claim and dispose of Countries at their will and pleasure." They openly repudiated the king's proclamation and that of his deputy, the royal governor of North Carolina; and refused to accept as obligatory upon them the Orders in Council, since these were not founded in law. They boldly acted in entire consonance with the advanced views publicly taken by three great men: Patrick Henry, George Mason and Thomas Jefferson. The silver-tongued orator of Hanover, Patrick Henry, who was endeavoring in 1774 to forestall the Transylvania Company in purchasing the trans-Alleghany territory from the Cherokees, set on record his support of the legal opinion of Lord Camden and Mr. Charles Yorke, both sometime Lord Chancellor of Great Britain, that a crown grant was not necessary in order to purchase lands from the Indian tribes. George Mason, later to become famous as the author of the Virginia Bill of Rights, in a petition to the governor and council of Virginia, asked for the laying out, in Fincastle County, of headrights which he had duly purchased; maintained that this was a right founded upon the ancient law and custom of Virginia; and argued that such right could not be taken away, as the king was bound by the action of his predecessor. Thomas Jefferson, the democratic theorist and revolutionary, in his *Summary View of the Rights of British Subjects*, published in 1774 at Williamsburg, Virginia, took an even more advanced position, repudiated "the fictitious principle that all lands belong originally to the king," and appealed to "the nature and purpose of civil institutions" in these defiant words: "It is time to lay this matter before His Majesty, and to declare that he has no right to grant lands of himself." The leading spirit of the Transylvania Company, formerly a judge, unequivocally declared that "the King's proclamation cannot debar any person from purchasing of the Indians what land he thinks proper." It was the mature opinion of this

[Continued on page 45]

Washington Bicentennial Opens



CONGRESSMAN CHAPMAN PRESENTS WASHINGTON BUST TO GOV. LAFFOON IN PRESENCE OF KENTUCKY LEGISLATURE

The George Washington Bicentennial was formally opened in Kentucky by the Legislature in joint session on February 4, anniversary of the date in 1791 that President Washington signed Kentucky Statehood act.



George Washington hunting with Lord Fairfax and "Old Billy," his huntsman.

Memorials and Relics at Fort Thomas

THAT the valor of the soldiers at San Juan may ever be remembered, the stone water tower at the entrance to the Fort Thomas Army Post, Fort Thomas, Kentucky, has been converted into an imposing memorial. The water tower was built in 1888-1890. It is 90 feet high and was made from Kentucky lime-stone.

At the front, to the right and to the left, are shown two cannons, captured from the Spanish Army in Cuba, during the Spanish-American War. The cannons were made in Barcelona, Spain, in 1769.

On the side of the tower facing the south is a bronze tablet showing the likeness of Brigadier General Harry Clay Egbert, better known as Colonel Egbert, commander of the 22nd U. S. Infantry, who died of wounds received in battle near Malinta, Luzon, on March 25, 1899. Colonel Egbert had served as Lieutenant Colonel while the famous Sixth Regiment of Infantry was stationed at the Fort Thomas Post, from the time it was established in 1890 until the advent of the Spanish American war when he was promoted to the full rank of Colonel and placed in charge of the regiment.

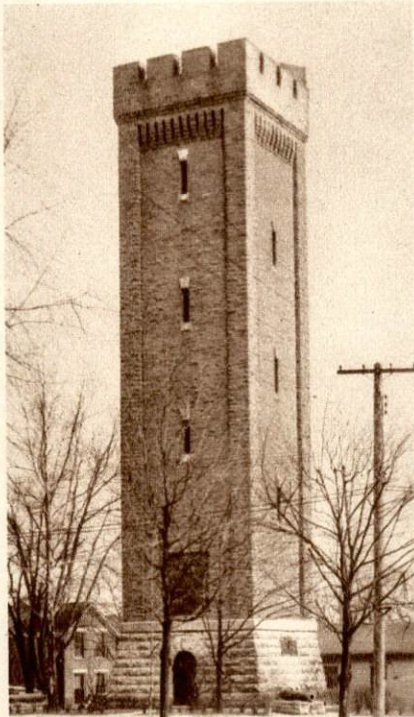
Colonel Egbert had served for 37 years as an officer in the United States Army. He had participated in three wars. Twice before the time that the rifle bullet in the Philippine Insurrection Army had fatally wounded him, he had been grievously wounded in battles—first, at Bethesda Church, Virginia, in 1864, and again at San Juan Hill Cuba, on July 1, 1898, when commander of the Sixth U. S. Infantry. The tablet was erected through generosity of local chapters of Spanish American War Veterans Unions.

The large bronze tablet shown in the front of the water

tower was erected in honor of the patriotism, courage and discipline displayed by the Sixth Regiment of Infantry in the battle of Fort San Juan, Santiago, De Cuba, and for glorious conduct in battle and in memory of the brave officers and men of that command who gave their lives for their country in the war with Spain. It was erected by patriotic citizens of Fort Thomas, Newport, Covington, Cincinnati and surrounding communities.

Two avenues on either side of the water tower afford the main entrance to the Army Post. Thousands of tourists pass through and over these avenues each year, especially during the summer months when the C. M. T. C., and Officers Training Camps are being held at the Post.

The pictures were furnished by Captain Richard F. Fairchild, Adjutant of the 10th U. S. Infantry.



The Tower at Fort Thomas.

Northern Kentucky Scenes

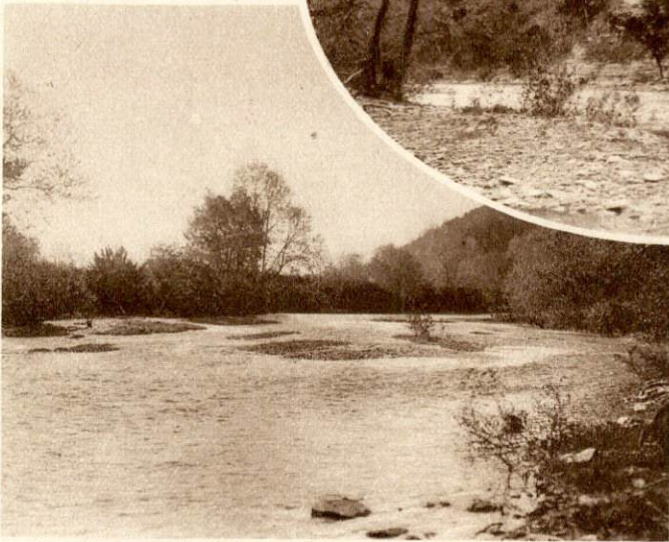
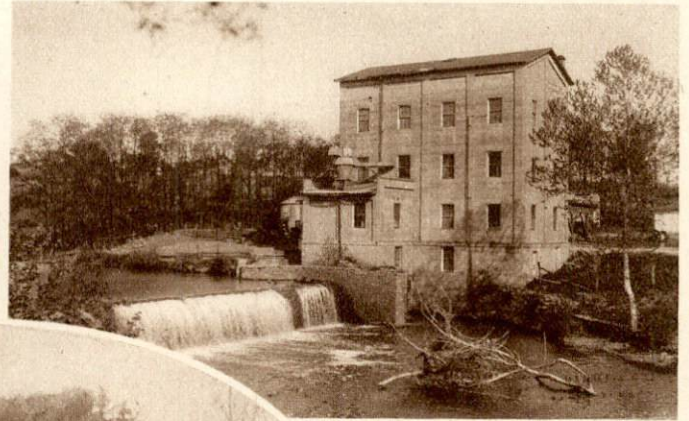
THIS month's magazine cover is a Northern Kentucky scene. So also is the scene on Page 5 illustrating the poem, "Spring in Kentucky." They were furnished by the automobile club of Newport, Ky., and were taken along the main highways out of that city.

The hills of Northern Kentucky are famous for their beauty—spring, summer and fall. The highways in that section, for the most part, are on the ridges, opening up vistas to the view of the motorist for miles in every direction. Ridge after ridge extend as far as the eye can see, with the Ohio River flanking this scenic area on the North and the Blue Grass valleys spreading out to the South.



Base of tower, showing memorial, and the captured cannons.

Scenes On Noted Elkhorn Creek



Sculptor of Strange Statues at Mayfield is Paducah Man

Will Lydon, Sculptured Wooldridge Figures at Request of Eccentric Mayfield Millionaire

By HENRY WARD

FOR thirty-eight years, tourists have paused in Maplewood cemetery at Mayfield and gazed with a mixture of reverence and puzzlement at one of the queerest groups of memorials to the dead in the world.

Natives of Mayfield tell these tourists the story concerning these memorials—of how H. G. Wooldridge, eccentric millionaire, caused statues of himself and of many of his relatives, of his favorite horse, his dogs, a deer and a fox to be sculptured and set up in a lot at the cemetery, all facing the same direction, a procession of strange figures that never moves.

But those who tell of the idiosyncratic Mr. Wooldridge and his statues have forgotten the man who wielded the chisel and hammer and fashioned those figures from rough stone. There are sixteen statues in the Wooldridge cemetery plat, and twelve of them were sculptured in Paducah, by a man who still resides here.

Sculptor Paducahan

That sculptor is William Lydon, 71

years of age next January, a hale and hearty young-old man who hopes to live long enough to witness the election of another Democratic president. It was 'way back in 1893 that Mr. Lydon sculptured the Wooldridge statues. Until the death of his son a few years ago, he operated a marble works here, but now he is a city sanitary inspector.

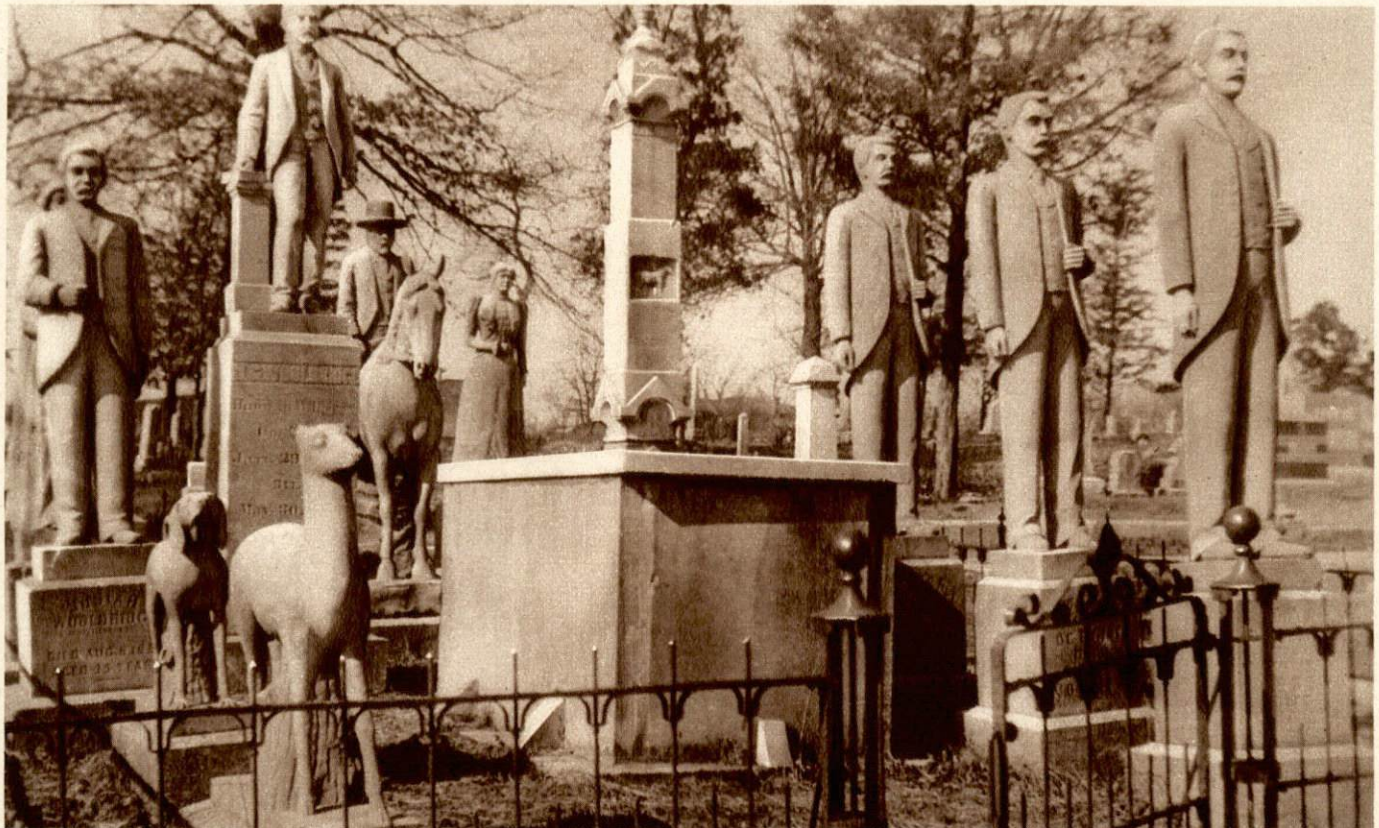


—Sagra

Will Lydon, Paducah.

The whimsical Wooldridge was proud of his blue-blooded lineage and believed that an enduring memorial should be installed that would be different from that of the prosaic type appearing in most cemeteries. He decided upon an open air hall of fame, where, for all time, the figures of himself, members of his family and the animals he loved would be preserved in enduring stone.

Wooldridge was born in Tennessee, and many of his near relatives were buried there, but that did not interfere with his plan. He notified J. E. Williamson, owner of a Paducah stone works, then located at the site of the [Continued on page 47]



Wooldridge monuments in cemetery at Mayfield.

Henry Clay



Henry Clay statue in Kentucky's "Hall of Fame," State Capitol, Frankfort.

Henry Clay Home Holds Rare Treasures

Descendants Still Occupy Estate Dear to "Harry of the West"

By ELIZABETH M. SIMPSON

(In Lexington Leader)

A HUSH fell on the senate chamber. Faces paled in that breathless pause before the second toll rang out from the belfry of the capitol. Life had ceased for Henry Clay; the vigil at the old National hotel in Washington was over, and Kentucky's own "Harry of the West" had started on his last journey home. A sorrowing nation paid its last respects to the sage of Ashland.

Almost 70 years before, the little mill-boy of the Slashes, with meal sack hung across his shoulder, had guided his mule with a frayed rope bridle through the marshes of Hanover county, in Virginia. Responsibilities came early to that fatherless child of a Baptist minister, and advantages were few even after his mother's second marriage, but a year of reading law in Richmond was somehow managed and at 20 Henry Clay glimpsed his Promised Land—the Bluegrass of Kentucky. Two years later, in 1799, he and Lucretia Hart, 18-year-old daughter of Colonel Thomas Hart, were married in the house that still stands on the southwest corner of Mill street and Second street. For a year or two they made their home there, later going to the residence on Market street diagonally across from Christ Church cathedral. But it

was not until 1806 that Henry Clay realized his dearest dream, and the place he christened Ashland became his own.

"I am in one respect better off than Moses," he wrote. "He died in sight of and without reaching the Promised Land. I occupy as good a farm as any he would have found had he reached it, and Ashland has been acquired not by hereditary descent but by my own labor."

Almost 600 acres, part of which had been a grant to Colonel John Todd, were purchased in the original tract, and ash trees, cut from the surrounding woodland, were used for the interior woodwork of this charming country seat of an epoch that is past.

L'Enfant, the landscape engineer who drew the plans for the nation's capitol, planned the landscaping of the grounds and it is said that every tree and shrub indigenous to Kentucky was used in the planting of Ashland. Sixty varieties of trees still exist there, and myrtle planted by Mrs. Clay forms a magic carpet beneath the pines and larches along the walk where the Great Commoner found retreat from the strain of prolonged political turbulence.

[Continued on page 48]



Henry Clay's favorite walk at "Ashland."

—Cusick

Poultry Work at Experiment Station



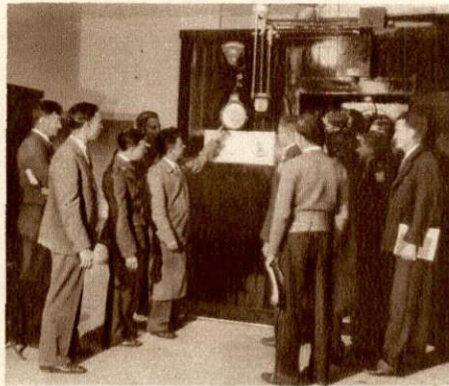
Poultry short course group at Experiment Station at Lexington.



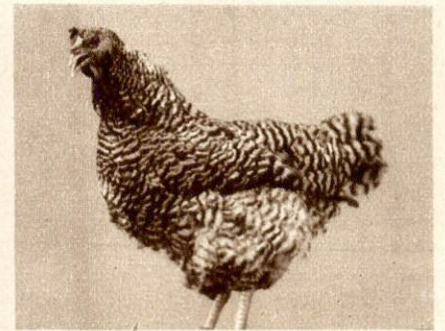
Central feed farm and laying house at Lexington.



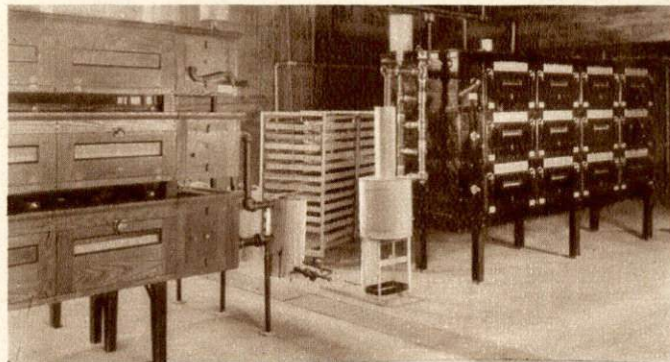
One of the twenty experimental poultry houses at Experiment Station farm at Lexington.



Agricultural students learning the principle of artificial incubation. The all-electric incubator holds 30,000 eggs.



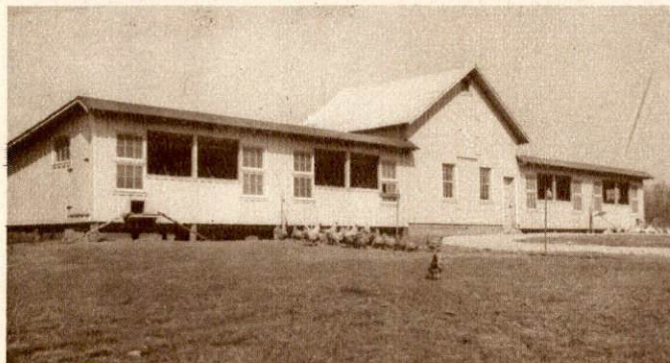
Kentucky's record laying Barred Plymouth Rock. Three hundred and three eggs in a year. Bred at the Experiment Station. More than 100 of her descendants are still in the Experiment Station Flock.



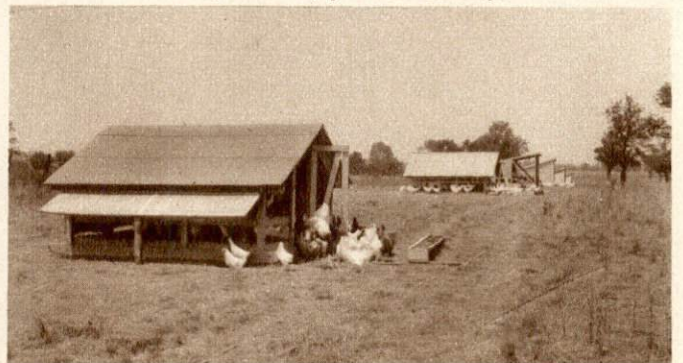
A corner view of the incubation laboratories in Animal Industry Building at the Experiment Station at Lexington.



A partial view of the poultry plant at Experiment Substation at Quicksand, Jackson County.



Poultry plant at the Western Kentucky Experiment Substation at Princeton.



View of range, colony houses and shelters on poultry farm at Experiment Station at Lexington.

Science Produces More Eggs With Fewer Hens

By C. A. LEWIS

KENTUCKY was host to nearly 300 scientists from 35 states and three Canadian provinces last summer, when the 23rd annual meeting of the Poultry Science Association was held at the Agricultural Experiment Station, University of Kentucky, Lexington.

Everything combined to make a favorable impression on the visitors, who came from Maine, California, across the border to the north, and from Texas on the south. Although the meeting was held in August, which sometimes is a hot month, the highest temperature of the three days was 80, and the lowest 58.

A splendid program had been arranged by Dr. J. Holmes Martin, head of the poultry work at the Experiment Station and College of Agriculture. The general sessions were held in the beautiful Soldiers' Memorial Building on the university campus, with the afternoons left open to visit horse farms and other places of interest in the Bluegrass region, and to inspect the poultry plant and laboratories at the Experiment Station.

The scientists were attracted to hold their annual convention in Kentucky by the scenic reputation which the State is rapidly attaining, and by the fact that there has been developed at the Experiment Station one of the best experimental and demonstrational poultry plants in the

country. Fine plants have been established on the Experiment Station Farm at Lexington and at the Robinson Experiment Substation at Quicksand and the Western Kentucky Experiment Substation at Princeton. These plants provide for scientific research into the problems of the poultry industry. The plant at Lexington is also extensively used to teach students in the College of Agriculture the fundamentals of profitable poultry raising.

The poultry farm at Lexington comprises 27 acres, and is a part of the 600-acre experimental farm. The buildings are two large laying houses, a multiple unit brooder house of 3,000 chick capacity, a series of breeding houses, and a series of experimental pens. The flock contains White Leghorns, Barred Plymouth Rocks and Rhode Island Reds, with a small number of birds from other breeds for class work.

Demonstrational flocks have been established at the substation at Princeton and Quicksand, to handle problems peculiar to these respective sections and to demonstrate the profitableness of poultry raising in those regions. The department which Dr. Martin heads, through its extension field agents and the county agricultural agents, conducts much work throughout the State in the interests

PROPER CARE OF POULTRY PAYS

THE AVERAGE PRODUCTION OF ALL KENTUCKY HENS 56 EGGS EACH \$50 LABOR INCOME PER HEN	THE AVERAGE PRODUCTION OF ALL DEMONSTRATION FLOCKS 140 EGGS PER HEN \$4.51 LABOR INCOME PER HEN
MOST OF THESE FLOCKS WERE NEVER CULLED NOT PROPERLY HOUSED FED ONLY GRAIN PULLETS HATCHED LATE	ALL OF THESE FLOCKS WERE CULLED EVERY YEAR HOUSED PROPERLY FED A BALANCED RATION PULLETS HATCHED EARLY

WHICH CLASS IS YOUR FLOCK IN?

LATE HATCHED PULLETS - LAY LOW PRICED EGGS

1/2 ACTUAL SIZE KENTUCKY SHEEP DOOR LAYING HOUSE

MARCH HATCHED PULLETS - LAYING HIGH PRICED EGGS

Exhibit of poultry department of the Experiment Station at the Kentucky State Fair.

[Continued on page 50]



Poultry scientists at meeting of Poultry Science Association at Experiment Station, University of Kentucky. Thirty states and three Canadian provinces represented.

Kentucky's State Capitol



New State Capitol and grounds.

© Bowman Park Aero Co.



Old State Capitol and grounds.

—Cusick

Proctor Knott on Duluth

Speech of Hon. J. Proctor Knott, of Kentucky, Delivered in the House of Representatives,
Washington, February, 1871

EDITOR'S NOTE—In response to many requests, this noted gem of irony is republished through the courtesy of the Library of Congress and Congressman Virgil Chapman. Incidentally, this borrowed copy turned out to be the only public one "extant."

THE bill for the renewal of the St. Croix Land Grant being under consideration, Mr. Knott addressed the house as follows:

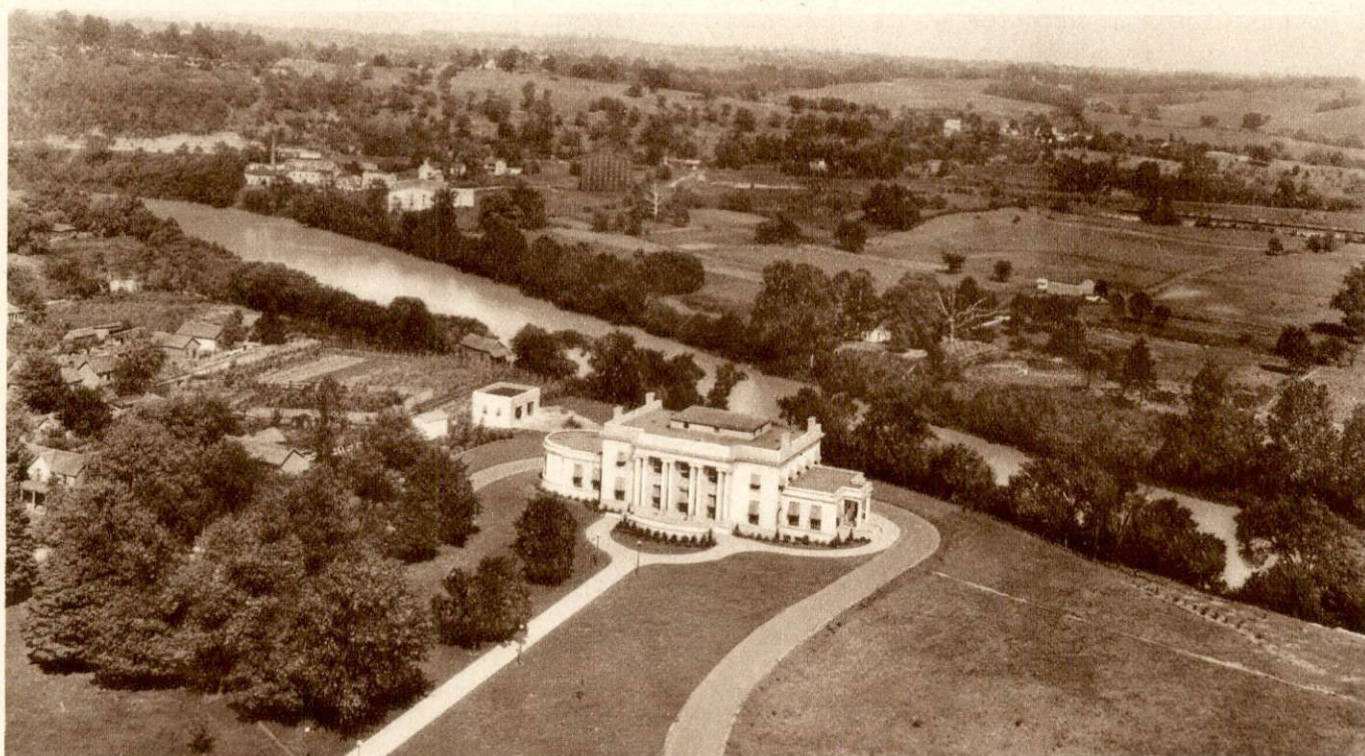
Mr. Speaker: If I could be actuated by any conceivable inducement to betray the sacred trust reposed in me by those to whose generous confidence I am indebted for the honor of a seat on this floor; if I could be influenced by any possible consideration to become instrumental in giving away, in violation of their known wishes, any portion of their interests in the public domain for the mere promotion of any railroad enterprise whatever, I should certainly feel a strong inclination to give this measure my most earnest and hearty support; for I am assured that its success would materially enhance the pecuniary prosperity of some of the most valued friends I have on earth; friends for whose accommodation I would be willing to make any sacrifice not involving my personal honor or my fidelity as the trustee of an express trust. And that fact of itself would be sufficient to countervail almost any objection I might entertain to the passage of this bill, not inspired by an imperative and inexorable sense of public duty.

But, independent of the seductive influences of private friendship, to which I am, perhaps, as susceptible as any gentlemen I see around me, the intrinsic merits of the measure itself are of such an extraordinary character as to commend it most strongly to the favorable consideration of the House, myself not excepted, notwithstanding my constituents, in whose behalf alone I am acting here, would not be benefited by its passage one particle more than they would be by a project to cultivate an orange grove on the bleakest summit of Greenland's icy mountains, (Laughter).

Now sir, as to those great trunk lines of railroad spanning the continent from ocean to ocean, I confess my mind has never been fully made up. It is true they may afford some trifling advantages to local traffic, and they may even, in time, become the channel of a more extended commerce; yet I have never been thoroughly satisfied either of the necessity or expediency of projects promising such meager results to the great body of the people. But with regard to the transcendent merits of the gigantic enterprise contemplated in this bill I never entertained a shadow of doubt. (Laughter) Years ago, when I first heard that there was, somewhere in the vast *terra incognita*, somewhere in the bleak region of the Northwest, a stream of water known to the nomadic inhabitants of the neighborhood as the river St. Croix, I became satisfied that the construction of a railroad from that raging torrent to some point in the civilized world was essential to the happiness and prosperity of the American people, if not absolutely indispensable to the perpetuity of Republican institutions on this continent. (Great laughter.) I felt instinctively that the boundless resources of that prolific region of sand and pine shrubbery would never be fully developed without a railroad constructed and equipped at the expense of the government, and perhaps not then.

(Laughter) I had an abiding presentiment that, some day or other, the people of the whole country, irrespective of party affiliations, regardless of sectional prejudices and "without distinction of race, color, or of previous condition of servitude," would rise in their majesty and demand an outlet for the enormous agricultural products of those vast and fertile pine barrens, drained in the rainy season by the surging waters of the turbid St. Croix. (Great laughter). These impressions, derived simply and solely from the "eternal fitness of things," were not only strengthened by the interesting and eloquent debate on this bill, to which I listened with so much pleasure the other day, but intensified, if possible, as I read over this morning, the lively colloquy which took place on that occasion. The Hon. gentleman from Minnesota, Mr. Wilson, who, I believe, is managing this bill in speaking of the character of the country through which this railroad is to pass, says this: "We want to have the timber brought to us as cheaply as possible. Now if you tie up the lands in this way, so that no title can be obtained to them—for no settler will go on these lands, for he cannot make a living—you deprive us of the benefit of that timber." Now sir, I would not have it, by any means, inferred from this that the gentleman from Minnesota would insinuate that the people in that section desire this timber merely for the purpose of fencing up their farms so that their stock may not wander off and die of starvation among the bleak hills of the St. Croix. (Laughter) I read it for no such purpose sir, and make no such comments on it myself. In corroboration of this statement of the gentleman from Minnesota, I find this testimony given by the honorable gentleman from Wisconsin, Mr. Washburn, who, speaking of the same lands, said: "They are, generally, sandy, barren lands. My friend from Green Bay District, Mr. Sawyer, is himself perfectly familiar with this question, and he will bear me out in what I say, that these pine timber-lands are not adapted to settlement." Now sir, who, after listening to this emphatic and unequivocal testimony of these intelligent, competent and able-bodied witnesses, (laughter) who, that is not as incredulous as St. Thomas himself, will doubt for a moment that the Goshen of America will be found in the valleys and upon the pine-clad hills of the St. Croix? Who will have the hardihood to rise in his seat on this floor and assert that, excepting the pine bushes, the entire region would not produce vegetation enough in ten years to fatten a grass-hopper? (Great laughter) Where is the patriot who is willing that his country shall incur the peril of remaining another day without the simplest railroad communication with such an inexhaustible mine of agricultural wealth? (Laughter) Who will answer for the consequences of abandoning a great and war-like people, in possession of a country like that, to brood over the indifference and neglect of their government? (Laughter.) How long would it be before they would take to studying a declaration of independence and hatching out the damnable heresy of secession? How long before the grim demon of civil discord would rear again his horrid head in our midst, "gnash loud his iron fangs and shake his crest of bristling bayonets?"

Governor's Mansion and Capitol Area



Governor's Mansion, from Capitol dome.

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KENTUCKY STATE CAPITOL AND AREA FROM THE AIR

The beautiful State Capitol at Frankfort, the expansive grounds, the broad Kentucky River, the charming hills surrounding the capitol, the U. S. highway entering the city at the right of the capitol—all look dwarfed in this photo taken 5,000 feet in the air.

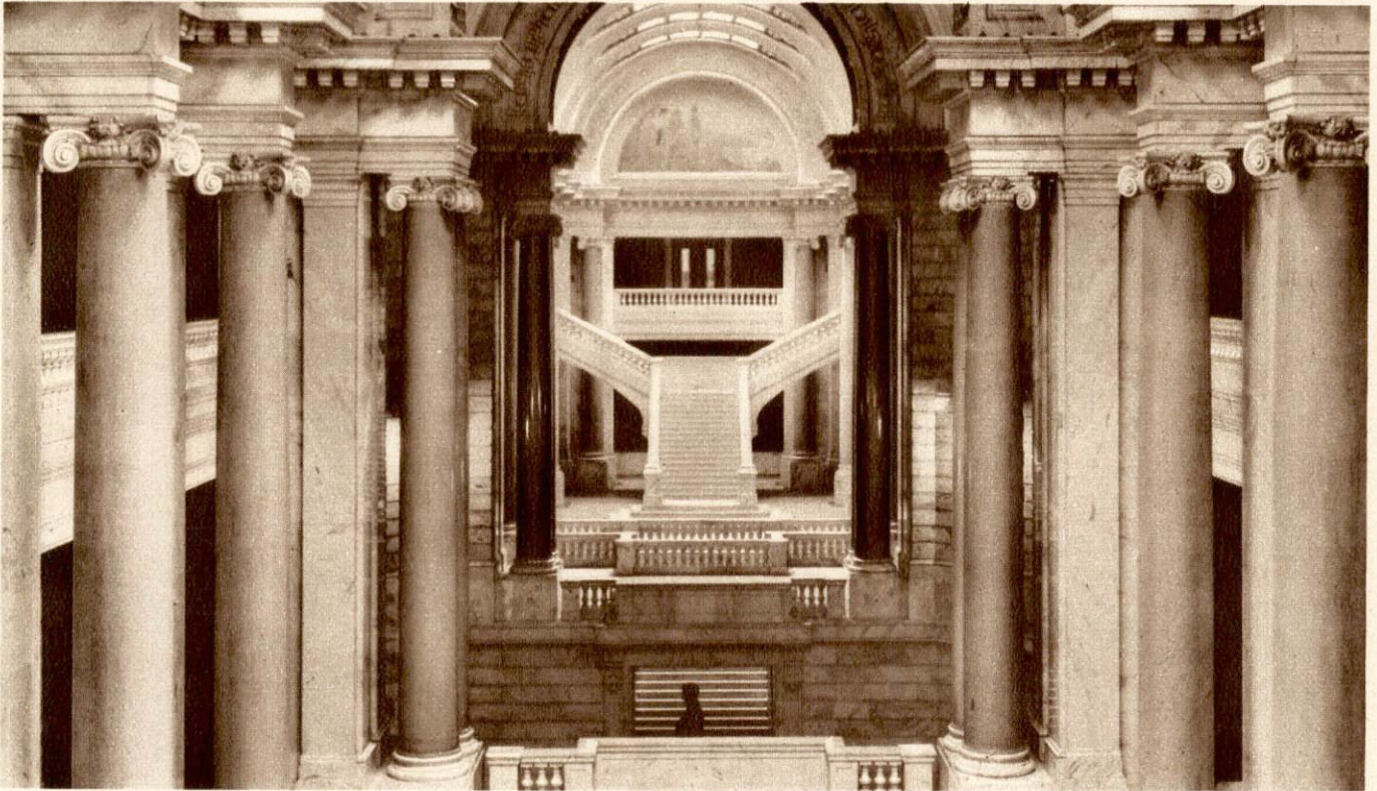
(Laughter) Then sir, think of the long and painful process of reconstruction that must follow, with its concomitant amendments to the Constitution; the seventeenth, eighteenth and nineteenth articles. The sixteenth, it is, of course, understood, is to be appropriated to those blushing damsels who are, day after day, beseeching us to let them vote, hold office, drink cocktails, ride astraddle, and do everything the men do. (Roars of laughter.) But above all sir, let me implore you to reflect for a moment on the deplorable condition of our country in case of a foreign war; with all our ports blockaded; all our cities in a state of siege; the gaunt specter of famine brooding like a hungry vulture over our starving land; our commissary stores all exhausted, and our famished armies withering away in the field, a helpless prey to the insatiate demon of hunger; our navy rotting in the docks for want of provisions for our gallant seamen; and we without any railroad communication whatever, with the prolific pine thickets of the St. Croix. (Great laughter.) Ah, sir, I could very well understand why my amiable friends from Pennsylvania (Mr. Myers, Mr. Kelley and Mr. O'Neill) should be so earnest in their support of this bill the other day, and if their honorable colleague, my friend, Mr. Randall, will pardon the remark, I will say I consider his criticism of their action on that occasion as not only unjust but ungenerous. I knew they were looking forward with far-reaching ken of enlightened statesmanship to the pitiable condition in which Philadelphia will be left unless speedily supplied with railroad connection, in some way, with this garden spot of the universe. (Laughter) And, besides, sir, this discussion has relieved my mind of a mystery, that has weighed upon it like an incubus for years. I could never understand before why there was so much excitement during the last Congress over the acquisition of Alta Vela. I could never understand why it was that some of our ablest statesmen and most distinguished patriots should entertain such dark forebodings of the untold calamities that were to befall our country unless we should take immediate possession of that desirable island. But I see now that they are laboring under the impression that the government will need guano to manure the public lands on the St. Croix. (Great laughter.) Now sir, I repeat, I had been satisfied for years that if there was any portion of the habitable globe absolutely in a suffering condition for want of a railroad, it was the teeming pine barrens of the St. Croix. (Laughter.) At what particular point on that noble stream such a road should be commenced I knew was immaterial, and so it seems to have been considered by the draughtsman of this bill. It might be up at the spring, or down at the foot-log, or the water-gate, or the fishdam, or anywhere on the bank, no matter where. (Laughter) But in what direction it should run or where it should terminate, were always, in my mind, questions of the most painful perplexity. I could conceive of no place on "God's green earth" in such straightened circumstances for railroad facilities as to be likely to desire, or willing to accept, such a condition. (Laughter.) I knew that neither Bayfield, nor Superior City would have it, for they both indignantly spurned the munificence of the government when coupled with such ignominious conditions, and let this very same land grant die on their hands years and years ago, rather than to submit to the degradation of direct communication, by railroad, with the piney woods of the St. Croix; and I know that what the enterprising inhabitants of those giant young cities refused to take would have few charms for others, whatever their

necessities or their cupidity might be. (Laughter.) Hence, as I have said, sir, I was utterly at a loss to determine where the terminus of this great and indispensable road should be, until I accidentally overheard some gentleman, the other day, mention the name of "Duluth." (Great laughter.) Duluth! The word fell upon my ear with peculiar and indescribable charm, like the gentle murmur of a low fountain stealing forth in the midst of roses, or the soft sweet accents of an angel's whisper in the bright, joyous dream of sleeping innocence. Duluth!

'Twas the name for which my soul had panted for years, as a hart panteth for the water-brooks. (Renewed laughter) But, where was Duluth? Never, in my limited reading, had my vision been gladdened by seeing the celestial word in print. (Laughter) And I felt a profound humiliation in my ignorance that its dulcet syllables had never before ravished my delighted ear. (Roars of laughter) I was certain the draughtsman of this bill had never heard of it, or it would have been designated as one of the termini of this road. I asked my friends about it, but they knew nothing of it. I rushed to my library and examined all the maps I could find. (Laughter.) I discovered in one of them a delicate, hair-like line, diverging from the Mississippi at a place called Prescott, which I supposed was intended to represent the river St. Croix, but I could nowhere find Duluth! Nevertheless, I was confident that it existed somewhere, and that its discovery would constitute the crowning glory of the present century, if not of all modern times. (Laughter.) I knew it was bound to exist in the very nature of things; that the symmetry and perfection of our planetary system would be incomplete without it. (Renewed laughter.) That the elements of material nature would have long since resolved themselves back into original chaos if there had been such a hiatus in creation as would have resulted in leaving out Duluth. (Roars of laughter.) In fact, sir, I was overwhelmed with the conviction that Duluth not only existed somewhere, but that, wherever it was, it was a great and glorious place. I was convinced that the greatest calamity that ever befell the benighted nations of the ancient world was in their having passed away without a knowledge of the actual existence of Duluth; that their fabled Atlantis, never seen, save by the hallowed vision of inspired poesy, was, in fact, but another name for Duluth, that the golden orchard of Hesperides was but a poetical synonym for the beer gardens in the vicinity of Duluth. (Laughter.) I was certain that Herodotus had died a miserable death, because in all his travels and all his geographical researches, he had never heard of Duluth. (Laughter.) I knew that if the immortal spirit of Homer could look down from another heaven than that created by his own celestial genius, upon the long lines of pilgrims from every nation of the earth to the gushing fountain of poesy opened by the touch of his magic wand; if he could be permitted to behold the vast assemblage of grand and glorious productions of the lyric art called into being by his own inspired strain, he would weep tears of bitter anguish that, instead of lavishing all the stores of his mighty genius upon the fall of Ilium, it had not been his more blessed lot to crystalize in deathless song the rising glories of Duluth. Yet, sir, had it not been for this map kindly furnished me by the Legislature of Minnesota, I might have gone down to my obscure and humble grave in an agony of despair, because I could nowhere find Duluth. (Renewed laughter.) Had such been my melancholy fate, I have no doubt but that, with the last feeble

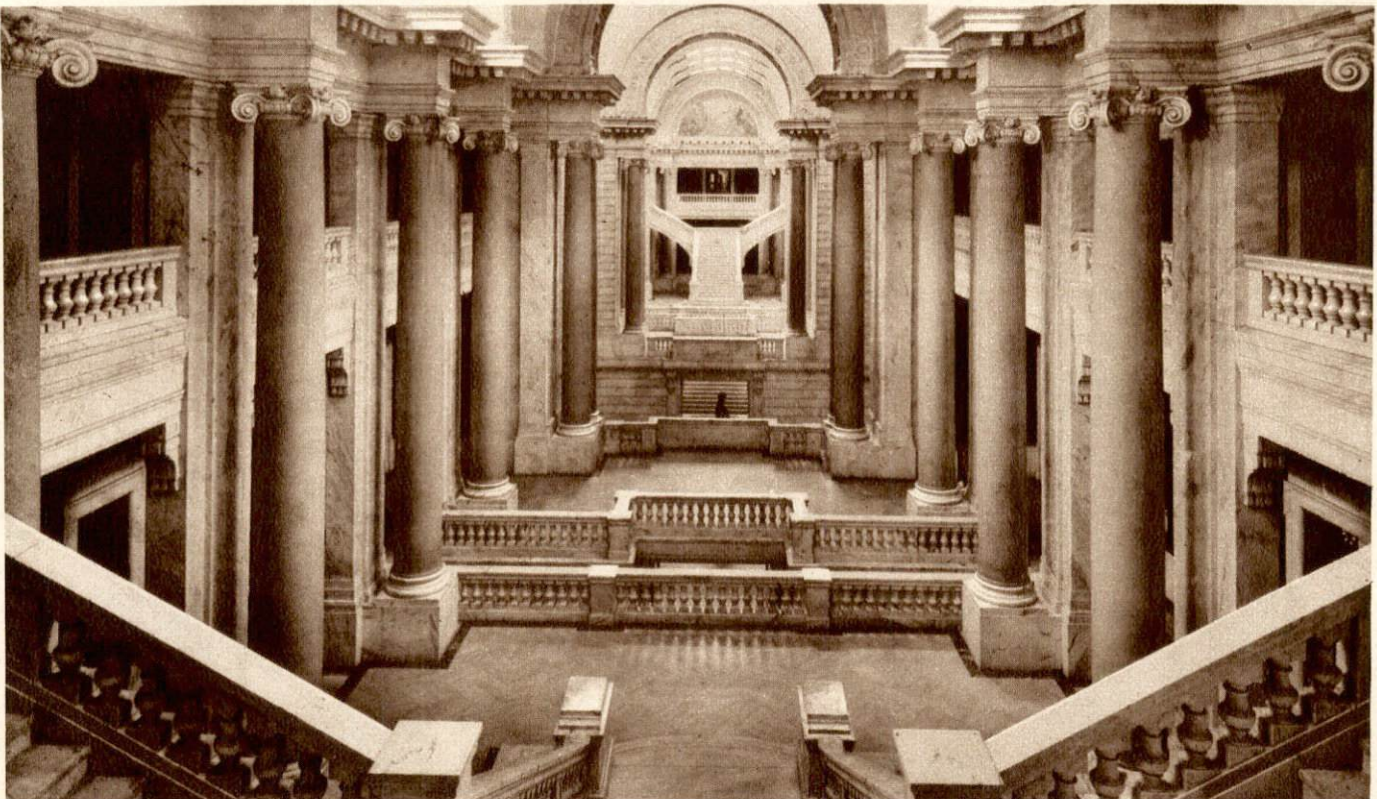
Interior of New State Capitol

Scenes Familiar to the Legislature, Now in Session



Looking toward House of Representatives.

—Cusick



Looking toward Senate.

© Caufield & Shook

pulsation of my breaking heart, with the last faint exhalation of my fleeting breath, I should have whispered, "Where is Duluth?" (Laughter) But, thanks to the beneficence of that band of ministering angels who have their bright abodes in the far-off capital of Minnesota, just as the agony of my anxiety was about to culminate in the frenzy of despair, this blessed map was placed in my hands, and as I unfolded it a resplendent scene of ineffable glory opened before me such as I imagine burst upon the enraptured vision of the wandering peri through the opening gates of paradise. (Renewed laughter) There, for the first time, my enchanted eyes rested upon the ravishing word "Duluth." This map, sir, is intended as it appears from its title, to illustrate the position of Duluth in the United States, but if gentlemen will examine it, I think they will concur with me in the opinion that it is far too modest in its pretensions. It not only illustrates the position of Duluth in the United States, but exhibits its relations with all created things. It even goes farther than this. It lifts the shadowy veil of futurity and affords us a view of the golden prospects of Duluth far along the dim vista of ages yet to come. If gentlemen will examine it they will find Duluth not only in the center of a series of concentric circles one hundred miles apart, and some of them as much as four thousand miles in diameter, embracing alike in their tremendous sweep the fragrant savannas of the sunlit South and the eternal solitudes of snow that mantle the ice-bound North. How the circles were produced is, perhaps, one of those primordial mysteries that the most skillful paleologists will never be able to explain. But the fact is, sir, Duluth is pre-eminently a central place, for I have been told by gentlemen who have been so reckless of their personal safety as to venture away in those awful regions where Duluth is supposed to be, that it is so exactly in the center of the visible universe that the sky comes down at precisely the same distance all around it. (Roars of laughter.) I find, by reference to this map, that Duluth is situated somewhere near the western end of Lake Superior, but as there is no dot or other mark indicating its exact location, I am unable to say whether it is actually confined to any particular spot or whether "it is just lying around there loose." (Renewed laughter.) I really cannot tell whether it is one of those ethereal creations of intellectual frost-work, more intangible than the rose-tinted cloud of a summer sunset; one of those airy exhalations of the speculator's brain, which I am told are ever flitting in the form of towns and cities along the lines of railroad built with government subsidies, luring the unwary settler as the mirage of the desert lures the famishing traveler on, and ever on, until it fades away on the darkening horizon, or whether it is a real, bona fide, substantial city, all "staked off," with the lots marked with their owner's names, like that proud commercial metropolis recently discovered on the desirable shores of San Domingo. (Laughter.) But, however that may be, I am satisfied Duluth is there, or thereabouts, for I see it stated here on this map, that it is exactly thirty-nine hundred and ninety miles from Liverpool (laughter) though I have no doubt, for the sake of convenience, it may be moved back ten miles so as to make the distance an even four thousand. Then sir, there is the climate of Duluth, unquestionably the most salubrious and delightful to be found anywhere on the Lord's earth. Now, I have always been under the impression, as I presume other gentlemen have, that, in the region around Lake Superior, it was cold enough, for at least nine months in the year, to freeze the smoke-stack off a locomotive. (Great laughter.)

But I see it represented on this map, that Duluth is situated just half way between the latitudes of Paris and Venice so that gentlemen who have inhaled the exhilarating airs of the one or basked in the golden sunlight of the other, must see at a glance that Duluth must be a place of untold delights (laughter), a terrestrial paradise fanned by the balmy zephyrs of an eternal spring, clothed with gorgeous sheen of everblooming flowers and vocal with the silver melody of nature's choicest songsters. (Laughter). In fact, sir, since I have seen this map, I have no doubt that Byron was vainly endeavoring to convey some faint conceptions of the delicious charms of Duluth when his poetic soul gushed forth in the rippling strains of that beautiful rhapsody—

"Know ye the land of the cedar and pine,

Where the flowers ever blossom, the beams ever shine;
Where the light wings of zephyr, oppressed with perfume,
Wax faint o'er the gardens of gull in her bloom;
Where the citron and olive are fairest of fruit—

And the voice of the nightingale never is mute;
Where the tints of the earth and the hues of the sky,
In color, though varied, in beauty may vie?"

As to the commercial resources of Duluth, sir, they are simply illimitable and inexhaustible, as is shown by this map. I see it stated here that there is a vast scope of territory, embracing an area of over 3,000,000 square miles, rich in every element of material wealth and commercial prosperity, all tributary to Duluth. Look at it sir, (pointing to the map), here are inexhaustible mines of gold, immeasurable veins of silver, impenetrable depths of boundless forests, vast coal mines, wide extended plains of richest pasturage, all, all embraced in this vast territory, which must, in the very nature of things, empty the untold treasures of its commerce into the lap of Duluth. (Laughter) Look at it, sir, (pointing to the map), do you not see from these broad, brown lines drawn around this immense territory, that the enterprising inhabitants of Duluth intend, some day, to inclose it all in one vast corral, so that its commerce will be bound to go there whether it would or not? (Great laughter.) And here, sir, (still pointing to the map), I find, within a convenient distance, the Piegan Indians; which of all the many accessories to the glory of Duluth, I consider, by far, the most estimable. For, sir, I have been told that when small-pox breaks out among the women and children of that famous tribe, as it sometimes does, they afford the finest subjects in the world for the strategical experiments of any enterprising military hero who desires to improve himself in the noble art of war, (laughter,) especially for any lieutenant general, whose

"Trenchant blade, Toledo trusty,
For want of fighting has grown rusty,
And eats into itself for lack
Of somebody to hew and hack."

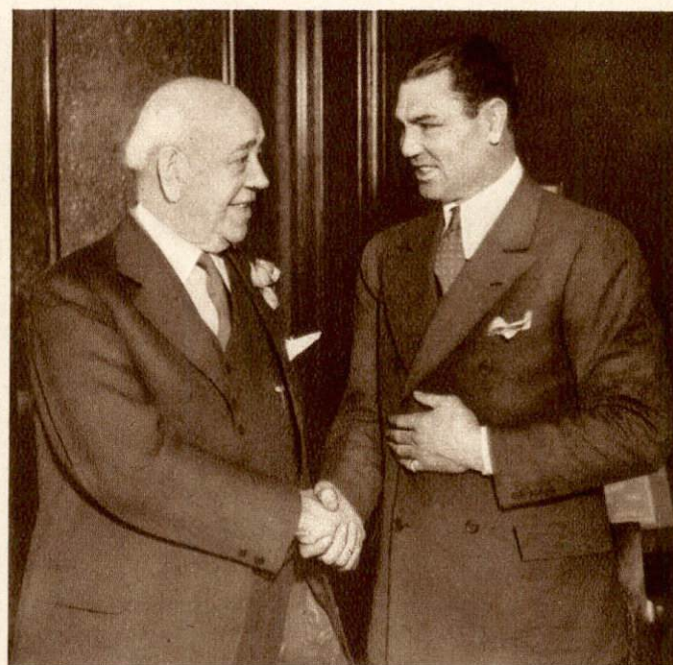
Sir, the great conflict now raging in the Old World has presented a phenomenon in military operations unprecedented in the annals of man-kind, a phenomenon that has reversed all the traditions of the past as it has disappointed all the expectations of the present. A great and war-like people, renowned alike for their skill and valor, have been swept away before the triumphant advance of an inferior foe, like autumn stubble before a hurricane of fire. For aught I know, the next flash of the electric fire that shimmers along the ocean cable may tell us that Paris, with every fiber quivering with the agony of im-

Jack Dempsey Visits Kentucky Legislature

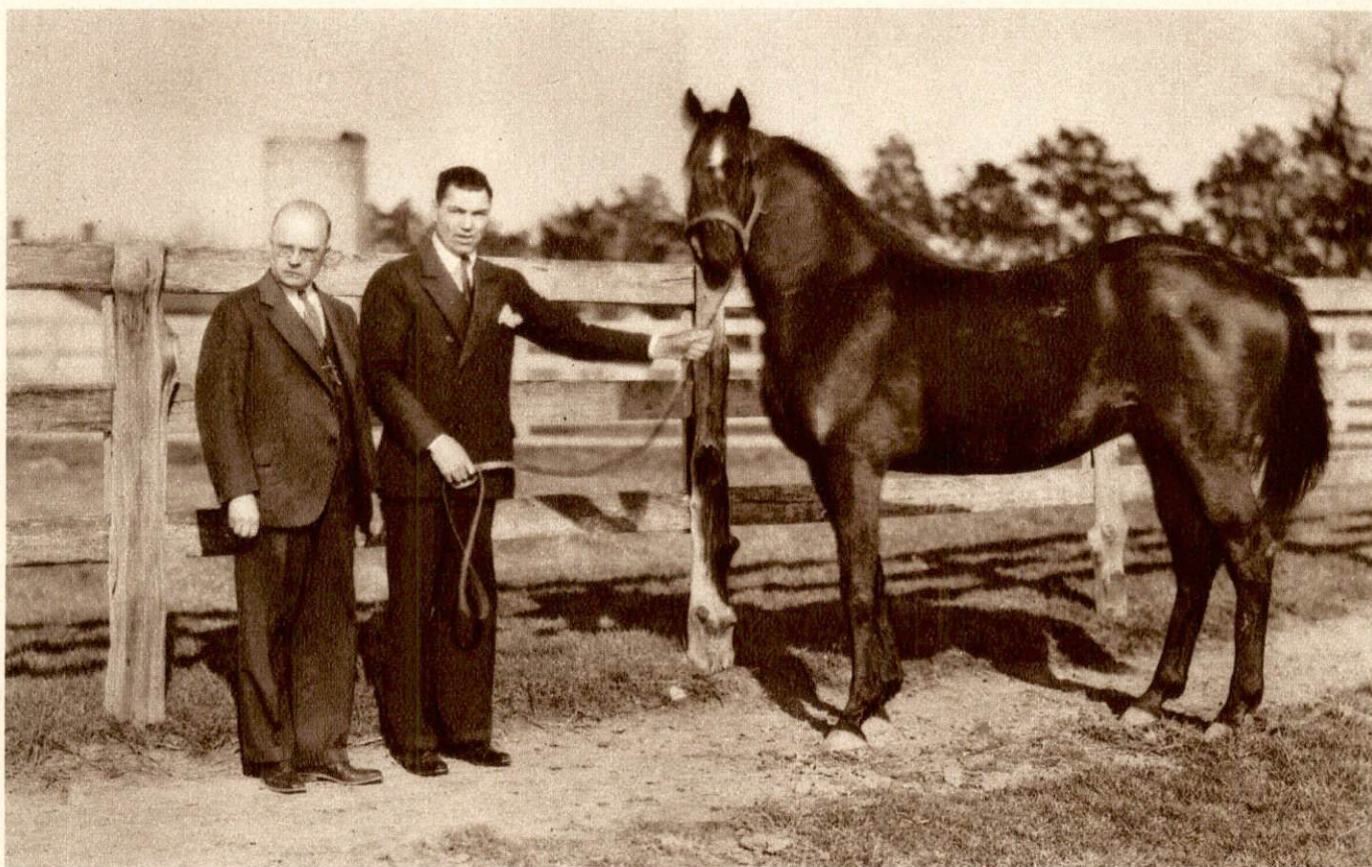
After Addressing the Kentucky General Assembly Dempsey is Made a Kentucky Colonel and is Entertained at "Scotland Farm"



Governor Ruby Laffoon makes Jack a "Kentucky Colonel."



The Governor and "Colonel" Dempsey talk it over.



Judge C. W. Hay, host, and Jack Dempsey holding Imp. Paicines, head of the stud, at Mr. Hay's "Scotland Farm," near Frankfort.

potent despair, writhes beneath the conquering heel of her cursed invader. Ere another moon shall wax and wane the brightest star in the galaxy of nations may fall from the zenith of her glory, never to rise again. Ere the modest violet of early spring shall open her beauteous eyes, the genius of civilization may chant the unavailing requiem of the proudest nationality the world has ever seen, as she scatters her withered and tear-moistened lilies o'er the bloody tomb of butchered France. But, sir, I wish to ask if you honestly and candidly believe that the Dutch would have overrun the French in that kind of style if General Sheridan had not gone over there and told King William and Von Moltke how he had managed to whip the Piegian Indians?

(Here the hammer fell.)

(Many cries, "Go on! Go on!")

The Speaker—Is there any objection to the gentleman from Kentucky continuing his remarks? The chair hears none. The gentleman will proceed.

Mr. Knott—I was about remarking, sir, upon these vast "wheat fields," represented on this map, in the immediate neighborhood of the buffaloes and Piegans, and was about to say that the idea of there being these immense wheat fields in the very heart of a wilderness hundreds and hundreds of miles beyond the utmost verge of civilization, may appear to some gentlemen rather incongruous—as rather too great a strain on the "blankets" of veracity. But, to my mind, there is no difficulty in the matter whatever. The phenomenon is very easily accounted for. It is evident, sir, that the Piegans sowed that wheat there and plowed it with buffalo bulls. (Great laughter) Now sir, this fortunate combination of buffaloes and Piegans, considering their relative positions to each other and to Duluth, as they are arranged on this map, satisfies me that Duluth is destined to be the beef market of the world. Here you will observe (pointing to the map) are the buffaloes directly between the Piegans and Duluth; and here, right on the road to Duluth, are the Creeks. Now, sir, when the buffaloes are sufficiently fat from grazing on these immense wheat fields, you see it will be the easiest thing in the world for the Piegans to drive them on down, stay all night with their friends, the Creeks, and to go into Duluth in the morning. I think I see them now sir, a vast herd of buffaloes, with their heads down, their eyes glaring, their nostrils dilated, their tongues out and their tails curled over their backs, tearing along toward Duluth, with about a thousand Piegans on their grass-bellied ponies, yelling at their heels! (Great laughter). On they come! And as they sweep past the Creeks, they join in the chase, and away they all go, yelling, bellowing, ripping along amid clouds of dust, until the last buffalo is safely penned in the stock-yards of Duluth. (Shouts of laughter). Sir, I might stand here for hours and hours, and expatiate upon the gorgeous prospects of Duluth, as depicted on this map. But human life is too short and the time of this house far too valuable to allow me to linger longer upon the delightful theme. (Laughter.) I think every gentleman on this floor is as well satisfied as I am that Duluth is destined to become the commercial metropolis of the universe and that this road should be built at once. I am fully persuaded that no patriotic representative of the American people who has a proper appreciation of the associated glories of Duluth and the St. Croix will hesitate a moment to say that every able-bodied female in the land between the ages of eighteen and forty-five, who is in favor of woman's rights, should be drafted and set to work on this great

work without delay. (Roars of laughter.) Nevertheless, sir, it grieves my very soul to be compelled to say that I cannot vote for the grant of lands provided for in this bill. Ah, sir, you can have no conception of the poignancy of my anguish that I am deprived of the blessed privilege. (Laughter.) There are two insuperable obstacles in the way. In the first place, my constituents, for whom I am acting here, have no more interest in this road than they have in the great question of culinary taste now perhaps agitating the public mind of Dominica, as to whether the illustrious commissioners who recently left the capital for that free and enlightened republic would be better fricasseed, boiled or roasted (great laughter) and, in the second place, these lands, which I am asked to give away, alas, are not mine to bestow! My relation to them is simply that of trustee to an express trust. And shall I ever betray that trust? Never, sir! Rather perish Duluth! (Shouts of laughter) Perish the paragon of cities. Rather let the freezing cyclones of the bleak Northwest bury it forever beneath the eddying sands of the St. Croix. (Great laughter.)

Tours To Be Repeated This Spring

PILGRIMAGES to many of Kentucky's shrines and tours of notable estates of the Blue Grass Region, so successfully launched and conducted last year, are to be repeated May 19 to 22, inclusive, by the Garden Club, of Lexington.

"Not only the famous horse farms, but private homes of historic note and architectural interest will be open to the public at a small fee, and guides can be furnished to make the tours easy and agreeable," the Garden Club announcement say, calling attention to the fact that "Kentucky will be at its loveliest" at this time of year.

"The homes of Henry Clay, James Lane Allen, John Hunt Morgan and Mary Todd (the wife of Lincoln) are a few of the most notable spots. The tours include Woodburn, the home of the Alexanders since 1790, where the famous collection of portraits will be exhibited; the fine gardens at Airdrie, many interesting small town gardens, old houses, exquisite woodlands and lovely scenery. At least fifty estates within a radius of fifteen miles are included. Trips may be arranged to further points—gardens in Paris, Old Fort Harrod and Nancy Hanks' cabin, at Harrodsburg; beautiful gardens and the home of Dr. Ephraim McDowell, at Danville; "My Old Kentucky Home" and the paintings in the Cathedral at Bardstown; the mountain college at Berea, and Mammoth Cave."

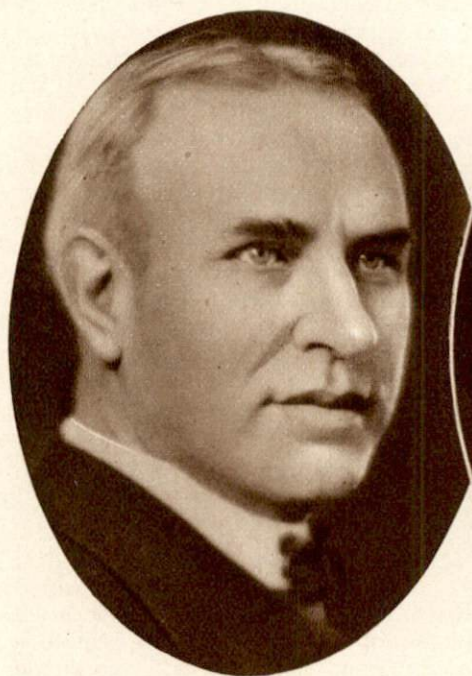
The announcement states that reservations may be made by writing to the Garden Club of Lexington, Lafayette Hotel, Lexington, Ky.

Mountain Laurel Festival

PREPARATIONS are under way for the second annual Mountain Laurel Festival, to be held this spring at Pineville, Ky., according to notice now being mailed out by officials of the mountain celebration.

Last year the festival, consisting of folk dances and the crowning of a queen selected from a group of beauties representing the leading educational institutions of the State was a very successful event and drew a large crowd from throughout Kentucky and adjoining States.

Governors Are Guests of General Assembly



O. MAX GARDNER,
Governor of North Carolina.



ALBERT C. RITCHIE,
Governor of Maryland.



HARRY F. BYRD,
Ex-Governor of Virginia.



Governor Ritchie addressing joint session of Kentucky Legislature. Typical scene on occasion of visit of each of Kentucky's distinguished guests.

Comments on Progress Commission Publicity

At the 1930 national meeting of AAA clubs, attended by about 800 secretaries and touring bureau managers, a written test was conducted on their knowledge of what States have to offer to tourists. Kentucky drew a rating far above the others (a rating of some 90 per cent) including widely advertised touring States, and when asked how they were able to attain such a high rating on Kentucky in the test, answered that the *Kentucky Progress Magazine* had informed them in touring and highway language what Kentucky had.—E. Jenkins, Manager National Touring Bureau AAA, Washington, D. C.

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We shall appreciate it if you will send us for our library a copy of the latest issue of the Annual Report of your Commission. Our Association is an organization consisting of a large number of local Hindu business men with a wide variety of interests. We have as members landholders, bankers, mill-owners, mill agents, wholesalers, retailers, importers and exporters and we shall be glad to co-operate with your organization in any matters that may be of common interest. If there is anything we can do to be of service to you and your members in Calcutta, please call upon us.—Marwari Trades Association, Calcutta, India.

* * * * *

Through the courtesy of Rev. Irvin C. Wise, pastor of the First Presbyterian Church, of Frankfort, I have been on the mailing list for the *KENTUCKY PROGRESS MAGAZINE*. Permit me to congratulate the Progress Commission on this fine type of State, civic, educational and institutional promotion literature. Seeing our native country from a distance convinces us that a re-discovery of resourcefulness and potentiality is needed on the part of many individual States of the Union. The kind of thing you are doing in Kentucky will set a high standard in this activity. May the people of Kentucky continue to honor the name of their State. Gratefully yours.—Walter A. Zimmerman, National Y. M. C. A. Secretary for Siam, Bangkok.

* * * * *

I read every issue of the *KENTUCKY PROGRESS MAGAZINE* and find it of the highest interest. It is the best, most attractive and well-illustrated magazine, expressing the spirit of progress, I have seen put forth in any American State.—Dr. Archibald Henderson, University of North Carolina, Chapel Hill, N. C.

* * * * *

Note the enclosed clipping from a Michigan newspaper, saying, "With the tourist business bringing between 8,000,000 and 10,000,000 visitors to Michigan each year, and spending while in our State some \$300,000,000, the Michigan Tourist and Resort Association can be said to head the second largest industry in the State." Kentucky is more centrally located and has more months of vacation weather. I have seen a lot of boosting and advertising of other States but I have never seen anything quite so well handled as the Kentucky effort is being handled. I appreciate very much your sending the Magazine to me. The pictures are beautiful and there are many points of interest that most of us either do not know about or have forgotten. . . . Kentucky will be a

great resort State for spring and fall if your advertising can reach the people.—Judge James H. Poage, Chicago, Ill.

* * * * *

The copies of the November issue (Good Roads Number) of *KENTUCKY PROGRESS MAGAZINE* came in today. Our boys in the Touring Bureau are particularly well pleased with this edition and want to know if it would be possible to secure about fifty more copies. What they received seem to have been grabbed up right away.—Col. W. S. Gilbreath, Automobile Club of Michigan, Detroit, Mich.

* * * * *

You are to be complimented on handling Kentucky publicity. As a practical demonstration: a family to whom I gave the previous copy of *KENTUCKY PROGRESS MAGAZINE* is already en route to motor through your State!—H. W. Brooks, Jr., Fitchburg, Mass.

* * * * *

We thank you for the copies of *KENTUCKY PROGRESS* and the *Industrial Survey* that we have recently received. As a bureau of business information we have a large collection of State and municipal publications. We would like to add your interesting publication, *KENTUCKY PROGRESS MAGAZINE*, to this collection as our current information on Kentucky is rather limited.—Business Branch of the Public Library, Newark, N. J.

* * * * *

The February issue (of *KENTUCKY PROGRESS MAGAZINE*) is so very attractive that our supply was quickly gobbled up and I find that my office files need two more copies to keep them complete.—C. E. Jenks, Manager East St. Louis Chamber of Commerce, East St. Louis, Ill.

* * * * *

Would it be possible for you to send us about two dozen additional copies of the February issue of the *KENTUCKY PROGRESS MAGAZINE* containing the picture of Washington on the front? We have had a great demand for these from school teachers, students, etc., and we could use almost as many as you could send us.—A. E. Barnard, Manager Maine Automobile Association, Portland, Me.

* * * * *

(Addressed to the Governor) I am told that the Progress Commission of your State has issued an exceptionally fine publication pertaining to the George Washington Bicentennial Celebration. I would consider it a great favor to receive a copy of this publication, and if there is any cost attached to its sending will be very glad to meet same.—M. H. L. Freeman, Manager Travel Bureau, Merchants and Miners Transportation Co., Baltimore, Md.

* * * * *

We wish to thank you for the copies of the *KENTUCKY PROGRESS MAGAZINE* which you have been sending us each week. We think you are putting out a wonderful magazine, and the only trouble we have is that we have more calls for copies than we get each time. Would it be asking too much to have more copies each month? Personally, I read it through from cover to cover each month.—L. B. Campbell, Secretary, Ironton Automobile Club, Ironton, O.

Outdoor Sports



"Hiking" along Kentucky's river cliffs.

Kentucky Progress Magazine

The material sent me was very helpful in my school work. Each child chose a State. I chose Kentucky. The teacher said I received the most interesting material of all the class.—Janice Negley, Bakersfield, Calif.

* * * * *

The magazine is well worth its cost as a medium advertising Kentucky.—Thos. E. Owen, Editor L. & N. Employes' Magazine.

* * * * *

The February edition of KENTUCKY PROGRESS MAGAZINE is thrilling. You have eclipsed yourself. The research exhibited in its contents is astounding. You are continually laying Kentucky under renewed obligations by your persevering and laborious efforts. All wonder that you can do so much. I am approaching my ninetieth birthday May 7th—and have been a student of Kentucky history all my life, but you are teaching me many things about Kentucky and are putting them in such vivid display as to make them doubly impressive. Long may your facile pen and superior judgment furnish to the world views of Kentucky that places her in the forefront of the Sisterhood of States.—Rev. J. J. Dickey, Flemingsburg, Kentucky.

* * * * *

But the (Progress) Commission did sing the song of Kentucky, did bring action to the words and music, did preach the gospel of the Commonwealth. Right now that duty seems to have fallen upon evil days and the croakers take the place of the crooners, the gloomsters of the glad. There is no official substitute for that excellent magazine.—(From editorial) Herald-Post, Louisville.

* * * * *

The magazine is an excellent publication and, according to my judgment, does the job it is designed to do in a remarkably pleasing and efficient manner. I cannot visualize any one proposition which would bring immediate cash returns to Kentucky as rapidly and in as great a measure.—E. L. George, Secretary, U. S. Highway 60 Association, Bartlesville, Okla.

* * * * *

For the past year we have received here in the local branch of the Hoosier State Automobile Association copies of your KENTUCKY PROGRESS MAGAZINE, for which I want to thank you. I want to take this opportunity in telling you that I believe that it is one of the finest things that your State could do. I personally know we have more people going into Kentucky for their vacation in the past year of 1931 than any other previous year. We gave out more Kentucky maps than any other year. Your KENTUCKY PROGRESS MAGAZINE has been distributed to various business houses and these people call for them each month. I am sure that it has been very profitable to you in sending these magazines out to the State of Indiana as you have been doing.—Jay H. Paul, Manager Branch, Hoosier State Automobile Association, Huntington, Ind.

* * * * *

Six years ago we had the pleasure of visiting your State by automobile, entering Kentucky at S. Portsmouth and journeying through Vanceburg, Frankfort, Shelbyville, Louisville, Elizabethtown, Munfordville to Mammoth Cave; to Hodgenville, where we visited Lincoln's birthplace, thence to Lexington, Paris, Pineville and finally

leaving your State at Cumberland Gap. On this trip I might state we were treated most kindly by the people of Kentucky, all of whom were strangers to us but did all they could to make us comfortable. The country through which we passed was most beautiful, it being in the month of June, when the magnolia trees were in bloom. Well do I remember the beautiful scenery on our way from Pineville to Cumberland Gap, and it was in this section where we crossed a river and wound our way up the mountain side where we stopped to view the beautiful country below. It was then that I could well understand why Daniel Boone and others of his day were attracted to this country.

I have studied history and while in college I had three professors from Bowling Green, Ky. They told me about the beauties of that State and I spent about two weeks within the borders of Kentucky, but I never once realized there was so much of historical interest and natural beauty connected with the State until I received the KENTUCKY PROGRESS MAGAZINE. Since I have received this magazine we have decided to again visit your State and are making preparations to do so in the summer of 1932, so we might visit some of the places of interest we did not know about on our previous trip. For instance, we were in Munfordville two days and never knew there was anything of interest connected with this town until receiving your magazine, when we found this town has a history, as do many others.

I wish to congratulate you on the wonderful work you are doing in bringing Kentucky, with all its beauty and history, to the tourists in order to attract them to your beautiful State, the State that did so much in the making of United States history and which may rightly be termed the Gateway to the South.—Chas. A. Steiding, Keyser, W. Va.

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In my travels around the country I hear a great deal of favorable comment concerning the KENTUCKY PROGRESS MAGAZINE.—Rodman Wiley, Vice President Kentucky Rock Asphalt Co., Louisville.

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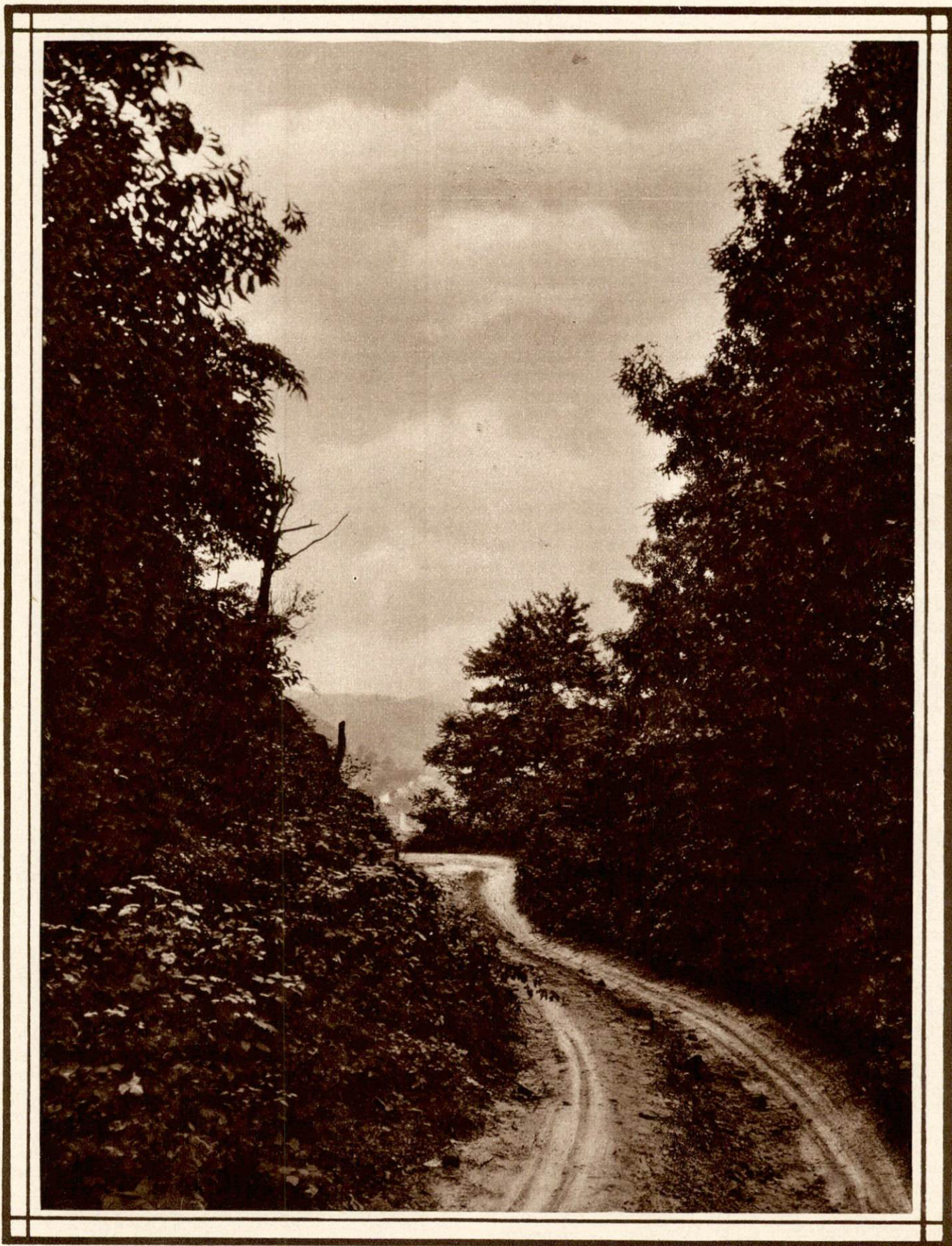
I believe the Magazine is one of the best of its kind and it certainly does advertise the State of Kentucky in the best way. Every month I have calls for my copy and all who have seen the magazine want it again. In the fall of 1930 I had the magazine sent to two of my friends in Pittsburgh, both of whom made trips through the State last summer. I feel sure that these parties spent not less than two hundred dollars during their stay and both said that they intended returning again this summer. I sincerely wish the Progress Commission continued success.—I. J. Harding, Fullerton-Portsmouth Bridge Co., Portsmouth, O.

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I want to congratulate you upon the January issue of the KENTUCKY PROGRESS MAGAZINE. It is certainly a handsome volume and I intend to pass it on to some friends of mine when I have finished it. You are doing a great work through this magazine.—Bart N. Peak, Secretary, Y. M. C. A., University of Kentucky, Lexington.

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Recently it was my pleasure to see a copy of the KENTUCKY PROGRESS MAGAZINE. It is a most attractive publication. I am writing to ask if you have a copy especially devoted to the literary shrines of the State. This subject has been assigned me for discussion in a club for Feb-



A trail in "the Hills."

Kentucky Progress Magazine

ruary. You understand I wish some information on such people as James Lane Allen, Irvin S. Cobb, John Fox, Jr. Their homes and memorials will be of interest to us.—Mrs. J. W. Conger, Winona, Miss.

* * * * *

I am clipping some of the (magazine) articles and illustrations and putting them on the bulletin board here to stimulate interest in the trip to Kentucky I wrote you about. Five of the boys have already signed up. I myself am looking forward to the trip. You may be interested in knowing that I sent copies of the November issue to friends in Oklahoma, California, New York, Massachusetts. One copy went to Professor C. S. Thomas at Harvard University, under whom I studied one summer. He said the KENTUCKY PROGRESS MAGAZINE was well got up, which is quite a compliment for you, as he knows his stuff too.—C. R. House, Linsly Institute, Wheeling, W. Va.

* * * * *

It has been a real pleasure to read these magazines. I want to congratulate Mr. Dunn and the Kentucky Progress Commission for the publication of such a beautiful magazine. It is a credit to the Commission and the best publicity Kentucky has ever had.—Edward Lawless, President Kentucky "Blue Grass" Club of Southern California, Pasadena, Calif.

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Letters from all States praise the KENTUCKY PROGRESS MAGAZINE. Keep it up. The Kentucky Progress Commission has done a wonderful work for our wonderful State.—Miss M. L. Watson, Covington, Ky.

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I sincerely hope that the PROGRESS MAGAZINE continues its good work of telling people about the beauties of the State.—Miss Lillian McCann, South Bend, Ind.

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The PROGRESS MAGAZINE is a wonderful publication and I appreciate it so much. It has been a pleasure to me every month of its existence. With every good wish for you and those associated with you in your great work for Kentucky.—Mrs Cora Morehead Matthews, Maysville, Ky.

* * * * *

Have received the magazines and Directory you sent me, which are very much appreciated. I hope you will be able to continue the work you have started as it is a great help to the public in general.—J. B. Wathen, Jr., Louisville, Ky.

* * * * *

Let me take this opportunity to thank you for the copies of KENTUCKY PROGRESS MAGAZINE which have been sent to me, and to tell you what a beautiful and instructive magazine it is. The present issue (February), with the fine collection of Washington pictures and the articles on Bryan's Station and Blue Licks, at which my ancestor fought, is of especial interest.—Mrs. James Randolph Spraker, Historian, Boone Family Association, Buffalo, N. Y.

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Since the beginning of its publication three or four years ago, I have been a reader and great admirer of the KENTUCKY PROGRESS MAGAZINE, many copies of which

I have mailed out and away to different friends and relatives. I know of no greater advertising medium for Kentucky, not only from a business and economic standpoint, but for the general publicity of its scenic beauty and attraction, and for its historic and literary achievements.—J. W. Hall, Mt. Sterling, Ky.

* * * * *

Your February number, like all its predecessors, is filled with interesting pictures and other material on Kentucky and its history. You realize, without me repeating it again, that we regard your magazine as a great medium for arousing an interest in State history and doing much toward bringing about the preservation of its many historic landmarks. I started this letter for the purpose of commenting especially on Carl Bernhardt's good article on "George Washington Was Offered Kentucky." But all the other articles are good, too. So I will congratulate you on the entire issue.—Otto A. Rothert, Secretary The Filson Club, Louisville, Ky.

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I greatly appreciate your thoughtfulness in sending me the copies of the KENTUCKY PROGRESS MAGAZINE and the other beautifully edited literature showing the splendid attractions of that wonderful State. I have been turning their pages with the greatest interest.—Harry Lathrop Reed, President Auburn Theological Seminary, Auburn, N. Y.

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The magazines were most interesting. If we don't take a motor trip through Kentucky real soon it won't be our fault.—Dr. R. Lincoln Long, Toledo, O.

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"The 50 folders you sent did not last us but a few days. The tourists say it is one of the most useful folders they have ever seen and very valuable for information in touring Kentucky."—Hotel Windsor, Paris, Ky.

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"I think PROGRESS MAGAZINE is fine and doing a lot for Kentucky. I said so in my speech at Bedford, at the new road opening."—R. L. Ireland, Madison, Ind.

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"Many thanks for the interesting and beautiful book on Kentucky. Your State deserves compliments on its publicity activity and letting the world know what's awaiting them in the Blue Grass State."—Ivar Hennings, President South Bend Bait Co., South Bend, Ind.

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"I want to congratulate you on the interesting material you are publishing on Kentucky. The illustrations and presswork are superb. Kentucky is indeed a great State, but she is permitting too many of her young men and women to seek fields of endeavor elsewhere. Manufacture that wealth of raw material at home and give them jobs. It will work to the everlasting advantage of both the State and her rising generation."—Samuel Forrest Pottinger, Hyattsville, Maryland.

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Your splendid magazine certainly fills a long-felt need and is a model of style, comprehensiveness and artistic arrangement of illustrations. The masterly treatises on Kentucky's manifold attractions leave little to be desired.—Mrs. Clara Degman Hook, Blue Ash, Ohio.

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The other day I happened to stop in at the Uniontown

Kentucky Progress Magazine

Motor Club and they were telling me how much they liked the KENTUCKY PROGRESS MAGAZINE. In fact, the magazine has been so well received in that community that they are furnishing several copies to schools to use in the class rooms.—E. Jenkins, Manager, National Touring Bureau, American Automobile Association, Washington, D. C.

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On behalf of the teachers and pupils of Perry Township, Fayette County, Pa., I wish to thank you for the KENTUCKY PROGRESS MAGAZINE we have been receiving from the Uniontown Motor Club. Our pupils use them in the study of Geography. The parents and teachers also like to use them.—E. I. Ramsier, Superv. Principal, Perryopolis, Pa.

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I have been reading the Magazine ever since it first came out and I wish to say that in my work I have handled millions of copies of literature and this is the best publication I have ever had the pleasure of reading. I wish every State in the Union were doing this same thing.—W. G. McIntyre.

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I want to express, in part at least, my personal appreciation of the great work you have done in collecting historical material relative to Kentucky . . . published in KENTUCKY PROGRESS MAGAZINE . . . giving to the State of Kentucky a permanent history of the State . . . I have no books in my library I shall take greater pleasure in handing down than the bound volume of KENTUCKY PROGRESS MAGAZINE.—Dean F. Paul Anderson, College of Engineering, University of Kentucky, Lexington, Ky.

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Thank you very much for the magazine. It is a very beautiful edition and tells in a masterful way of the great development of the old Commonwealth.—W. F. Wiley, General Manager, The Cincinnati Enquirer.

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The magazines came and I want to thank you over and over again for them. Gee, what a good time I will have this winter reading them from cover to cover. The first information I had of the Magazine's publication was sent me by a friend of mine, Henry B. Sallee, of Eugene, Oregon. Just think, I had to go away out west to get this information when it was right under my nose.—H. C. Bright, Louisville, Ky.

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Enclosed you will find our check for \$2.00 the renewal of our subscription of beautiful KENTUCKY PROGRESS MAGAZINE. Every line of it is read most eagerly and appreciatingly, even the advertisements! It remains a wonder that the price is within reach. I know of only one magazine that KENTUCKY PROGRESS MAGAZINE resembles, and that is the finest of the country, in my appreciation—*The Geographic!*—Sister Mary Camillus,

Librarian, Academy Notre Dame of Providence, Newport, Kentucky.

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U. S. Bicentennial Applauds

Permit me to offer sincere congratulations upon the February issue of the KENTUCKY PROGRESS MAGAZINE. It is a most worthy achievement, one of which you may be very proud. We have posted the cover and the inside pages on the walls and it makes a splendid showing. I am glad it is receiving its well deserved recognition in different localities and I am sure it will be of great assistance in spreading the gospel of General George Washington among various communities.—Sol Bloom, Associate Director, United States George Washington Bicentennial Commission, Washington, D. C.

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Through the Ohio School of the Air have received a copy of your KENTUCKY PROGRESS MAGAZINE and wish to thank you for it. It is the finest magazine of its type I have ever had the privilege of reading and I exhibit it in my class room here. Is it possible also to obtain a copy of your booklet, *Kentucky, The Blue Grass State?*—Anna R. Heinle, Zanesville, O.

* * * * *

I had the pleasure a few days ago of looking over a copy of the February, 1932, issue of your magazine. It is wonderful. Will you send me a copy or two?—Wm. E. Crabbs, Executive Secretary, Anthony Wayne Chapter, Ohio Sons of American Revolution, Toledo, O.

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We are highly interested in the magazine and we would not want to miss any number.—Sister Mary Adele, Sacred Heart Commercial, School, Bellevue, Ky.

We Favor the Progress Commission

(Owen County Democrat)

FOR the past two years Kentucky has had a commission whose duty it has been to advertise Kentucky to the world for her golden opportunities offered the stranger to come and make his fortune with us and for her fishing and beautiful scenery. This commission has done much work and much good, our tourist travel has increased wonderfully and the money spent by them has caused our gas tax fund to almost double. The world would see Kentucky if properly aroused to the wonderful sights and opportunities in the blue grass State. This commission should be composed of our livest men and they should be given money enough to properly advertise our State and to place an exhibit at the world's fair in 1933 at Chicago so all the visitors to that great show would have a great desire to see our State and would come and spend time and money with us.

Tourist spend millions in Europe why not in Kentucky? We have the Mammoth Cave one of the seven wonders of the world. The Cumberland Falls and The States mountain scenery is not equalled by the Alps, the sunny climes of Italy nor the beauty of Switzerland.

The State's game preserves are stocked with deer, turkey and pheasants her streams abound with bass and other game fish and her climate has combined the qualities of that of Florida and California. So let's advertise Kentucky to the nation and to the world.

Smaller Kentucky Cities Getting Industries

[Continued from page 9]

facilities, railroad rates to outside markets, tax rates and exemptions, city and county bonded indebtedness, cost of building materials, labor availability and costs, assessed valuations of farm lands, crops grown, number of dairy cows, milk products plants and meat packing plants, inducements offered to new industries and other information.

The Progress Commission, acting as a centralized agency for gathering and disseminating this information, gave the surveys wide distribution. Local chambers of commerce and other civic bodies carried on the negotiations with industrial prospects interested in Kentucky through the medium of the publicized surveys.

Results are now registering. Irvine, Nicholasville, Winchester and Frankfort have utilized the surveys, either in getting new industries or in expanding industries they already have. Other cities throughout the State are carrying on negotiations for industries that are fitted to their communities, and, as in the case of the four cities mentioned, are themselves investing in the substantial industries which they are bringing in.

Kentucky cities, armed with the facts about their communities, are now enabled to deal intelligently with outside industrial capital. No longer does one of these 112 cities broadcast the indefinite information that "we have an abundance of cheap labor, good transportation facilities, raw resources close at hand and low power rates." A brief is filed today by these municipalities, giving the kind and quality of labor, the specific transportation facilities together with rates, the nature and proximity of raw materials, the rates on power for industrial purposes, etc.

The surveys effected another good purpose. The information brought out developed defects locally that needed correction before some of these cities could compete on an equal basis with other cities seeking industries. But while it uncovered defects, it disclosed industrial advantages hitherto unknown and pointed the way to further examination locally into data required by modern-day manufacturers and producers of modern commodities.

Recently the commercial organization executives of the State organized an Association of Chamber of Commerce Secretaries of Kentucky and took occasion to endorse "the work of the Progress Commission" and to urge the continuation of "its help and benefit along industrial and tourist lines to all chambers of commerce in Kentucky."

All of these executives had taken part in the formulation of the industrial survey questionnaire drafted by the Progress Commission and had helped prepare the statistics in their respective communities that, as a whole, presented a cross-section of Kentucky's resources, facilities and advantages for industrial growth.

The surveys developed facts of valuable and general interest to Kentuckians themselves as well as outsiders. It was shown that 22 Kentucky industries were the largest of their kind in the world, seven more the largest of their kind in the United States and fifteen others the largest of their kind in the South.

A noticeable increase was noted in recent years in meat packing plants, canning factories, dairy products plants, tobacco factories, hosiery and knitting mills, overall and clothing factories, fire brick plants, wood working factories and printing, lithographing and rotogravure establishments.

Idle industrial opportunities, presenting great possibilities, were apparent. There were very few coal by-products plant, in a State that ranks third on coal production. With an abundance of raw materials available, there was only one cement plant. Clays of the highest quality, it showed, were being shipped to other States for manufacture, notwithstanding the unusual transportation, labor and other facilities available for manufacture at home.

With the resources, facilities and technical advantages at hand, there was noted an absence of glass factories, rayon and synthetic fibre products plants, buckwheat mills. Fuller's earth and other mineral development. There was only one hemp mill in a State that once lead in hemp growing.

Surveys, however, become obsolete almost over-night. Conditions change rapidly in this age of progress. Old, substantial industries in lines that were in demand "yesterday" are supplanted today by new inventions and new requirements.

It is essential, therefore, to continually conduct new surveys to keep step with the procession.

Every enterprising State, for this and other purposes of the day, maintains a strong State Chamber of Commerce, performing many of the functions and rendering to local communities a service similar in some respects to the Kentucky Progress Commission; however, Kentucky's bilateral plan of operation, with Legislative sanction and an appropriation, has been demonstrated to be the ideal method of promoting State advertising and development since it was put into effect four years ago.

Kentucky, on the eve of greater industrial expansion, possessor of an "embarrassment of riches" in mineral resources, agricultural and live stock production and the essentials for almost any kind of manufacturing, well may be expected to capitalize its abundant advantages in an increased effort along organized lines to go forward as never before in an industrial program.

The Kentucky Progress Commission, properly supported, hopes and expects to be an important factor in Kentucky's industrial development, and has faith in the ability of a united State to forge ahead to leadership and unbounded prosperity in the field of industry and commerce.

Kentucky Now Has Bridges and Highways

[Continued from page 7]

north and south, numbered from the Atlantic to the Pacific, Kentucky has U. S. Routes Nos. 23 to 51 inclusive, the expression, "from the Big Sandy to the Mississippi," is better understood. By the same token, the breadth of Kentucky's famed hospitality is the better appreciated. Whether you enter Kentucky at Ashland, on U. S. 23, or at Wickliffe, on U. S. 51, 525 miles apart over the direct U. S. Highway 60 that connects these two cities, you will find the same warm Kentucky hospitality and a country "that is different."

While it is not necessary to describe the condition of Kentucky's highways any longer, for selective purposes in crossing or visiting the State, it is customary in this issue of KENTUCKY PROGRESS MAGAZINE to cite the various trunk routes that enter the State on the South and leave the State on the North, for the benefit of North-bound tourists returning from Florida. During the

Spring and Summer touring season, the magazine goes into detail with an illustrated description of the wealth of beauty spots, historic shrines, recreational areas and tours in all sections of the State, and this information is requested by thousands who take advantage of the many sights and vacation opportunities to be found in a State full of attractions.

Last year the March issue, giving North-bound road information for Kentucky, was distributed all over Florida and, as a consequence, tourists availed themselves of the chance to see the beautiful State they had heard so much about—Kentucky. Middlesboro and other cities on the border reported that hundreds of visitors came through Kentucky on their way north in response to the invitation extended to them by the magazine.

This year the invitation is repeated. It is convenient to come through Kentucky on the way North, even to those who live in the northeastern section of the Great Lakes region.

Kentucky may be entered from the South by way of U. S. 23, U. S. 25-E, U. S. 25-W, U. S. 27, U. S. 31-E, U. S. 31-W, U. S. 41-E, U. S. 41-W, U. S. 45 or U. S. 51.

These routes may be followed across the State to Ohio River crossings, or highways branching off from them, such as U. S. 42, U. S. 60, U. S. 62, U. S. 68 and U. S. 227, may be taken to reach points of interest in various sections of the State or to effect short cuts "home."

Kentucky is attractive the year round, and the March visitor this year will find not only that the bluegrass is still "blue," as usual, but that Spring has arrived with the trees budding, the Easter flowers in profusion and even the balmy breezes stirring to present a colorful and warm greeting.

Inquiries regarding specific points of interest, addressed to the Kentucky Progress Commission, State Capitol, Frankfort, Ky., before leaving for the "homeward bound" trip, will receive prompt and courteous attention. And all Kentucky joins in the invitation to "visit awhile."

The Last Remnant of "Frenzied Finance"

[Continued from page 11]

\$100 for the first drink sold over the Palmer House bar. Old timers relate how the check was framed and hung over the bar for many years.

Just what stopped the expansion of the bubble is hard to say at this time. Boston and other eastern capital was pouring into the project by the thousands of dollars when like a thunder bolt from a clear sky the bubble burst and work instantly ceased with numerous buildings started that were never completed. Some old timers say that it was the hard times during the Cleveland administration, others lay it to the fact that the iron ore in this section proved to be of such doubtful value and limited quantities that it was necessary to ship in ore to provide working material for the smelter. The historical facts are that the furnace closed down after Lawson had operated it only a short time, reopening again for a brief period after being acquired by the Hillman Land and Timber company. During the World War the Suwanee Iron Company operated the smelter, which has been closed down since that time, pending negotiations for its sale. In 1930 the smelter was acquired by Lui Heimansohn and Son, junk dealers of Clarksville, Tennessee, who immediately began wrecking and shipping the machinery as junk.

The material that composed the initial project that was to make a second Pittsburgh of Grand Rivers is now being used in a variety of ways. Some is being shipped to foundries where it will be converted into everything from cook stoves to iron fences. Iron pipes from the smelter are being used as culverts in a number of adjoining counties in Kentucky. Brick and stone from the engine room now comprise the new high school gymnasium at Gilbertsville, Kentucky. Other brick that housed the boilers is being used to construct walks and fences, and in a variety of other ways in the surrounding towns.

The gravel pit near the Tennessee river, which was opened by the railroad lines about the time of Grand Rivers' boom days, is the only industrial enterprise that has continued operations. It has since been acquired by the Memphis Sand and Gravel company, and loads from 20 to 30 car loads of gravel daily during peak operation. Some few years ago the Basic Remedies Company acquired considerable property in Grand Rivers, including the "Boston Block," where they now operate their business. In 1931 the West Kentucky Coal Company acquired property adjacent to Grand Rivers, where they have constructed a large coal cleaning plant, having trackage facilities of 200 cars and a large potential daily production. Thus Grand Rivers still has industrial ambitions.

Lawson's frenzied finance and gambling proclivities eventually reduced his once large fortune to a meager livelihood, some authorities claiming that he died penniless and that his funeral expenses were borne by relatives. In his book, he mentions Grand Rivers as a place where he lost considerable money, but adds that the friendships gained there were sufficient recompense for his losses. Promotion prospectuses issued by Lawson on the Grand River project describe southwest Kentucky in the usual glowing terms and furnish an inkling of what Lawson expected to accomplish between the Tennessee and Cumberland rivers.

Little Known Kentucky—"Smith Valley"

[Continued from page 13]

house at dusk, after a rainy afternoon, and over the silver sheen on the grassy fields sees the misty folds of Brush Mountain piling one on top of the other in the deepening gloom. The creek trebles softly in its little dell below and a cool breeze comes out of the woods from the slope beyond to fan one's cheek.

Or perhaps it is a clear day and one has worked hard, or has hiked long. Then by all means he should stop at Mr. Noble Smith's and sit on the front porch at sunset to rest, and watch. The sharp buttressing ridges of the Cumberland are drawn into definite outline for a time by the slanting rays; the steep wall grows darker and more forbidding every minute; then all blends into a gloomy mass which broods silent and indistinct in the dusk. On a hot summer morning the most alluring spot is the swinging bridge across Martin's Fork, where one can stand in the cool shade of the tall hemlocks which tirelessly raise their shaggy arms above him. The stream babbles contentedly out of its rocky, shaded glen, always hurrying but never hurried. Here one can smell the mingled odors of the rocks, the water, and the hemlocks—blended odor which seems to be found about streams along the foot of the Cumberland more often than any other place the writer has ever been.

Fortunately for the peace and beauty of Smith Valley,

it was left to one side by the great mining developments of Harlan County. All the coal is taken out of Black Mountain and Brush Mountain from the other side and the upheaved Cumberland Range is too rough and broken for coal mining. The nervous tension that inevitably goes with railroads and automobiles has not yet reached this spot and one still has time to stop and ask of the stranger his name and business, and of the friend where he is going and how the folks are. But such a combination of beauty and tranquility is too good to be true, and even now a railroad is being built along the side of the Cumberland Mountain, which, when completed, will connect the L. & N. with the C. C. & O., to form a through line from Louisville to Charleston, S. C. The county is just completing an auto road into the valley; but whatever loss is sustained because of these "improvements" will be balanced, in part at least, by making this natural wonderland accessible to the world.

(Editor's Note—This article was written before the railroad and highway mentioned were completed).

Transylvania and the Founding of Henderson, Kentucky

[Continued from page 17]

North Carolina jurist that America was a democracy which demanded a government by statute laws, and not by royal proclamations.

Such was the prevailing temper of the most advanced patriots at the time the Great Treaty was negotiated by the Transylvania Company at Watauga in the presence of the Cherokee hordes and the buckskin diplomats. Great excitement prevailed throughout North Carolina and Virginia and all along the border over this proposed colossal real estate transaction. For fifty thousand pounds sterling, in money and in goods, the Transylvania Company purchased from the Cherokee tribe their claim to a vast area, variously estimated at from seventeen to twenty millions of acres. The object of the company was two-fold: to promote a great speculative enterprise, rich with golden promises of fortune "beyond the dreams of avarice;" and to establish the settlement and secure the recognition of Transylvania as the fourteenth American colony.

The type of man engaged in this vast undertaking inevitably challenges our interest and attention. The captain of industry and the speculative promoter on the grand scale have held the centre of the stage in many stirring scenes of the drama of American expansion. The motives and the principles have remained the same, whether the protagonist was a Washington or an Astor, a Putnam or a Morgan, a Penn or a Henderson. The ample-vised expansionist, lured on by prospects of princely fortune, develops and exploits the new lands, for individual profit and comprehensive national expansion. The great figure in such colossal schemes of personal aggrandisement and territorial expansion—a Cecil Rhodes in South Africa, a James J. Hill in Western America—is not the individual pioneer, breaking a clearing for his little cabin, but a constructive genius who directs the movement to open up, at one decisive stroke, vast areas, rich mineral deposits, immense natural resources. This is the typical genius of America, the expansionist on the grand scale. Exemplars of this type in our history are Washington, the canal builder and land speculator, the Jefferson of the Louisiana Purchase, the Polk of the Mexican War, the Roosevelt of the Panama Canal. This type figure, no less romantic than the pioneer, scout and small

home-maker, is found in fine flower in the members of the Transylvania Company, who conceived their plans on a monumental scale and personally carried them into execution.

During considerably more than a decade, a few far-sighted men of generous vision had been revolving in their minds a monumental project: the colonization of the trans-Alleghany West. One of the friends of Thomas Hart, John Williams and the man for whom this city and county are named, was the great scout, hunter, trapper, and land-looker, Daniel Boone. During a period of at least a decade, Boone, in his far-ranging expeditions through Tennessee and Kentucky, was acting as the confidential agent of this land company. Thomas Walker for the Loyal Land Company, Christopher Gist for the Ohio Company, Daniel Boone for the Transylvania Company, were all explorers of the trans-Alleghany region on behalf of entrenched capital and speculative enterprise.

The present generation owes a tribute to five men associated with the Transylvania Company: William Johnston, James Hogg, and Thomas, David and Nathaniel Hart. Over a period of a decade, until his death on May 3, 1785, Johnston was the secretary and treasurer of the Transylvania Company; never missed a meeting of the company; and proved to be the financial wizard who successfully negotiated the numerous and complicated financial transactions, totalling hundreds of thousands of dollars, in which the company was involved. He is remembered as diligent and able, gracious and genial. James Hogg, like Johnston a native Scotchman and equally gifted in matters of high finance, was a diplomat of distinction and finesse. Despite the wide competition and liberal offers made by various localities, the University of North Carolina was located at New Hope Chapel on a hill—when the name Chapel Hill—through the instrumentality of James Hogg. His mission to Philadelphia, to sound the leading members of the Continental Congress concerning the adoption of the wilderness orphan, *Transylvania*, as the fourteenth American colony, although it proved abortive, was conducted with wisdom, adroitness and diplomatic skill. James Hogg was a man of granite integrity, a repository of the famous and characteristic virtues of Caledonia, sturdiness, honesty and thrift; and it is a pleasant memory that his gifted son, James Alves—who took the name of his mother, McDoual Alves, a second cousin of Sir Walter Scott—was united in wedlock to the beautiful and accomplished daughter of William Johnston, the belle of North Carolina of her day, Amelia Johnston. Early in the history of this city they cast here the lines of their new life, and today many of their descendants reside here and throughout Kentucky. Two distinguished descendants of James Hogg and William Johnston are: Judge Robert Worth Bingham, a descendant of Hogg, and Miss Susan Starling Towles, a descendant of both Hogg and Johnston.

To mention the name Hart in Kentucky is like mentioning the name Byrd in Virginia, Pinckney in South Carolina, Adams in Massachusetts. Not one, but three members of the Hart family were partners in the Transylvania Company: The brothers Thomas, Nathaniel and David Hart. The North Carolina records indicate that they removed from Hanover County, Virginia, to Orange County, North Carolina, at least three years before 1760, the date given in the Hart family records here in Kentucky. Thomas Hart originally obtained through Lord Granville's agent five tracts of land in Orange County, North Carolina, the earliest grant being of date August 7, 1757. Two other grants of land in Orange County were issued to the Harts by Lord Granville's agent: One to

David Hart on August 6, 1759, and one to Nathaniel Hart, on December 10, 1762. After 1777, when Caswell County was cut out of Orange County, seven other grants were issued to the Harts: Three to David Hart, three to Nathaniel Hart, and one to Thomas Hart. It is noteworthy that all three brothers, in support of the established law and government, fought under Governor Tryon at the Battle of Alamance—each with the rank of captain. I once held in my hand Nathaniel Hart's original commission as captain, issued by Josiah Martin, His Majesty's Captain-General and Governor-in-Chief, December 5, 1771; and I have seen a copy of the muster roll of the company which he led in May of that year against the Regulators. I have recently seen the original pay roll of "Capt. David Hart's Company of the Orange Regiment of Militia that were in the late Expedition against the Insurgents of this Province, North Carolina, 1771;" and I recently held in my hand the original letter, containing Thomas Hart's noble tribute to Daniel Boone, in grateful memory of the stirring days in the early seventeen-sixties, at Salisbury, North Carolina, at which time and place the Transylvania Company was first organized—a tribute which deserves to be perpetuated in every history of Kentucky: "I have known Bone in times of old, when poverty and distress had him fast by the hand; and in these wretched circumstances, I have ever found him of a noble and generous soul, despising every thing mean. . . ."

Thomas Hart assisted in the organization of the Transylvania Company and the negotiation of the Great Treaty; was associated in business with Colonel Nathaniel Rochester, afterwards the founder of the city of Rochester, New York; and in later years emigrated from Maryland to this State, adding lustre to the name of Hart in the marriage of his daughter Lucretia to Henry Clay. David Hart made one visit to Kentucky in 1776; but continued to reside at his home, the famous Red House, in Caswell County, North Carolina, until his death. He was a leader in his section, a justice of the peace, a Commissioner for the Disposal of Confiscated Property during the Revolution; and performed signal service to the Whig cause during the invasion of North Carolina by Lord Cornwallis. The pioneer, Jesse Benton, son of Colonel Jesse Benton, Provincial Secretary for North Carolina, was married to Thomas Hart's niece, Anne Gooch, and named his son—afterwards to become one of the great national figures of his day—Thomas Hart Benton.

To conduct the preliminary negotiations with the leading Cherokee chiefs, Nathaniel Hart, in company with Richard Henderson and others, visited the Otari towns; and three Cherokee Indians accompanied him and others to Cross Creek, now Fayetteville, North Carolina, to select the goods to be given in part payment for the Indian grant to the Transylvania Company. I recently read in the records of the Moravian church at old Salem, North Carolina, written in the original German, the following entry, which I give in English translation: "In November (1774) three Cherokee Indians—a chief, another man, and a woman—spent the night in Bethabara, attended the evening meeting, and seemed to desire our friendship. They were under the guidance of several white gentlemen. The most pleasant part of it was that it again looks as though there would be peace with the Indians." I need not say that two of the "white gentlemen" here referred to were Richard Henderson and Nathaniel Hart, conducting the Indians to Cross Creek. When Captain J. F. D. Smyth, of the British Army, in the autumn of 1774 lost himself in the dense woods of the frontier county of Orange, North

Carolina, he inadvertently stumbled upon the home of Nathaniel Hart. In his two-volume work, *A Tour in America*, Smyth pays Hart this handsome tribute: "The house and plantation to which the negro conducted me belonged to a Mr. Hart, his master, who received and entertained me with the greatest hospitality and kindness; but what added to my astonishment and agreeable surprise was to find in this Carolina backwoods the proprietor not only a polished member of society, but also an accomplished and complete gentleman."

Nathaniel Hart assisted in negotiating the Great Treaty of Watauga, and led a group of pioneers to Kentucky in the spring of 1775. From this time forward until his death at the hands of the Indians, in August, 1782, he was exceedingly active in all the affairs of the newly-opened country; and his life constitutes an important feature of the history of Kentucky during that period. Another famous alliance of two distinguished families was the marriage of his daughter, Susanna, to Isaac Shelby, incidentally sometime surveyor under the Transylvania Company, one of the great leaders at King's Mountain, and the first governor of Kentucky.

* * *

A word must be said about the founding of the beautiful city whose happy guests we are today. Following the erection of Transylvania into the county of Kentucky on December 7, 1776, the state of Virginia two years later "in consideration of the very great expense [incurred by the Transylvania Company] in making the said purchase and in settling the said lands, by which the Commonwealth is likely to receive great advantage, by increasing its inhabitants and establishing a barrier against the Indians," the Virginia House of Delegates granted to that company two hundred thousand acres of land situated between the Ohio and Green rivers. In 1783, the state of North Carolina granted a like amount of land to the company, to be located in Powell's Valley, in present Tennessee.

At a meeting of the Transylvania Company, held in Raleigh, North Carolina, on November 3, 1795, Colonel Robert Burton, who had been a distinguished Revolutionary soldier and at this time was one of the co-partners of the company, was unanimously chosen to conduct a survey of the Green River tract in Kentucky, being granted twenty shillings per day Virginia currency for his expenses. Colonel Thomas Allen, a competent surveyor of Danville, Kentucky, with the assistance of Daniel Boone, Colonel Burton's friend of long standing, had for years managed Burton's land affairs in Kentucky. Accordingly Colonel Burton engaged Colonel Allen to perform the difficult task of surveying the huge Green River tract. This task Colonel Allen faithfully performed under Colonel Burton's direction, beginning the survey on April 20, 1796.

Now it is a curious co-incidence that I, associated with the University of North Carolina, should find in the ancient record books of that institution the connecting link between Chapel Hill, North Carolina, and Henderson, Kentucky. At the time of which I speak, Colonel Robert Burton was secretary of the Board of Trustees, and had engaged his friend, General Samuel Hopkins of Albemarle County, Virginia, to contract for the erection of the first building ever erected upon the campus of any state university in America, the Old East building, as it is now denominated, and also the erection of the official home of the president of the University of North Carolina. General Hopkins was a gentleman of the old school, who had fought with intrepid daring in many of the battles of the Revolution. Only the other day I held in my hand the original orderly

book of the Tenth Virginia Regiment, with frequent entries recording Lieutenant Colonel Hopkins' devoted and arduous duties during that terrible and tragic winter at Valley Forge—from presiding at courts martial to maintaining the *esprit de corps* of Washington's ragged veterans.

Because of his efficient direction of these building operations at the University of North Carolina, General Hopkins, as a competent man of affairs, was engaged at Colonel Burton's instance as agent for the Transylvania Company to arrange for and direct the subdivision of the Green River tract. In anticipation of the completion of the survey, Judge John Williams, originally the agent of the Transylvania Company at Boonesborough and now chairman of the Board of Proprietors, caused to be published in the leading gazettes of the Southwestern Territory, Maryland, Virginia, North Carolina, South Carolina, and Georgia, the following notice, of date January 27, 1797:

Notice is hereby given, that the Transylvania Company . . . having employed an agent to repair to Kentucky and lay off the land lying on the Ohio River, at the mouth of Green River granted by the assembly of Virginia to the said company, into lots or surveys, so as to make a partition amongst the original proprietors easy and convenient, who in all probability will have effected the same in all June next; the company, therefore, gives this public notice, that they have appointed a meeting of the company, to be held at Williamsborough, in Granville county, the state of North Carolina, on the last Monday in July next, in order to make a full and equal partition of the said lands, amongst the original proprietors, their heirs and devisees, when they, their sub-purchasers, and all others concerned, may by themselves, or their agents or attorneys, attend for that purpose, when a partition may be made between the original proprietors and their sub-purchasers, if convenient.

I have recently held in my hands the original report of Samuel Hopkins, agent of the Transylvania Company, with covering letter of even date, July 15, 1797, together with Thomas Allen's description of each separate tract. Setting off from his home on February 15, 1797, General Hopkins reached Danville on March 10, and immediately engaged Colonel Thomas Allen to survey the Green River tract. The report, which is an elaborate topographical description of the country, then known as "The Red Banks," closes with these words: "As to our work I hope & believe that it will be found as accurate as a work of the kind can well be. That there may be imperfection in it I have no doubt, but I am morally certain it contains as much perfection as necessary. . . . We left the grant on the 1st June. When we arrived in Mercer, it employ'd the Surveyor twelve days to finish the plats, Certificates &c. I left that place 22d June & arrived at home on 6th July, having been out 141 days."

Surely the patriots of the Transylvania Company who engaged Daniel Boone to explore the beautiful levels of Kentucky; negotiated the Great Treaty at the Sycamore Shoals of the Watauga; commissioned the cutting of the Transylvania Trail by Daniel Bone, Richard Callaway and their associates; built the Transylvania Fort at Boonesborough; convened the first legislative assembly ever held west of the Alleghanies; labored mightily in populating and defending the country, and founded Boonesborough, Nashville and Henderson—surely such patriots deserve the lasting gratitude of this nation and of future generations.

Sculptor of Strange Statues at Mayfield is Paducah Man

[Continued from page 21]

Kolb Drug Company on North Third street, of his ideas, and ordered a statue of his mother, Mrs. Keziah Wooldridge, who died in 1846. Williamson turned the job over to Lydon, who had then gained considerable local fame as a sculptor.

Sculptured Three Figures

From meager descriptions, Lydon finished this figure and sculptured statues of two small girls, Maud and Minnie, whom he supposed were Wooldridge's sisters. That was in 1892.

A year later, Wooldridge called Mr. Williamson to Mayfield, and ordered a statue of his favorite horse, Fop, which he had ridden in the chase in his younger years until he became paralyzed. Fop was dead then, so Wooldridge merely instructed Williamson to provide a statue fifteen hands high and well proportioned.

Again Lydon was called on to exhibit his skill. To find a model, he went to the livery stable of John Terrell, then at Fourth and Kentucky avenue, and borrowed a handsome thoroughbred, exactly fifteen hands high and well proportioned. He measured the horse in detail, its mane, tail, ears, legs, everything.

Before Lydon could begin work on the horse, Wooldridge changed his mind and decided he wanted a figure of himself seated on the horse. He relied on Lydon's skill to such an extent that he did not even come to Paducah to confer with him, sending only an old, faded tintype photograph of himself by which Lydon might sculpture a life-sized statue.

Used Huge Stone

From the quarries of southern Indiana a mammoth stone, weighing 11 tons, was brought to Paducah. Lydon set up this stone in his workshop and began chipping away. Bit by bit he chiseled and hammered, bringing out the features which eventually became a stone Wooldridge astride his charger. The finished figures weighed only two and one-half tons.

Lydon asked for nine weeks to complete the statue, and required one day more than his allotted time. His work was fully done on Saturday, April 24, 1893. On the following Monday, hundreds of Odd Fellows who were here for the annual convention of that organization from southern Illinois, western Tennessee and western Kentucky, visited Lydon's shop and marveled at the statue he had chiseled out of the rough stone.

There were few freight cars in west Kentucky at that time, and none with air brakes. So the Illinois Central railroad sent a flat car with air brakes from St. Louis for the purpose of transporting the statue of Wooldridge and his horse from Paducah to Mayfield. It was a difficult job, loading the mammoth figure on the flat car, but was finally accomplished, and early in May, 1893, the statue arrived in Mayfield, with Lydon along to see that nothing went amiss.

It was transported to Maplewood cemetery on a huge dray, and there set up on its foundation.

Wooldridge Approves

When it had been fixed in its place, Wooldridge was

driven to the cemetery to view it. A small, old-appearing man he was, Lydon said, paralyzed in one side and slightly "queer." He took one look at the statue, and said, delighted, "That's me; that's me," without alighting from his carriage. Then he was driven away. That was the only time Lydon ever saw Wooldridge.

Wooldridge was pleased with the statue of himself and Fop, and ordered figures of his three brothers, John, W. E. and Alfred. He had no photographs of them, and, revealing his eccentricity, sent instructions to Lydon to merely sculpture three men, of ordinary appearance and all alike. Lydon did as instructed.

Later, Wooldridge ordered a deer, a fox and two dogs. Lydon borrowed a fox from Louis Henneberger, then a traveling salesman and now one of Paducah's leading furniture dealers, and a dog from Mike Dugan, who operated a tannery on South Fourth street. Using these as models, he faithfully reproduced them in stone.

In Good Condition

All these statues are still in the Wooldridge lot at Mayfield, and all are in excellent condition, with the exception of the deer and one dog. The deer has lost its ears, and the dog his tail.

In addition to the statues sculptured by Lydon, there are four others in the Wooldridge procession. Three women, at the rear of the group, were fashioned by some other artist. A marble figure of Wooldridge, standing on a pedestal in the center of the lot, was sculptured in Italy.

Wooldridge was born in 1822 and died in 1899, six years after Lydon sculptured his statue. At one time, he is said to have been very wealthy, but his whimsicality robbed him of the greater part of his fortune. When he died, he provided for the permanent care of his memorial, but left little else. He was buried in a vault in the midst of his strange group of statues, the only person buried there.

Lydon enjoys reminiscing about the "old days" when he worked at his bench on objects of stone. He entered the stone workers' trade at the age of 19, in a little shop at Fifth and Broadway, at the present site of the Palmer hotel.

The Wooldridge statues are his pride. He has a large picture of his statue of Wooldridge and the horse, for which he "wouldn't take \$100."

But Mr. Lydon has other works to his credit, of which he is proud. There is a tender sentiment attached to one bit of his sculpture.

Carved Baby Shoes

Many years ago, a sad father, whose baby daughter had died, came to him and requested a monument topped with a pair of baby shoes and stockings. Mr. Lydon had a baby daughter of his own. He took a pair of her shoes and a pair of her tiny stockings to his shop, and reproduced them in stone exactly as they were, with the run-over heels, crinkles and missing buttons, just as they might have been left lying on the floor when the baby was put to bed. This monument may be seen now in the Temple Israel cemetery near Lone Oak.

Only a few Paducahans associate Will Lydon, as he is known today, with the Will Lydon whose fame as a sculptor caused hundreds of people to visit his workshop many years ago. There are some, though, who know his story. Mayor Ernest Lackey is among them. He well remem-

bers when Mr. Lydon worked on the statue of Wooldridge and his Fop.

Mr. Lydon is interested in politics. He voted for William Jennings Bryan three times for president. Bryan's ideas were too advanced for his time, Lydon says, for he would have been widely recognized now when the gold standard is on an unsteady basis.

Henry Clay Home Holds Rare Treasures

[Continued from page 23]

White House Of Kentucky

Tucked away among its trees and gardens, this idyllic spot became the White House of Kentucky. Beneath its roof were gathered the great figures of the time—Lafayette, Daniel Webster, the Earl of Derby, President Van Buren, General Bertrand and Abraham Lincoln. And here Mrs. Clay remained to watch over the welfare of her children while her husband guarded the welfare of his nation.

Eleven children were born to the Clays, six daughters and five sons. Two of the daughters died in infancy and two in childhood, one of whom, Eliza, was taken ill and died at Lebanon, Ohio, while enroute to Washington to spend the winter with her father. Ann Clay, who married James Erwin, New Orleans, was perhaps more like her father than any of the children, and each summer she brought her family back to Lexington to spend several months at Woodland, the estate adjoining that of her father and extending down Main street almost to the railroad. Susan Hart Clay, the other daughter, became the wife of Martin Duralde, New Orleans.

Theodore Wythe, oldest son of the Clays, a particularly attractive child, met with an accident that made him a hopeless invalid. Thomas Hart, the second son, married Mary Russell Mentelle and lived at Mansfield, the beautiful estate just beyond Ashland. Siding with the north in the great civil conflict, he was appointed by President Lincoln as minister to Nicaragua and later to Honduras, while his illustrious brother, James Brown Clay, served under President Taylor as minister to Portugal and declined the post at Berlin which was offered him by Buchanan.

Henry Clay Jr., whose wife was Julia Prather, Louisville, was a lieutenant colonel in the Mexican War and was killed at Buena Vista, and John Morrison Clay, who married Josephine Russell Erwin, widow of his nephew, carried on for his father in the horse breeding industry in which Mr. Clay always had the greatest interest.

Ashland's stud was outstanding in its day, and many champions of the turf today trace their lines back to Magnolia, a gift to Mr. Clay from his admirer, Dr. Mercer, New Orleans; Imp. Yorkshire, presented to him by Commodore Morgan; and Margaret Wood, given him by General Wade Hampton, South Carolina.

Interested In Transy

Mr. Clay was unendingly concerned with the development of Transylvania College, and it was he who was responsible for the building of beautiful Morrison chapel. When his rich client, James Morrison, desired to make his namesake, Mr. Clay's youngest son, the residuary legatee of his estate, the great lawyer would not permit it and persuaded him to leave the money for the building of the chapel.

Few who came in contact with the great statesman failed to come under the spell of his magnetism, and his flashing responses in the senate chamber gave zest to many a weary debate. Once when General Smyth, Virginia, was delivering a long and tiresome address, he turned to Mr. Clay and said, "You speak for the present generation. I speak for posterity."

"Yes," replied Mr. Clay, "and you seem resolved to continue speaking until your audience arrives."

After the death of Ashland's master his widow went to live with her son, John M. Clay, on the 200 acres fronting on the Tate's Creek pike which had been left to him by his father, and the old house and 337 acres of land were sold at auction in 1853 and purchased by James B. Clay for \$190 an acre. Because the walls of the house were unsafe, the original structure was torn down and the house rebuilt on the same plan and foundation and with much of the same material. Shortly before the close of the Civil War James B. Clay died in Montreal, Canada, and his widow, Susannah Jacob Clay, sold Ashland to the State for \$90,000 and took her children to Louisville where she had lived before her marriage. For a number of years the place was used as an agricultural college under the joint management of Transylvania and the State college, and during those years the house was occupied by the regent, John B. Bowman.

But in 1882 it again became the property of Clay descendants when it was purchased by Henry Clay McDowell whose wife, Ann Clay, was the daughter of Henry Clay Jr. The following year his family came here from Woodlake, the family estate near Frankfort, and the house, with 20 acres of land, remains today the property of the McDowell heirs. The house is presided over by Mrs. Thomas Bullock, who as Miss Nannette McDowell, was once the reigning belle of Kentucky, and is yet one of the true exquisites of Kentucky aristocracy.

The house, on Richmond road facing toward Lexington is a two-story structure with one-story wings projecting beyond the main portion of the building. Its weathered masonry is swathed in trailing ivy, honeysuckle and Virginia creeper. A tiny stoop is before the fan doorway that has full-length windows at either side forming a bay-window effect. Above the door is a small balcony with railing of hand-wrought iron, and the narrow arched windows have shuttered blinds.

The front entrance opens into an octagonal hall with stairway at the right and study at the left and directly opposite the main door is an opening into the drawing room, with mirrored door at its left and a door into the dining room at its right.

Over the drawing room door hangs Jouett's portrait of Henry Clay, and at the stair there is a Frazer portrait of Lucretia Hart Clay. The walls of the hall are a deep red, and the woodwork is the original ash, with knobs and hinges of silver. Above the study door hangs a portrait of Judge Samuel McDowell, brother of Dr. Ephraim McDowell.

The study, filled with books and old steel engravings, has also a Troye painting of "Heads and Tails," one of Ashland's well-known horses, and near the fireplace hangs a crayon sketch of Dr. William Adair McDowell, the great physician who gave to the medical profession its present treatment of tuberculosis. For a time he practiced in the Danville office of his celebrated uncle.

The rectangular drawing room, with its carved mantel of white marble at the extreme right, over which hangs an immense gilt-framed mirror, gives a glimpse through rear

windows of the lovely vista and formal garden of the place. Between the windows there is a portrait of Madeline McDowell Breckinridge, valiant leader in Kentucky's fight for woman suffrage, and on the opposite wall there is a Benoni Irwin portrait of her father, Henry Clay McDowell. A marble pedestal in the corner holds the famous Joel Hart bust of Henry Clay which was an order from General Leslie Combs and presented by him to his friend, Daniel Vertner, in 1855. It was inherited by Mrs. Rosa Johnson Rhett from whom Mrs. McDowell bought it. The walls of the room are tinted a rich cream and deep frescoing borders the ceiling.

Arched double doors at the right open into the eight-sided dining room where a Benoni Irwin portrait of Mrs. Henry Clay McDowell hangs above the marble fireplace. On either side are Frazer portraits of her parents, Julia Prather and Henry Clay Jr., and beneath the latter hangs his ivory handled sword which was returned to his family after his death at Buena Vista. Graceful French urns that had belonged to him and his wife on the mantel. A portrait of Thomas Prather, father of Julia Prather Clay, copied from one by Matthew Jouett, and another of Henry Clay done by Magdalene McDowell, are also in the dining room, as is a pastel of Maria Hawkins Harvey, wife of Dr. William Adair McDowell.

The dining table with end tables to extend it to banquet length, were inherited from the Harveys, and the handsome silver service on the sideboard, with platter engraved with the likeness of the Great Pacificator, Ashland and the Slashes of Virginia, was the wedding gift of Dr. Mercer to Clay's granddaughter. The sideboard also holds an ancient silver julep cup engraved with the initials of Henry and Lucretia Clay.

Order Relayed

It is said that an order went to New York from Ashland during the lifetime of Mr. Clay for the finest silver service that could be made in America. The order was sent back here to Asa Blanchard, Lexington's early silversmith, who executed it, sent it to New York, and it was shipped from there to Mrs. Clay.

A Jouett of Nannette Price Smith, niece of Lucretia Hart Clay, is above the sideboard. A conservatory opens from the rear of the dining room, and just beyond are rose and lilac bushes and buttercups that were planted in the early days of Ashland. In the right wing are kitchen, storerooms and servants' quarters.

Beyond the drawing room on the left is a small octagonal library, its walls panelled in black and white walnut, and in the dome ceiling are tiny skylights. Three niches for statuary are high above the built-in bookshelves, and a small mahogany table directly under the dome holds a quaint lamp. On the lovely old desk is the writing paraphernalia used by Mr. Clay. A panel of the room folds back to give exit on a glass enclosed porch. On the side wing are two bedrooms and a billiard room that look out on the myrtle carpeted lawn.

Four bedrooms and a bath open off the upper hall. The large bedchamber over the drawing room, occupied by Mrs. Bullock, is papered in rose and blue and furnished in old mahogany. A sleeping porch opens from it in the rear, and an adjoining room, that of Mrs. Bullock's son, Henry McDowell Bullock, is in tones of blue and yellow with rosewood furniture.

The conical roofs of the ice house and dairy furnish a picturesque note on the south terrace, and beyond them are old brick houses over which clamber trumpet vines and ivy.

Far across the reaches of the city the great shaft of Clay's monument pierces the heavens, and on its summit the figure of Lexington's own "Harry of the West" faces east toward Ashland that he loved so well.

Science Produces More Eggs With Fewer Hens

[Continued from page 25]

of better and more profitable poultry raising. Farmers in many counties actively co-operate with the poultry department in demonstrating the value of improved practices in housing, breeding, feeding and other methods of handling flocks.

Figures indicate that Kentucky farmers are profiting by the information spread through the Experiment Station, the extension division of the College of Agriculture, county farm agents and farmers owning demonstration flocks. For instance, 15 per cent fewer chickens produced 28 per cent more eggs in 1929 than in 1919. Census figures show that the 10,477,598 chickens on farms in the State in 1919 produced 42,224,720 dozen eggs, while 8,919,683 chickens on farms in 1929 laid 53,960,601 dozen eggs.

While adopting practices that increased the egg production per hen, Kentucky farmers at the same time sold 60 per cent more live or dressed chickens in 1929 than they did in 1919, sales increasing from 3,713,172 birds to 5,963,132.

"Census figures clearly point to the increased efficiency of Kentucky poultry farmers," declared Dr. Martin. "The increased production from fewer hens resulted largely from closer culling and improved breeding and feeding practices. The yield per hen in this way has been materially increased.

"The mere keeping of any certain number of chickens is no index to profits. It is rather the yield per hen that determines the returns from the flock.

"Each year during the past 10-year period from 100 to 500 Kentucky farmers keeping flock records have demonstrated that it is possible to make money from poultry where efficient methods are practiced, in lean as well as in good years."

Kentucky Progress Commission

(Danville Messenger)

WHILE everyone is in favor of economy in conducting the affairs of the State of Kentucky at the present time, we are of the opinion that it would be poor economy to do away with the KENTUCKY PROGRESS MAGAZINE or stop the work of the Kentucky Progress Commission. The Daily Messenger is in favor of the legislature cutting out all unnecessary appropriations, but it seems to us that the small appropriation that has been made during the past four years for advertising Kentucky to the outside world is a good investment and will bring into the State several times the amount so expended.

Members of the Kentucky Progress Commission are all men of the highest type and they are giving their time without compensation, State funds being used only for necessary expense in advertising the State. The results show for themselves. Kentucky has really been "placed upon the map" of the world.

The KENTUCKY PROGRESS MAGAZINE, in our opinion,

has done more to advertise Kentucky than anything that has ever been done along this line. Thousands of copies of this magazine, which is well edited, giving interesting articles about Kentucky and showing in pictures all of Kentucky's many historical places of interest, have been distributed monthly all over the United States. This magazine has become a part of Kentucky, so to speak, and is looked upon as a guide for tourists and others seeking places of interest to visit.

Automobile clubs and other organizations receive the magazine and use it for giving information to tourists about Kentucky, and as a result many thousands of visitors have been attracted to this State. Daily newspapers and magazines in various parts of the country have re-printed stories from the PROGRESS MAGAZINE and this advertising has been worth thousands of dollars to Kentucky. Not only out of State publications, but newspapers all over Kentucky have regularly re-printed the stories in the magazine, and there seems to be no end of the work the Kentucky Progress Commission and the KENTUCKY PROGRESS MAGAZINE are doing. Kentucky in her best form is presented to the outside world, and as the tourist business is the biggest business of today, it would be the height of folly to discontinue the work of the Kentucky Progress Commission.

It is hoped the Kentucky Legislature will see the wisdom of again appropriating sufficient funds to continue this great work.

Here's A Real Booster!

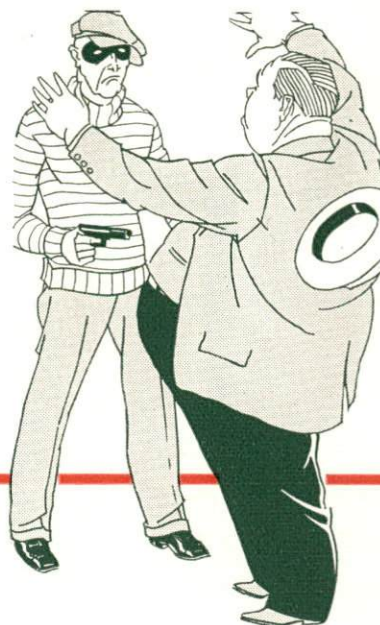
THE last of February 1932 will round out two years since we came to Kentucky from Pennsylvania. We are in love with Kentucky and it is our desire to do all in our power to bring other folk into the State that will contribute to its greatness. To that end, if it is not asking too much I would like to have as many copies of the following Progress Commission publications as you can allow me to send to my friends at my expense in mailing:

The Tourist Guide, "Kentucky, The Blue Grass State"
Little Journeys in Kentucky
Kentucky Leads
Why Not Invest in Kentucky?
Why Not Move to Kentucky?
Kentucky and Her Minerals
Kentucky and Her Historic Shrines
Kentucky and Her Resources
The Kentucky Legislature's Forward Step
The Value of the Progress Commission
Kentucky's Industrial Surveys
The January 1932 KENTUCKY PROGRESS MAGAZINE

We spent many years in and near Pittsburgh, Pa. Many of the mills and factories (and other industries) are leaving Pittsburgh and the Pittsburgh district. I would like to have the opportunity to serve Old Kentucky in helping to bring her to the notice of these. Having had experience . . . this extra service is offered as a contribution, not for pay. Thanking you for the copy of the magazine and with every good wish for a Greater Kentucky.—Rev. S. H. Cunningham, Minister Christian Church, Carlisle, Ky.

A desperate situation

FAT men are constantly being robbed of the best things in life! Those extra pounds you carry around your waistline are stealing precious energy and health from you. Your appearance, your business, your social success are the losers! Protect yourself from overweight by getting rid of this menace itself. Reduce with the 14-day Pluto Water treatment—including a quarter of a glassful of Pluto in a glass of hot water each morning. You'll be a new man—ready to face a world that no longer laughs at you! Your druggist has Pluto for you. Mail coupon for the free booklet, "Cutting Down the Waistline", telling how moderate exercise, food selection, and Pluto will help you. Women, too, benefit from this treatment.



For a Run-down Condition

Whether or not you're overweight—take the 14-day Pluto Water treatment! Ward off colds, "flu", headaches, rheumatism by keeping fit at all times. No sluggishness can withstand Pluto's gentle but persuasive ways—just vary the dose to suit your condition.

PLUTO

AMERICA'S LAXATIVE MINERAL WATER

French Lick Springs Hotel Company—K.P.-3
French Lick, Indiana.

Send free booklet, "Cutting Down the
Waistline", containing exercises and food
suggestions.

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GULF REFINING COMPANY

INCORPORATED

What State Can Surpass Kentucky?

One of a monthly series to be run on Kentucky Parks, Historic Shrines, Outstanding Scenic Attractions, Highways, Mineral Resources, Agriculture Transportation, Education, Etc.

PARKS AND RECREATIONAL AREAS

Mammoth Cave National Park
Cumberland State Park
Pioneer Memorial State Park
Natural Bridge State Park
Blue and Gray State Park
Cumberland Falls State Park
Blue Licks Battlefield State Park
Butler Memorial State Park
Dr. Walker Memorial State Park
Mulkey Meeting House Memorial Park
Perryville Battlefield Park
Fort Boonesborough Area
Breaks of Sandy Area
Carter Caves Area
Lake Herrington
Reelfoot Lake
Fort Whitley Area
Columbus Battlefield Area
Cumberland Gap and Pinnacle Mountain
"Trail of the Lonesome Pine" Area
Natural Bridge in McCreary County
Bryan Station Proposed Park
Seventy-six Falls Area
Old Fort Jefferson Area
Brown-Pusey Community Center
Camp Nelson Area
Clear Creek Springs Area
Crab Orchard Springs Area
Drennon Springs Area
The Falls of the Ohio
Fern Lake Area
Fort Thomas Reservation
Fort Knox Reservation
Graham Springs Park
Hall's Gap Area
Pilot Rock Area
High Bridge Area
Indian Lake
Kentucky State Fair Grounds
Indian Old Fields
Century-old King's Mill
Knob Lick Formations
"Liberty Hall" Gardens
"Buckpond," home of Thomas Marshall
Mill Springs Water Mill
"Hamburg Place" Polo Grounds
Grimes Mill, Iroquois Hunt
Shakertown Area

"Travelers' Rest," Isaac Shelby Home
State Capitol Grounds
"Uncle Tom's Cabin" Area
"Wild Flower Patch," Paducah
Historic Woodburn Estate
Clifton-Kentucky River Area
Levi Jackson Wilderness Road
Jane Todd Crawford Farm
Dr. Ephraim McDowell Memorial Park
Henry Clay Home Area
Gen. U. S. Grant Tract
Big Bone Licks
Lloyd Reservation
Audubon Park
My Old Kentucky Home Park
Lincoln Memorial Park
Jefferson Davis Park
Whiteley Zoo Park
Rockcastle Springs
Sinking Creek Falls
Sublimity Springs
Munfordville Battlefield Area
Battle of Little Mount Area
Green River Battlefield Area
Louisville's Noted Parks
Devou Park, Covington
Lexington's Chain of Parks
Kentucky's Many Fine Golf Courses
Kentucky River Palisades Park
Bernheim Game Sanctuary (18,600 acres)
Boyd County Game Refuge (8,000 acres)
Camp Knox Game Refuge (12,000 acres)
Christian County Game Refuge (3,500 acres)
Dawson Springs Game Refuge (1,000 acres)
Hillman Game Refuge (42,000 acres)
Hopkins County Game Refuge (1,500 acres)
Jefferson County Game Refuge (415 acres)
Laurel County Game Refuge (1,358 acres)
Nelson County Game Refuge (1,200 acres)
Peterson Refuge (2,748 acres)
Russell County Game Refuge (2,527 acres)
Russell County Game Refuge (2,023 acres)
Jones-Keeney Game Refuge (1,700 acres)
Franklin County Game Refuge (2,800 acres)
Proposed Ballard County Sanctuary (70,000 acres)
Eastern Ky. Federal Forest Reserve (580,000 acres)
Four State Fish Hatcheries and Grounds
Numerous Noted River and Mountain Areas