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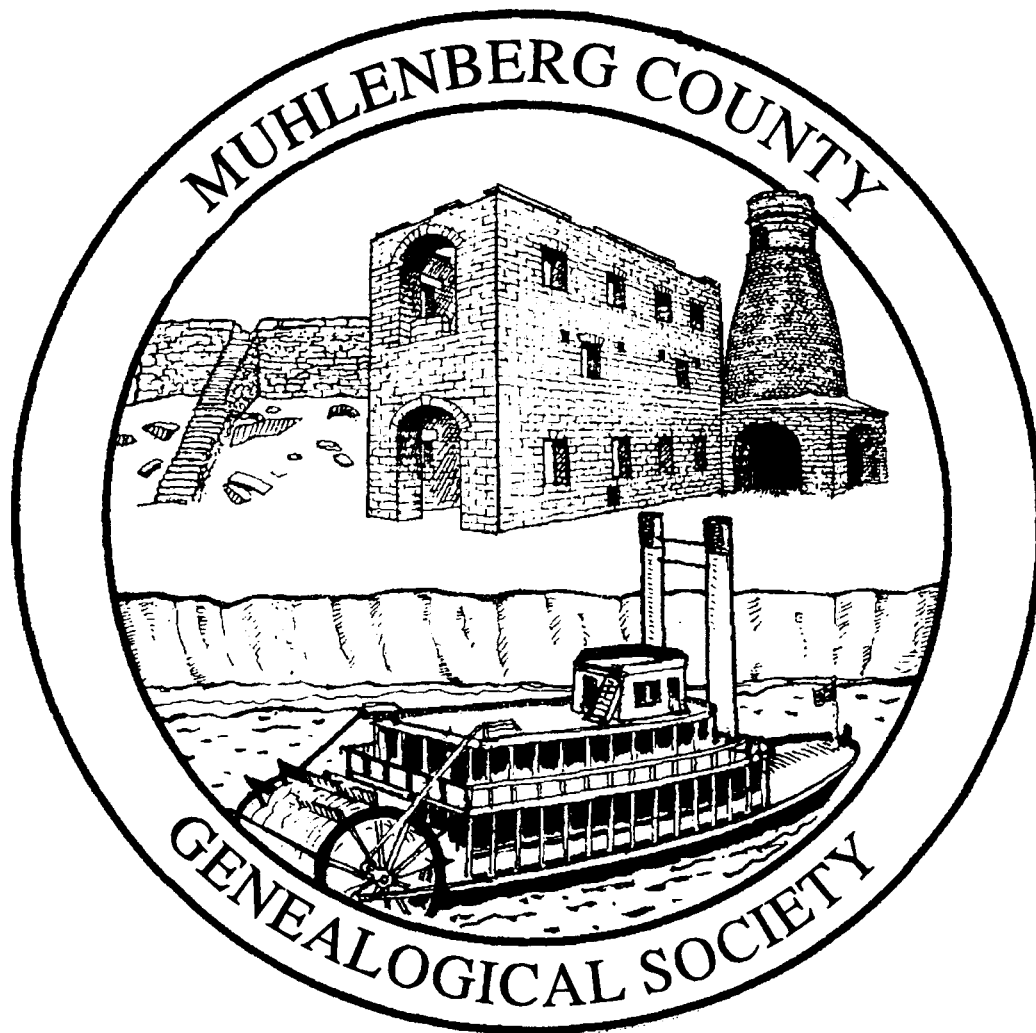
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The Heritage



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MAR APR MAY 1995
CARL ARVIN, EDITOR

MUHLENBERG COUNTY GENEALOGICAL SOCIETY
c/o HARBIN MEMORIAL LIBRARY, 117 SOUTH MAIN STREET
GREENVILLE, KENTUCKY 42345-1597

***** EDITOR NOTES *****

The Muhlenberg County Genealogical Soc. meets the first Thursday of each month in the meeting room (downstairs) of the Harbin Memorial Library in Greenville, Ky. at 7:00 p.m. (Unless otherwise advertised in the local news papers).

The M.C.G.S. would like to thank everyone that has made donations during 1994. Several new books have been purchased with the monetary donations. We also had several book donated. We also appreciate the donations of newspapers from Mr. **CRAMER** and the time that several of our members have contributed helping with research for the articles for "The Heritage". Thanks to all the members that have contributed in ways to numerous to mention. A very special THANK YOU!!!! to Anniesse **WILLIAMS** and her staff at the Harbin Memorial Library in Greenville and the Central City Library. We can never thank these ladies enough for the job that they do.

I would also like to say THANK YOU to the book committee: Mr. Kenneth **EVITTS**, Brenda **COLLIER DOSS** and Carol **BROWN**. They have made great choices of books for us to vote on. They have taken this job very serious and we have a great collection to show for all the hard work they have done.

PLEASE!!! take the time to turn your quarterly over and see if your zip code has 9 digits. If it does not then please the next time that you write would you please take the time to send it. I am sure that this will help with the delivery of all correspondence and "THE HERITAGE". Thank You.

1995 OFFICERS

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1995 MEMBERSHIP DUES

Our membership dues for 1995 are \$10.00 per person or \$11.00 per couple. These dues need to be in as soon as possible. Why not send a query when you send your dues? Remember that due to space in "THE HERITAGE" we ask that you limit your query to 25 words or less. With paid membership you receive one free query per year. If you are not a member the costs is \$5.00 for a 25 word query.

The following exerpt is from "A New History of Muhlenberg County" page 89, by Mr. Paul **CAMPLIN** and presented here with permission of the author. A hardbound copy of the book is available from the author for \$28.90 (price includes s/h). Write to Paul **CAMPLIN**,P.O.Box 303,Greenville,Ky 42345.

PENROD

32 Postmasters have served this village during past 130 years

The village has had four names and 32 postmasters and the old families have remained. You can say they have marched to different drummers.

It started out as Laurel Bluff,which was formalized with the establishment of a post office on May 1,1852,with Samuel **TURNER** as postmaster.

Although the land there had originally sold for twenty cents an acre,it lay in the Rocky Creek bottoms area and that part of the land was fertile and excellant cropland.

G.W.**BRIGGS** had a tobacco rehandling house in the village as early as 1825 which he operated for a number of years. The leaf was prized into hogheads for shipment to markets by the **BRIGGS** firm.

One of the early settlers was Jacob **STUDEBAKER**. In 1803 **STUDEBAKER** sat with a group on the first Grand Jury of the new century. Among the jurymen were the names of **RHOADS, ROARK, DENNIS, WEIR, STOM,** and **TAYLOR**,all from pioneer families of Muhlenberg County.

On November 27,1862,Jesse B.**TAGGART** was appointed postmaster. This was at a time when creeping unrest,leading up to the Civil War,had begun to be felt. In the following year, on December 24,1863,Samuel **TURNER** again took over as postmaster at Laurel Bluff. Then,within three months,on February 24,1864,**H.G.DAVIS**, took the job as postmaster at Laurel Bluff. Only a month later, Samuel **TURNER** became postmaster for the third time within a twelve year period.

Another of the early settlers of the community was Lucillius M.**KIRKPATRICK**. He was born July 18,1829,in Wilson County,Tennessee. He was the eldest of nine children--four boys and five girls, born to Anderson and Emma E.(**MOSS**) **KIRKPATRICK**,natives of Wilson and Sumner County,Tennessee,and of Scotch-Irish and German descent.

Anderson **KIRKPATRICK** was a son of John **KIRKPATRICK** who married a Miss **CLENNING**; they were natives of North Carolina and Virginia,respectively. John **KIRKPATRICK** was the son of Alexander

KIRKPATRICK who was born in Ireland.

The family came to Tennessee about 1870. The mother of Lucillius M. was a daughter of John **MOSS**, who married Miss Lawrence **SLAINKS** they were natives of Virginia, Lucillius M. was reared on a farm and recieved a common school education. He taught several terms of school in Tennessee; lived with his parents until age of twenty when he engaged as a salesman for one year in Lebanon, Tennessee. He then went into business for himself at Cole's Ferry, on the Cumberland River, for eight years. In 1859, he moved to Logan County, Kentucky, and engaged in farming for two years. In 1879, he located near the village that would become known as Penrod, where he entered the mercantile business, railroad contracting (building roadbeds) and farming.

He was married in September, 1853, to Vandalia S. **COLES**, of Tennessee a daughter of Samuel and Sally **COLES**, natives of Wilson County, Tennessee and of Irish descent.

To the Lucillius M. **KIRKPATRICKS** were born 13 children: Laura L., Sallie E., John W., Mary E., Lizzie M., (Mohon), Lucillius Z., Colista A., Anderson D., Samuel T., Robert H., Harry L. (Lewis), Sue D., and Frizzella.

The **KIRKPATRICKS** were staunch members of the Presbyterian Church.

Lucillius M. **KIRKPATRICK** had built sections of the Owensboro and Russellville (later L & N) Railroad in 1880-82 and later did futher railroad contracting for the L & N.

On April 13, 1866, Robert G. **THOMAS** became the communities' sixth postmaster. He was followed in the job by a women, Mrs H. **BRIGGS**, who became postmaster on November 15, 1870.

George W. **BRIGGS** became the eighth postmaster on January 9, 1871. Then later that year, Samuel **TURNER** accepted the postmaster's job for the fourth time on December 26, 1871.

For some reason the local people had begun to call the community "Home Valley," which seemed an apt description. That name was to linger for some years, although the post office remained Laurel Bluff.

On February 15, 1881, John K. **GRAY** became postmaster, then on June 13, 1881, John R. **ARMSTRONG** took the position. He was followed by D.L. **TOLBERT** on October 26, 1881, who served as the thirteenth postmaster of Laurel Bluff.

On March 16, 1882, Albrittain **DRAKE**, the grandson of pioneer Albrittain **DRAKE**, became postmaster and applied for a new name for the village. He requested the name "RYAN" most likely in honor of retired steamboat captain Buck **RYAN**, a well-known and respected man in the community who had operated the Mud River Mine after the Civil War. The post office officials, however,

chose his first name "Albrittian" instead, as the future name of the village. The name was officially changed on July 5,1882.

On September 27,1882, Dr. Addison Davis **JAMES** became the postmaster. It can be assumed that the bust doctor furnished an unnamed clerk to fill the position.

Then on May 19,1885,the community woke up with a new name,it's fourth! The village would henceforth be called "Penrod" after the new postmaster, Henry Clay **PENROD**, who had assumed the job on the previous January 8, and Penrod, it was to remain.

The next postmaster was W.R.**ROBINSON**, who took the position on March 27,1889. He was followed by the well known merchant and farmer Lucilius M. **KIRKPATRICK**, on May 3,1889.

One member of a pioneer family who spent his life in the village was George **PENROD**. Private George **PENROD** had fought in the Battle of New Orleans in January,1815, under Captain Alney **MCLEAN**. George **PENROD** died on January 22,1892, at the age of about one hundred and was the last Muhlenberg veterans of the war of 1812. George was the son of Tobias **PENROD**, who, about 1800, settled near what has since been called Penrod. George was the father of Lot, David, Samuel, William, Leander, Thomas, Martin and Mrs. Nancy (**PENROD**) **RUSSELL**. On July 20,1893, Lizzie D. **PENROD** became the community's twentieth postmaster. A little more than a year later, on October 27,1894, James E. **HANCOCK** became the postmaster.

In 1897-on May 8, to be exact-Annie B. **JAMES** was appointed to the postmaster's job. She was a daughter of Dr. A. D. **JAMES**, a former postmaster and at that time serving as the United States Marshal for the Western District of Kentucky (an area covering about one half the state).

Then on May 4,1899, Harry L. (Lewis) **KIRKPATRICK**, a son of Lucilius M. **KIRKPATRICK**, was appointed to postmaster's job. Harry L., later to be known as Lewis, was one of the 13 children of the senior **KIRKPATRICK**, who had held the job for four years in the late 1880's and early 1890's.

By 1890, the town had grown to a point that the local citizens and the L & N Railroad representatives got together and drew up plans for the orderly growth that was anticipated for the community. Three streets running north and south were laid out paralleling the railroad tracks, then crossing over to east of the railroad to Main Street and then further east to Church Street. Then the cross streets, running east and west, started with Hunt Street to the north and then Court Street and finally James Street on the south or Dunmore side of town. Each of these streets were about four blocks long.

The town of Penrod is exactly 51 miles from Owensboro by railroad. At the time Penrod had a drug store, three general stores, a small distillery, two tobacco rehandling houses, a

saloon,jail and a town marshal to keep order.

Years later, Lewis **MCELWAIN**, who had been the town miller (grist mill), used to tell the story of being the last prisoner in the Penrod jail. He and a youthful friend had come to town on business driving a team of oxen. He recalled that before leaving for home they had stopped at the local saloon and had a few refreshments. In fact, Lewis disclosed that when they got back to the wagon, the town marshal had decided that at least one of them had consumed too much of the spirits fermenti and escorted him (Lewis) to a (jail) room for the night. According to the story, the ox driving friend waited until the place was secured and quieted down for the night before driving the wagon up close to the jail. Quietly, very quietly, according to Lewis, a chain was pushed through the logs of the jail and attached to the wagon. Then with a huge lunge, the oxen opened up a corner of the log prison, allowing Lewis **MCELWAIN** to escape.

According to Lewis, the town failed to grow as anticipated and the jail was never repaired. It was, as the story went, a successful jail break, and the last time anyone was placed in jail in Penrod. The oxen and time hastened the little prison's demise.

The village blacksmith was Alex **MALLORY**, the dependable town mechanic. Alex not only kept shoes on the horses, mules and oxen, he made up harness, oxen yoke, could fix grandfather clocks and repair the family buggy. In those days before the automobile mechanics, as we know them had not become established, and Alex's shop was the counterpart of a modern garage manned by a master mechanic, who could and did, fix everything.

Alex was of a wiry build, of erect bearing, reserved manner and great dignity. He reminded some of Abraham **LINCOLN**, especially his humbleness—he had that quality, too. The townspeople had a very high regard for Alex and depended on him probably more than any other man in Penrod.

Pinkney L. (Pink) **WOOD** became the village twentythird postmaster on April 8, 1903. Then on March 4, 1907, Daniel **WOOD**, a relative became the postmaster. By 1910, a star mail route had been established to deliver mail, six and a fourth miles from Penrod, via Gus, to Huntsville.

Dr. Addison Davis **JAMES** served in the Kentucky House of Representatives in 1891-93, 1894-96. He also served a short time as State Senator, two terms (eight years) as United States Marshal and one term (two years) as United States Representative. He was a Republican, an energetic man and kind and accommodating to all, regardless of their politics. Dr. **JAMES** died in 1910.

Four years later on February 26, 1914, Lonnie **MATHERLY** became the Penrod postmaster.

Then the community got an acting postmaster on January 10, 1925,

in the person of Nisley **MAYES** and then on January 25,1926,Daniel L. **WOOD** became postmaster.

Nine years later, on March 26,1925, Byrd W. **CLARK** became the postmaster and a year and half later on December 1,1936, Mrs. Ruby M. **CLARK** took over the postmaster's job. She was to remain the postmaster for 38 years, longer than any of the 32 postmasters that had served the community in its 132 years of existence. She retired on February 22,1974.

On February 23,1974, Mrs. Sarah D. **WOOD** became postmaster and today Mrs. Mildred **MCPHERSON** is assisting Mrs. **WOOD** as acting assistant. She rounds out the 32 postmasters that have served the community of four names--Laurel Bluff,Home Valley,Albrittian and Penrod. It is a hardy,friendly village, if one ever existed.

Some of the family names of the Penrod community during the past generations have included: **ANDERSON, ARNOLD, BAKER, BEWLEY, CABBAGE, CLARK, COX, DAVIS, FREE, FORSYTHE, GRAYSON, HARDISON, HAWES, HUGHES, HUNT, JAMES, JOHNSON, KIRKPATRICK, MALLORY, MATHERLY, MAYES, MCELWAIN, MCINTOSH, MCMILLEN, PENROD, POYNER, SMITH, SUMNER, WALKER, WHITAKER, WOOD, AND WILLIS.**

There's been life in the village for over one hundred and thirty years and with today's demand for a nice place to live with quiet surroundings,who knows what the future hold? There may be more marching to muffled drums for this fine neighborhood.

The Cedar Dale School at Penrod in 1886 had the following students. Alex **MALLORY**,Frank **VEAL**,Zelpha **POYNER**,Harlan **TURNER**, Herman **TURNER**,Louise **MOORE**,Rubin **MALLORY**,Ella **NEWMAN**, Minnie **TURNER**,Claud **NEWMAN**,Verna **TURNER**,Detie **TURNER**,Maude **JAMES**,Ada **WARREN**,Addie **RHOADS**,Laura **MOORE**,Mallie **BAGWELL**,Ida **BAGWELL**,Dora **TURNER**,Bertha **TURNER**,Jonie **BAGWELL**,Annie **JAMES**,Henry **HOPE**, French **TURNER**,Pink **WOOD** and the teacher,Bailey **WOOTEN** (later Attorney General of Kentucky and a Banker).

QUERY

GRACE/COWGILL

Seeking info about Solomon **GRACE**/Mary Ann **COWGILL**. Married 22 July 1827, Muhlenberg County,Ky. Contact: Carolyn Grace **ZENK**, 4257 N.E. Laurelhurst PL. Portland, OR 97213.

PHILLIPS/GIBBS

Need info on William Jasper **PHILLIPS** that married Paradise Virginia **GIBBS** in Logan Co.Ky in 1859. Contact: Laquita **ARVIN**, 128 Roland Lane, Greenville,Ky 42345.

GLENN/MURIN/FERGERSON

Seeking parents of James **GLENN** and Jane **MURIN** who m.01 Sept. 1856 in Muhlenberg County and also Andrew **GLENN** and Nancy **FERGERSON** who m. in Nov.1837 (or 1840 ?). Contact Shirley M. **GLENN**, 1085 Tasman Drive #556,Sunnyvale, CA 94089-1947

IMBLER (PROUSE) SCHOOL

PARENT OR GUARDIAN	NAME OF CHILDREN	DATE OF BIRTH
W.R.Gary	Rosco Gary	9 DE 1898
	Roy Gary	10 JA 1900
	Corde Gary	29 MR 1902
J.T.(T.J.)Lile	Rome Lile (marked out)	15 MY 1889
	Slaton Lile	20 DE 1891
	Blanche Hall	24 JL 1892
G.P.Knight	Delpha Knight	25 MY 1891
	Birdie Knight	15 AP 1894
	Pearline Knight	11 MR 1899
J.F.Wells	Otha Wells	1 JE 1899
C.R.Peterson	Roland Peterson	11 AP 1891
	James Peterson	2 JE 1893
	Marion Peterson	13 OC 1896
	Charlie Peterson	23 MY 1898
	Annie Peterson	26 MR 1900
W.S.Dukes	Oscar Dukes	5 AP 1890
	Maude Dukes	26 JE 1893
	Floyd Dukes	3 OC 1896
	Atlas Dukes	19 JE 1901
J.S.Atkinson	Blanche Atkinson	19 JA 1891
	Inez Atkinson	27 AU 1893
J.B.Gibson	Neely Gibson	4 JA 1898
	Lawrence Gibson	1 OC 1900
	Mina Gibson	4 MR 1902
Noris Carlton	Jesse Carlton	18 AU 1891
J.N.Stivers	Glenn Stivers	26 OC 1889
	Archie Stivers	29 AP 1892
	Howard Stivers	8 OC 1899
	Danie Steward	23 OC 1889
Ellen Steward	Allie Miller	18 FE 1892
	Nora Miller	9 OC 1895
	Garrett Miller	1 OC 1899
T.J.Miller	Rosco Prowse	28 MY 1891
	Orvell Prowse	28 MY 1897
	Lvle May Prowse	20 MY 1897
	Lorene Prowse	1 FE 1899
I.S.Prowse	Eliza Lile	1899
	May Oglesby	

QUERY

Looking for the descendents of: George and Nancy **GRIGSBY**
MCCLANAHAN, d/o Taliaferro and Elizabeth. Isaac **MILLER**, b.7July
 1821, Muhlenberg County, s/o Phillip **HENRY**, h/o Selah **HUNT**. Please
 contact Cheryl L. **COLBERT**, 576 Forest Park Drive, Newburgh, IN
 17630-1549.

ELLISON CEMETERY

Mrs.Marilyn **CESSNA** and family have been working to restore the **ELLISON** family cemetery located on Hwy 85, one mile east of Island,Ky. This is located in McLean Co. This cemetery is located on a farm that was once owned by Mrs.**CESSNA** family. This graveyard was in very bad shape and many of the tombstones had to be unearthed and in bad need of repair. Our thanks to Mrs.**CESSNA** for sharing this information with us. McLean Co was formed in 1854 out of Ohio,Muhlenberg and Daviess counties.

Jesse **ELLISON**
April 11,1785 - Dec.21,1854
Nancy **ELLISON**
Mar.15,1793 - Sept.25,1883

John C.**ELLISON**
Nov.8,1820 - May 16,1876
Rachel R.**ELLISON**
Apr.15,1827 - May 26,1905

Lee Ann **ELLISON**, Dau. of John and Rachel
Mar.25,1867 - July 22,1888
Julius Allen **ELLISON**, Son of John and Rachel
Aug.2,1857 - Jan.21,1858
Mary Nannie **ELLISON**, Dau of John and Rachel
Jan.21,1859 - May 18,1910
Bettie Lee **ELLISON**, Dau of John and Rachel
No Birth Date - Aug.12,1869
William H.**ELLISON**, Son of John and Rachel
Mar.13,1870 - Nov.5,1914

Samuel **GROSS**
Dec.18,1851 - Jan.26,1896
Minnie **ELLISON GROSS**, Dau of John and Rachel
May 16,1861 - Dec.17,1920
Willie Allen **GROSS**, Son of Samuel and Minnie
Sept.22,1881 - Oct.27,1883

Alvey **MARKWELL**, Husband of Fairy **GROSS**
No dates listed

Dewey Douglas **OWEN**, Grandson of Fairy **GROSS MARKWELL**
No dates
Lavern **GRIFFITH**, Grandson of Fairy **GROSS MARKWELL**
No dates

Anyone wishing more information on this cemetery should contact:
Mrs.Marilyn **CESSNA**
P.O.BOX 121
Island, Ky 42350

Central City Republican--Jan 19, 1888

A TRIBUTE OF RESPECT.

Mr. J.A.L.**BOYER** died at his home in Central City, Friday, Jan. 13, 1888 at 7:30 P.M. He was born in Washington, Adams Co. Miss. March 28, 1826. His parents were prominent in this southern community and were respected for their adherence to the principles of honor and integrity. After the death of his parents, John A.L.**BOYER** went to New Orleans where he followed his father's footsteps in the study of law. His father was a well known lawyer in Miss. While in New Orleans he was stricken at different times with Smallpox, Yellow Fever and Cholera. In 1850 he came to Kentucky and settled in Logan County near Volney. In 1860 he was elected on the Wing, or Republican ticket. In 1853, he was united in marriage with Miss Harriet **GAINES**, daughter of W.F.**GAINES** of Logan County. He came to Muhlenberg County in 1883, and first settled near Ricedale (Drakesboro), in the southern part of the county, but soon afterwards moved to a farm near Greenville. In 1885 he came to Central City to make his home. Besides his wife he is survived by four children; Mrs Dud (Lizzie) **PARK**, Greenville, Mrs James (Ida) **HUTCHING**, Olmstead, Don L. and Ernest W.C.**BOYER** of Central City. He was a member of the Christian Church of long standing and had a thorough knowledge of the Scripture. He was always ready to defend the doctrine of his church as well as Christianity in general. Those who knew him well knew he had a gift of composing poetry which would surely have found favor had they been published. With these few remarks dedicated to his sacred memory, one of his humblest friends will pause in contemplation of a noble life and character.

Another death reported in this old 1888 paper is that of a little child. Louis Lafayette **GRIFFITH** son of S.A. and Mattie O. **GRIF-FITH**, departed this life at the home of his parents in this city, Jan 16th. 1888. He was nine years, nine months and three days old. He bore his three weeks suffering with manly fortitude telling his parents that he would never get well. He insisted on saying his prayers as long as he was concious. After he was too weak to help himself he would ask his father to raise him up that he might pray. Little Fay was well known in this city and loved by all. God in His mercy sent the dark-winged messenger to his relief and he had gone to the Redeemer who said, "suffer little children to come unto me." His grief stricken parents and relatives tender their heartfelt gratitude to their friends for the aid and sympathy extended to them in their bereavement.

This article appeared in the Greenville-Leader May 25,1959.
Mrs. Agnes Harralson was the reporter.

SEVERAL KILLED IN SOUTH CARROLLTON TRAIN WRECK.

"There was little that was gloomy in Central City on Memorial Day back in 1886," says Tal G.**MORGAN**, senior citizen of Central City. "In fact, people were almost afraid to go to the graveyard that day for fear they would miss some of the excitement going on down town. There had been a lot of talk about changing the guage of the railroad track, but no one thought they could do it without curtailing railroad service for a long time. That was seventy-three years ago and most of the equipment was man-power. It being Sunday, it was easy to hire extra man-power so each section foreman more than doubled his crew."

"From its beginning, back in the '70's," continued Mr. **MORGAN**, "the track had been five feet wide and now the company thought to change it to four feet,nine inches. So on Sunday, May 30,1886 there was a solid line of men all the way from Russellville to Owensboro working like fury to see whose crew could complete his section first and win the prize. Clawbars blistered the hands of the extras, and fancy shirts on sweaty backs soon split and let in the hot spring sun. The sound of steel on steel rang out to their chants as they spiked down the west rail for its new position. There were those who came to sight-see and remained to do their kibitzing best to keep the mood gala. They began at six that morning and before night all was done and ready for trains to run."

HISTORIC EVENT

Tal **MORGAN** was just a small boy full of natural curiosity when he witnessed the historical event in his home town, and he was too young to know that what he saw that day in Central City was also taking place all over the Southland. "Old Reliable" in his column in the L & N Employee Magazine in June 1955 said, "Sunday,May 30,1886 was something special, at least for railroads in the Southland. On that day the L & N, along with a number of other Dixie lines changed the guage on 13,000 miles of track and tens of thousands engines and other pieces of rolling stock, from five feet to four feet,eight and one-half inches. That one-half inch difference made no difference in the interchange of equipment of the operations of trains, although today it would be regarded with alarm. Eventually, within the next decade or so, all of the lines which had done so on May 30,1886,futher, "retreated" to four feet eight and one-half inches, the present day standard gauge. The L & N, it self, changed the gauge of about 2000 miles of track,300 locomotives and 1000 other items of rolling stock to four feet nine inches between sunrise and sunset on that Sunday."

EARLY HISTORY

Mr. Julian L. **JAMES**, magazine editor, very kindly fill in some of the early history of the road. It was Feb.27,1867 the Owensboro and Russellville Railroad was incorporated. By April 17, 1871 a line of railroad had been completed and was in operation from Owensboro to Livermore, a distance of 21 miles. During the summer of 1872 the track reached Central City where connection was made with the Elizabethtown and Paducah Road,(now a part of Illinois Central.) An additional 50 miles had been graded but no track laid at that time. On Oct.24,1873 the Owensboro and Russellville Railroad,(which had been incorporated in Ky) consolidated with another company of the same name, which had been incorporated in Tennessee. This consolidation was known as Evansville,Owensboro and Nashville Railroad. No further construction was done by this road which soon went bankrupt and was operated by a receiver from July 17,1875 until May 29,1877 when the property was purchased by the Owensboro-Nashville Railroad Company. About this time the O & NRR encountered tough sledding and during 1878 operations were discontinued for several months. The NC & ST.L Railroad then bought and operated the road until April 1,1880 when the L&NRR assumed control of the property as a result of having secured control of the NC&ST.L. The Owensboro and Nashville Railway Company came into being Oct.3,1881 under the auspices of the L&N. It completed the line to Drakesboro in 1882 and to Russellville and Adairville by Jan. 1,1884. The trackage between Russellville and Adairville, twelve mile,was abandoned in the early part of 1939.

WRECK OF 1892

Mr.**MORGAN**, who is a great old fisherman, does a lot of his reminiscing from the bow of the boat as we fish the coves and hollows of our favorite lakes and streams. He remembers the night the steamer "Bowling Green" sank at the landing at South Carrollton in a storm, and he also remembers the first, and certainly the worst wreck that ever occurred on the Owensboro and Nashville Railway,which was also just barely out of South Carrollton.It was June 5,1892 when the regular north-bound passenger train met head-on in collision with a Negro excursion out of Owensboro. That was sixty-seven years ago, yet it is surprising that so many are familiar with the story. Even though he was a small boy, Clark **BATSEL**,Central City, could never forget it,because it happened in front of his home, and he said the dead and injured were all over their yard. Mrs. W.T. **CAMPBELL** whose husband was the leading photographer in Central City for more than fifty years,remembers that they had many pictures of the wreck until just a few years ago when a fire destroyed the building they were in. She said, Mr.**CAMPBELL** went to the wreck with Dr.**NEWMAN** of Drakesboro. Mr. Henderson **KIRTLEY** of Island remembers the special trains that shuttled back and forth on that Sunday. Louis **NORTON**, retired railroader now employed at Central City Greenhouse recalls the story that has lived through the years that the engineer on the excursion said at Island

he had plenty of time and would make into South Carrollton, or he'd make it into Hell. Mrs. Rena W. **CRABTREE** of South Carrollton knew more facts of the story than anyone and she plans to write the story as told to her by one of the conductors, just a few years ago. But to get the complete story I went to the newsroom of the Owensboro Messenger and Inquirer and found the front page story in their microfilm library.

The excursion left Owensboro at 8:25 on Sunday Morning, June 5, 1892 with three coaches and a baggage car in which 180 passengers. The accident was the result of careless reading of a new time schedule which had been issued that day. It plainly read that the new time schedule should go into effect at 7 P.M. on Sunday, June 5. Engineer Pat **FAYHEY** and Conductor Oscar **ROGERS** had the impression it was 7 a.m. The regular passenger train left Russellville on correct time by the old schedule at 7:25 as always, but the men in charge of the excursion supposing it was coming at the new time, which would have been several later, did not wait at Island but undertook to run to South Carrollton to meet it.

Sees Smoke

Engineer Jack **WALSH**, of the regular train, seeing an unusual smoke ahead, checked his train and had brought it to a stop when the excursion dashed out of the cut and around a sharp curve just north of South Carrollton and the two engines came together with terrific force. Both locomotives went down the steep embankment. **WALSH** and W.B. **RAMSEY** of the regular train jumped and escaped with only minor injuries. Pat **FAYHEY** and three others riding in the cab of the excursion engine miraculously escaped death by jumping, but Hugh **BARKLEY**, the fireman, went down with the wreck and died shortly after.

TELESCOPED

The old wooden coaches of that day were a far cry from the heavy steel coaches that most of us remember today. The rear of the little baggage car was driven half way through the first passenger coach of the excursion. The floor of the baggage car crushed the seats of the first passenger car, mangling and pinning the people in them between the floors of the two cars, the one over the other, and the roof of the passenger car wedged down over that of the other. There was a two-foot space between the floors of the two cars, and there, packed in between and wedged in the broken seats the unfortunate victims remained for nearly two hours until men with axes and saws could get them out. Not many passengers in the other coaches were injured but were badly shaken as were those on the other train.

Besides Hugh **BARKLEY**, the fireman from Russellville, who was killed other fatalities included Henry **EASLEY**, colored, from Russellville, who was killed instantly in the front coach; Ham **FIELDS**, colored, from Owensboro, lived about three hours and died in the

improvised hospital in Central City; John **WOODS**, colored, Owensboro died Sunday night in Central City after his leg had been amputated at the hip; those four were the deaths recorded on the day of the accident, others may have occurred later, Among the injured were James **HELM**, son of Clay **HELM**, one leg amputated, also part of the other foot; Albert **GRIFFITH**, left leg amputated and right ankle broken; Frank **BRUCKER**, bones in left foot broken; Ed **LIPSCOMB** who worked at the livery stable on Frederica received a broken leg; Joe **BELL**, cut across the back by broken glass. Horace **AUSTIN**, left knee injured; Jake **KENNEDY**, injured thigh; William **PALMER** and Amos **SMEDLEY**, both leg injuries; Mary **MORTON** ear cut off and otherwise bruised; Pat **FAYHEY**, engineer was also among the injured. Several infounded stories were circulated that he had run away after jumping from his cab, but they were not true. Pat **FAYHEY** immediately acknowledged the accident was due to his error, and asked one of the trainmen to "brain" him with an ax, saying there was nothing in this life he wished to live for.

It was also untrue that the excursion was speeding. Leaving Owensboro at 8:25 a.m. and stopping three times, it had been out one hour and five minutes when the wreck occurred, showing an average speed of 27 miles per hour.

Aboard the regular train was W.P.**SCOTT**, editor of the Central City Republican, who had several ribs broken when Conductor **CARDWELL** fell on him. While the catastrophe was the worst in these parts, it was marvelous that so many escaped with only slight injuries. One of such escapes from death was that of Wood **GRIFFITH**, who with his friend, E.A.**WAHLBOLD**, was going to Russellville in the baggage coach of the excursion to attend the baccalaureate sermon at the college which they attended. Eugene **GASSER**, also white, had a stock of refreshments in the baggage car and Henry **BOWERS** was helping him serve them. **GRIFFITH WAHLBOLD**, and **GASSER** had been attracted to the front platform of the baggage car by a runaway team on the roadside. **WAHLBOLD** and **GASSER** had just stepped back in the coach but **GRIFFITH** was still on the platform with one leg thrown over the rail when the crash came. The tender was thrown back against the baggage coach at one corner, the platform crashed into splinters and the iron rail bent back, pinning him at the chest against the car. He was taken from the situation unconscious but with only a broken leg. He was taken to the house of Rufus W.**BATSEL**, depot agent at South Carrollton, at the corner of whose yard the wreck occurred.

As soon as the news reached Russellville, Supt.**MARTIN** and Attorney **BROWDER** started a relief train. Accompanying them were Drs.**PERRY**, **WINSTON**, and **ALDERSON**. Upon their arrival at Central City they found that all the wounded save Wood W.**GRIFFITH**, had been brought to the improvised hospital that had been set up in the baggage room of the Central City depot. Drs.**IRVIN** of South Carrollton and **ROHRER** of Central City were rendering all the service in their power. Messrs.**MARTIN** and **BROWDER** and the

Russellville physicians remained all night ministering to the wounded.

HUNDREDS OF ANXIOUS PEOPLE

In Owenboro, General Passenger Agent **PARK**, about 4 p.m. succeeded in getting an engine and coach from the Falls-of-Rough road, and with Drs. **STIRMAN** and **W.E.FOULKS**, also went to the relief of the unfortunate victims. Hundreds of people who had relatives on the excursion begged to go on the relief train but of course could not go. The train returned to Owensboro that night about 10:15 with Wood **GRIFFITH** and a few others who were injured. A short time later another train brought back the excursionists, except those who were kept in the hospital at Central City to have limbs amputated.

ESTIMATED DAMAGES

The Owensboro Daily Messenger on Tuesday morning, June 7th, 1892 said, "The damage to the railroad's rolling stock in Sunday's wreck at South Carrollton, will be about \$20,000. Claims for individual damage will probably be speedily settled without resort to courts.".... And thus ended what set out to be a perfect day for nearly two hundred people.

QUERY

James **McCARTNEY** will book 1 pp 209-211 Muhlenberg Co KY. Leaves land to nephews Thomas and James **McCARTNEY**, to Thomas **IRVIN**, and Mary Jane **IRVIN**...What relation was Mary Jane **IRVIN** to him? Niece, Sister?, Daughter or ?? Is this Mary Jane **IRVIN** Thomas **IRVINS** wife? Jane, Contact: Betty B.**NALL**, 1604 Woodluck Ave. Louisville, KY 40205-3234.

NEW BOOKS

Mclean County Kentucky -1908-1914- African American Marriages. This book has 124 pages with a bride and groom index also a general index. This price of this book is \$40.00 plus 6 per cent Ky sales tax, plus \$5.00 shipping and handling. Order from Mr. Arthur Lee **MCLAUGHLIN**, 185 Stringer Road, Sacramento, Ky. 42372.

The **WHITMER** Family Genealogy 1976-1994. The information for this book was gathered by Dallis and Sarah Ann **WHITMER** with assistance from Viola (**WHITMER**) **OLSON**. The **WHITMER** family Genealogy was rewritten and typed by Arthur Lee **MCLAUGHLIN**, December 1984 and completed August 1994. This book as 264 pages with a complete index with first and last names. Price: \$40.00 plus 6 per cent Ky sales tax and \$5.00 shipping and handling. Order from Mr. Arthur Lee **MCLAUGHLIN**, 185 Stringer Road, Sacramento Ky 42372.

The M.C.G.S. would like to thank Mr. **MCLAUGHLIN** for donation of the two books that are mentioned above. The will be place at the Central City Public Library in Central City, Ky.

MUHLENBERGER ATTENDED INAUGURATION OF ABE **LINCOLN**,
HIS BROTHER-IN-LAW

This was printed first in the Times-Argus, Nov.19,1959. The article was written by Mrs. Agnes Harralson.

Since there has been so much interest in the land sales in the southern end of the county in the last few weeks, many people have been reading the history of some of the early land owners. According to Rothert's "History of Muhlenberg County" there was a large timber tract to the left of the Louisville and Nashville Railroad between Browder and Belton. None of the three was there though at that time. This tract of land was owned by D.C. **HUMPHRIES** of Woodford County, Ky.

Alex **TODD**

Shortly after the Civil War started in 1861 Mr. **HUMPHRIES** sent his nephew, Alexander **TODD**, to Muhlenberg County to look after his interests. Alex opened a small farm and built a cabin where he lived for a few years. Alex's father, Robert S. **TODD**, was married twice and had two families. He had six children by his first wife, among who was Mary **TODD LINCOLN**, wife of Abraham **LINCOLN**. After the death of his first wife he married Elizabeth **HUMPHRIES**, who was a sister of D.C. **HUMPHRIES** who owned the tract of land in Muhlenberg. He and his second wife had seven children, two of whom were Alex **TODD** and Mrs. Ben **HELM**.

To Washington

Alex received a special invitation from Abraham **LINCOLN** and he went from Muhlenberg to Washington to attend the inauguration of his brother-in-law as president of the U.S. on March 4th. 1861. It was shortly after his return to Muhlenberg he joined the Southern Army and became ordinance sergeant in the First Kentucky Cavalry. Later he was made aide-de-camp on the staff of his brother-in-law, Gen. Ben Hardin **HELM** and on Aug.5, 1862 he was killed in the Battle of Baton Rouge.

Alex **TODD** was a bright young man and during his stay of a few years in the county he was a great favorite among the old people as well as those of his own age. He was succeeded as overseer of the **HUMPHRIES** tract by his firend, Gilbert V. **RHOADS**.

This next article appeared in the Central City Time-Argus in the June 16, 1960 issue. Written by Mrs. Agnes **HARRALSON**.

AGNES HARRALSON Describes Wedding held in Muhlenberg County
100 YEARS AGO

Written at the top of the page of an old business ledger, the following letter tells the story of a pretty June wedding which took place in Muhlenberg County a hundred years ago. The writer, who described her own wedding, could not have done a better job of reporting the interesting facts if she had been the social editor of a modern newspaper.

It was many years after the event, that Sarah Elizabeth (**HANCOCK**) **EVANS** complied with the request of her children and wrote the little story of events that took place the day she became the bride of William Henry **EVANS**:

"By request I will write a little history of our wedding, which took place on the 29th day of April, 1861, at my grandfather **CRAIG's** house (Garland D. **CRAIG**). He lived in Muhlenberg County on Bat East Creek. The ceremony was performed by **H.B. WAGGIN**, a Baptist minister of Rochester. There were a few relatives and friends present--among them Mr. Alex **TODD**, brother-in-law of President **LINCOLN**.

"The hour was set for three o'clock in the afternoon, but owing to a cyclone passing through that part of the county, Mr. **EVANS**, the groom and the company with him could not get there in their carriages. Mr. **EVANS** dispatched Dick **SIMMONS**, one of his friends who was on horseback, to let us know the cause of the delay.

You also wanted to know how we were dressed. Mr. **EVANS** wore a black cloth suit, except vest which was white moreen antique silk, low quartered shoes with white socks and gloves and a neck-tie of white silk with pink stripes.

My dress was white swiss, made with a full skirt, low neck, angel sleeves and a white sash. I had white kid slippers and gloves and a white veil with a wreath of rosebuds.

While we were waiting for the arrival of the bridegroom and company, I was in the upper room when Ann, a negro girl came through the door to see how I was dressed. She then went on into the attic, and while in there stepped on a loose plank in the ceiling of the dining room where the wedding table was set. Lo and Behold! dust and dirt fell through on the snow-white table. It had to be reset, so the delay of the groom was best for those who were managing that part of the wedding affairs. That one was my step-mother, Mrs. Sallie O. **HANCOCK**, and such a good mother, I can not refrain from speaking of her.

The names Sarah Elizabeth mentions in her little story are names familiar in the early history of the county. Dick **SIMMONS**, who

was "dispatched" to tell the bride why the groom would be late for his wedding, owned and operated the Mud River ferry at one time--His first wife was Nancy **LUCE** whose father William **LUCE** owned all the land of Skilesville in 1800. It was Dick **SIMMONS** who gave land for Simmons Chapel and graveyard. He died in 1866.

Her grandfather Garland D.**CRAIG**, at whose home she was married, may have not been a **CRAIG** at all. Ed M.**MANLEY**, Muhlenberg Historian, of Los Angeles, Calif. writing in the Messenger-Times-Argus in 1953 said:

"James **CRAIG**, soldier of the Revolution, left a will recorded in Muhlenberg County in 1811. He had evidently married a second wife, a widow named Sally **DICKERSON**. (**DICKSONS**)?"

In this will the widow, Sally, is mentioned and his children and heirs, namely William E., Thomas E., Robert, John, Andrew, Henry, Mary, Elizabeth and Sally **CRAIG**. Then he mentioned his step-son Garland **DICKERSON** (**DICKSON**). The step-son was left a horse and saddle and 100 acres of Military Grant land on Bat East Creek. Mr. **MANLEY** says, "The step-son could have taken the name of **CRAIG**, and then became known as Garland D. **CRAIG**. No other Garland belonging to any pioneer **CRAIG** has been found. This Garland D. **CRAIG** married Leticia **RICE** in 1816 and was one of the best loved members of Hazel Creek Church.

Mr. and Mrs. **EVANS** made their home in Rochester where he was in business for many years. Their daughter Esther, grew up and married Dr. Billy **HUNT**, beloved physican of Bulter and Muhlenberg Counties for many years. Mrs. Esther **EVANS HUNT** is now in her 95th. year and lives at Browder. She is a most remarkable person, managing her household with sprightly step and a sense of humor that belies her years. She is the mother of Ben **TOPMILLER**, Sr., Mrs. Eldon **GARDNER**, Mrs. T.L. **DIXON**, Alex and Slaughter **HUNT**, Miss Elizabeth **HUNT** and Evans **HUNT** who so recently died were also her children.

Note: For many years starting as early as 1826 and on through 1872, Garland D.**CRAIG** was sent as a messenger for Hazel Creek Church to the Gasper River Associations annual gatherings.

The will that was mentioned before was dated Nov.25,1811 and was recorded in 1816. James **CRAIG** widow Sally refused to accept the provisions made in the will and she took it to the court. Mr.**MANLEY** stated in his article that he did not follow in court case to find out the results.

Mr.**MANLEY** story appeared in the Messenger and Times-Argus,1953.

The following transcripts are taken from original mine employee cards for Graham and Luzerne mines for the dates 1918-1956;
 (Example of years/months worked 27/7--year 1927,months worked:7

NAME	YEAR/MONTH WORKED	MINES
ANDERSON, Guy	27/8 28/2	LUZERNE
ARNETT, Bayless	18/7 19/11 20/9 21/12 22/12 23/6 24/3	GRAHAM
ASHLEY, M.	23/7 24/4 25/11 26/12 27/1	LUZERNE
ATKINSON, P.S.	18/12 19/12 20/12 21/12 22/12 23/12 24/3	LUZERNE
ATKINSON, W.	18/4 19/4 20/12 21/1 23/4 24/3	LUZERNE
BAGGETT, Lyman T.	37/2	GRAHAM
BAILEY, J.	25/7 27/11 28/12	LUZERNE
BARRETT, Wm.	22/7 23/12 24/4 25/3 27/3 28/12 29/12 30/10 31/12 32/12 33/12 34/12 35/9 36/3 37/11 38/12 39/12 40/5 41/11	LUZERNE
BASS, Bob	21/7 22/12 23/12 24/3	LUZERNE
BAYLESS, Jas.	18/12 29/10 20/12 21/12 22/12 23/6 27/4 28/12 29/2	LUZERNE
CANSLER, Clarence	22/5 23/12 24/6 25/1 26/12 27/12 28/12 29/12 30/10 31/12 32/11 33/11 34/12 35/9 36/3 37/11 38/12 39/12 40/12 41/12	GRAHAM
CARTER, J.W.	25/9 26/12 27/12 28/12 29/11 30/10 31/1	GRAHAM
CARTER, J.W.	25/3	LUZERNE
CHANEY, Aubrey	22/7 23/11 24/3 25/8 26/3 27/9 28/7 30/1 31/12 32/12 33/12 34/12 35/9	GRAHAM
CHANEY, John Tom	18/12 19/11 20/12 21/12 22/12 23/12 24/3 25/9 26/11 27/6 28/5 29/4 30/7 31/12 32/12 33/12 34/12 35/5	GRAHAM
CHANEY, Volla	20/7 21/12 22/12 23/12 24/3 25/7 26/7 27/12 28/12 29/7 30/10 31/12 32/12 33/12 34/12 35/9 36/3 37/11 38/12 39/12 40/10 41/12	GRAHAM
DEERING, Herbert	25/3 26/12 27/12 28/12 29/12 30/9	LUZERNE
DEERING, J.W.	18/12 29/12 20/12 21/12 22/12 23/12 24/12 25/12 26/12 27/12 28/12 29/12 30/12 31/12 32/12 33/12 34/12 35/9 36/3 37/11 38/5 39/1 40/1	GRAHAM
DENNY, Harry	27/12 28/12 29/4	LUZERNE
DENNY, Wm.	24/1 25/12 26/4 28/1 29/12 30/10 31/12 32/12 33/12 34/12 35/9 36/3 37/11 38/12 39/12 40/7 41/12	LUZERNE

NAME	YEAR/MONTH WORKED	MINE
EVITTS, Jno. P.	32/2 33/1 34/5 35/9 36/3	LUZERNE
	37/11 38/12 39/12 40/6 41/12	
EVITTS, Henry F.	18/12 29/12 20/12 21/12 22/12	LUZERNE
	23/12 24/11 25/12 26/12 27/12	
	28/12 29/12 30/10 31/12 32/12	
	33/12 34/12 35/9 36/3 37/11	
	38/12 39/12 40/4 41/3	
EVITTS, R. Townes	22/4 23/4 24/3 25/2 26/2	GRAHAM
	27/12 28/12 29/5 30/10 31/12	
	32/12 33/10 34/12 35/9 36/3	
	37/10 38/12 39/12 40/12 41/12	
EVITTS, Wilbert	26/4 27/8 28/12 29/8	GRAHAM
EVITTS, Wm. Jackson	37/3 39/4 40/3 41/11	LUZERNE
FLETCHER, Walter	22/7 23/12 24/3 25/2 26/12	GRAHAM
	27/12 28/8	
FORD, Harold D.	32/10 33/12 34/12 35/9 36/3	GRAHAM
	37/11 38/12 39/12 40/12 41/12	
FORD, S.B.	25/3 26/2 NO MINE NAME LISTED.	
FOREHAND, John	26/5 27/11	GRAHAM
FOREHAND, Roscoe	18/2 19/11 20/11 21/12 22/12	GRAHAM
	23/12 24/3 25/7 26/12 27/12	
	28/12 29/12 30/12	
GILL, Chas.	18/12 19/11 20/12 21/12 22/12	GRAHAM
	23/12 24/3 27/1 28/12 29/12	
	30/12 31/11 32/12 33/12 34/12	
	35/9 36/3 37/11 38/12 39/12	
	40/12 41/12	
GILL, Frank	19/10 20/12 21/11 22/12 23/12	GRAHAM
	24/3 25/5 26/12 27/12 28/12	
	29/12 30/10 31/12 32/12 34/12	
	35/9 36/3 37/11 38/12 39/12	
	40/12 41/12	
GILL, Ira	18/5 19/9 20/12 21/12 22/12	GRAHAM
	23/11 24/2 25/3 26/12 27/12	
	28/12 29/11 30/10 31/12 32/12	
	33/12 34/12 35/9 36/3 37/11	
	38/12 39/12 40/12 41/9	
GILL, J.P.	18/12 19/11 20/12 21/12 22/12	GRAHAM
	23/12 24/3 25/10 26/12 27/12	
	28/12 29/9 30/9 31/12 32/12	
	33/12 34/12 35/9 36/3 37/11	
	38/12 39/12 40/12 41/12	
GILL, James Wylie	46/12	LUZERNE
	1942-1947 worked at GRAHAM	
	1947 worked 10 months at LUZERNE	
	1947 worked 02 months at GRAHAM	
	DATE OF BIRTH: Sept. 12, 1914	
	48/12 49/12 50/11 51/12 52/12 53/12	
	Mine name not given for 1948-1953.	
HALL, Earl	36/3 37/11 38/12	GRAHAM
HALL, Edgar	26/5 27/12 28/11	LUZERNE
HARPER, A.	22/7 23/10	GRAHAM

NAME	YEAR/MONTH WORKED	MINES
HARPER, Clifton	31/3 32/12 33/12 34/12 35/9 36/3	LUZERNE
	37/11 38/12 39/12 40/7 41/12	
HARRIS, Costal	20/12 21/12 22/12 23/12 24/3	GRAHAM
JARVIS, Emmett	19/11 20/12 21/12 22/12 23/12	LUZERNE
	24/3	
	25/10 26/12 27/12 28/12 29/12	GRAHAM
	30/10	
JARVIS, Floyd	18/5 20/5 21/12 22/12 23/12 29/1	LUZERNE
	30/10 31/12 32/12 33/12 34/12 35/9	
JARVIS, Jack	20/12 21/12 22/11 23/12 24/2	LUZERNE
JARVIS, J.E.	18/11 20/12 21/12 22/12 23/11	LUZERNE
	24/3 37/4 38/3 40/2	
JARVIS, James Elroy	37/1	GRAHAM
KRUSELLA (?), Ernest	25/12 26/3	LUZERNE
LARKINS, Jim	18/2 19/1 23/4 24/3	GRAHAM
	25/12 26/12 27/12 28/12 29/8	LUZERNE
LARKINS, Laren	26/2 27/12 28/12 29/3	LUZERNE
LARKINS, Olin	26/2 27/12 28/9 29/3	LUZERNE
LARKINS, R.D.	24/9	GRAHAM
LARKINS, S.B.	26/2 27/12 28/12 29/4	LUZERNE
MCCROCKLIN, Ted	24/2 25/9 26/12 27/1	GRAHAM
MCDONALD, B.	25/1 26/3	LUZERNE
MCDONALD, Edgar	36/3 37/11 38/6	GRAHAM
MCDONALD, Gran	30/4 31/3	LUZERNE
MCDONALD, Ira B.	37/4 38/3	LUZERNE
MALLORY, Bishop	25/8	LUZERNE
MANSFIELD, Chas.	18/9 19/11 20/12 21/12 22/12 23/12	LUZERNE
	24/3 25/11 26/12 27/12 28/12 29/12	
	30/10 31/12 32/12 33/12 34/12 35/9	
	36/3 37/11 38/12 39/12 40/7 41/12	
MANSFIELD, Guy	18/12 19/12 20/12 21/12 22/12	LUZERNE
	23/12 24/3 25/2	
MANSFIELD, Jas.	18/9 19/11 20/7 21/8 22/11 23/12	LUZERNE
	24/8 25/9 26/2	
MANSFIELD, William	20/3 21/12 22/12 23/3 25/8 26/6	LUZERNE
NOFSINGER, A.S.	24/12 25/12 26/12 27/12 28/12	LUZERNE
	29/12 30/12 31/12 32/12	
NOFSINGER, Earl	22/8 23/11 24/3 25/10 26/12 27/12	GRAHAM
	28/12 29/1	
NOFSINGER, Terrell	36/1	LUZERNE
NOFFSINGER, Shelby	36/3 37/11 38/12 39/12 40/12 41/12	GRAHAM
NOFFSINGER, Ted	36/3 37/11 38/12 39/12 40/12 41/1	GRAHAM
OLDHAM, Floyd	22/8 23/12 24/3 25/10 26/12 27/12	GRAHAM
	28/12 29/12 30/10 31/12 32/12 33/12	
	34/12 35/9 36/3 37/11 38/12 39/12	
	40/12 41/12	
OLDHAM, J.C.	18/11 19/2 20/11 21/12 22/12 23/12	GRAHAM
	24/3 25/7 28/12 29/12 30/12 31/12	
	32/12	
OLDHAM, J.E.	19/11 20/11 21/12 22/12 23/12 24/3	GRAHAM
	25/3 26/12 27/12 28/12 29/12 30/10	
	31/12 32/3 33/6	

NAME	YEAR/MONTH WORKED	MINE
OLDHAM, Pratt	18/12 19/11 20/12 21/12 22/12	GRAHAM
	23/12 24/3 25/9 26/12 27/12 28/12	
	29/12 30/10 31/12 32/12 33/12 34/12	
	35/9 36/3 37/11 38/12 39/12 40/12	
	41/12	
OLDHAM, Roy James	29/2 30/11 32/8 33/12 34/12 35/9	GRAHAM
	36/3 37/11 38/12 39/12 40/12 41/12	
PATE, Edward	22/1 23/12	GRAHAM
PARKS, Geo.	18/7 19/4 20/12 21/12 22/12 23/7	GRAHAM
	27/5	
PAXTON, Eugene	35/1 35/3 37/11 38/3	LUZERNE
PENDLEY, Noah	37/4 38/3	LUZERNE
PENTECOST, Lon F.	25/3 26/12 27/12 28/12 29/8 30/10	LUZERNE
	31/12 32/12 33/12 34/12 35/9 36/3	
	37/11 38/12 39/12 40/9 41/12	
	18/12 19/12 20/12 21/12 22/12	
RENDER, J.B.	23/12 24/3 25/10 26/10 27/11 28/12	GRAHAM
	29/8 30/9	
	28/10 29/11 30/8	
RENO, Arch	28/10 29/11 30/8	LUZERNE
RENO, Bohannon	23/3 24/3 25/10 26/12 27/12 28/12	LUZERNE
	29/12 30/10 31/12 32/12 33/12 34/12	
	35/9 36/3 37/11 38/12 39/12 40/5 41/1	
	20/8 22/8 23/12 24/2	
RENO, John	27/7 28/11 29/1	LUZERNE
REYNOLDS, Bay	20/5 21/11 22/12 23/12 24/2	LUZERNE
	20/12 21/12 22/5 23/11 24/1 25/8	
SHANKS, Curbert	26/12 27/12 28/11 29/12 30/10 31/12	LUZERNE
	32/12 33/12 34/12 35/9 36/3 37/10	
	38/12 39/12 40/2 (1941/1 GRAHAM).	
	26/8 27/6	
	37/4 38/3 39/2 40/2	
SHANKS, Fin	25/11 26/3	LUZERNE
SHANKS, Henry E.	26/4 27/12 28/12 29/4	LUZERNE
SHANKS, Otha	22/1 23/3 24/3	GRAHAM
SHANKS, Robert	26/8 27/12 28/12 29/8 30/5 31/12	GRAHAM
TURNER, Melvin	32/12 33/12 34/12 35/9 36/3 37/8	LUZERNE
TURNER, William	38/12 39/12 40/12 41/12	GRAHAM
	35/3 36/3 37/11 38/12 39/12 40/12	
	41/1	
TYSON, C.Lee	35/5 36/3 37/11 38/12 39/9 40/11	GRAHAM
TYSON, Hosey C.	18/12 19/11 20/12 21/22 22/12	GRAHAM
	23/12 24/3 25/5 26/12 27/12 28/12	
	29/12 30/10 31/12 32/12 33/12 34/12	
	35/9 36/3 37/11 38/8 39/10 40/12	
	41/12	
UZZLE, Adam	22/9 23/12 24/3 25/1 26/12 27/12	GRAHAM
UZZLE, Carl	28/12 29/5	GRAHAM
	18/12 19/12 20/12 21/12 22/12	
UZZLE, Clyde A.	23/12 24/12 25/12 26/12 27/12 28/12	GRAHAM
	29/12 30/12 31/12 32/12 33/12 34/12	
	35/12 35/12 37/12 38/12 39/12 40/12	
	41/12	
	32/7 33/12 34/6 37/4	

NAME	YEAR/MONTH WORKED	MINE
VINCENT, Bill	18/10 19/11 20/11 21/12 22/12 23/11 25/9 26/11 27/10 28/1	GRAHAM
VINCENT, Bluford	18/12 19/12 20/12 21/12 22/12 23/12 24/3 25/10 26/10	GRAHAM
VINCENT, Bourly	25/2 26/10 27/12 28/12 29/1	GRAHAM
VINCENT, Bryant	26/3 27/12 28/12 29/12 30/10 31/12 32/12 33/12 34/12 35/9 36/3 37/11 38/12 39/9 40/12 41/4	GRAHAM
VINCENT, Claud H.	26/6 37/9 38/12 39/12 40/12 41/8	GRAHAM
WALKER, Shelby	18/3 19/1 20/5 21/12 22/12 23/12 24/3 25/7 26/12 27/12 28/4 29/1 30/4	GRAHAM
WALKER, William	20/11 21/12 22/12 23/12 24/3 25/5	GRAHAM
WALTON, John J.	24/12 25/12 26/12 27/12 28/12 29/12 30/12 31/12 32/12 33/12 34/12 35/12	LUZERNE
WALTON, Miller T.	37/4 38/3	LUZERNE
WALTON, T.M.	25/12 26/12 27/12 28/10 29/4	LUZERNE

QUERY

PACE

Richmond **PACE** and Sarah (Sallie)**CHARLES**.
 Richmond was born NC in 1799 and buried old Liberty Ceme. in
 Muhlenberg County in 1862. Sallie was born in SC and buried
 in Old Liberty Ceme. Seeking any informaton about my g-g-g-
 grandparents and their line. Contact: Jane Latham **SPRINGER**,
 2542 Graham Rd. Culleoka, TN 38451.

RHOADS INFORMATON

The following informaton was sent to us by Jane **PATE**, 823 Lake
 Amick Dr., Niceville, FL., 32578.
 Elizabeth **NOFFSINGER**, b.12/31/1776 married Henry **RHOADS**, in
 Muhlenberg County, Ky on 06/15/1808. Elizabeth **RHOADS** died 10/20/
 1848. Henry **RHOADS** died 09/06/1840. They are buried in **RHOADS**
 Cemetery in Anderson Township, Warrick County, Indiana. Elizabeth
 was the daughter of Dr. John **NOFFSINGER**.

The M.C.G.S. needs your help! If you have any knowledge of old
 family cemeteries that was not included in the first four
 editions of the Muhlenberg County Cemetery Books, please advice
 us of the location so that we can copy them before its to late
 to copy them. I have had several phone calls lately about
 cemeteries that was being bulldozed over. Please contact us
 at the address located on the back of your quarterly.

The following description of Greenville was suggested by Mr. Robert **CRAIG** a member of the Soc. as an article to be used in "The Heritage". THIS IS NOT INCLUDED IN THE INDEX. It is a description of Greenville in the 1860 census. The census taker was a Mr. Saml.**TURNER**, Asst. Marshall.

TOWN OF GREENVILLE

"This day brings me up to Greenville, the County seat of Muhlenberg Co. Greenville is situated in or near the center of the Co. From south to north, the village numbers some 600 inhabatants 5 stores, and 3 family Groceries, 1 shoe & boot shop, one tanyard, and one flourering mill, three hotels and two Tobacco & C. One Male College and one Female Accademy, and three Churches; The village is located on rather broken ground, and the land on the South is broken with thin soil; on the North upon waters of Caney Creek, the land is rich and fertile, and rates as high as thirty dollars per acre; the land upon the east for some 4 miles is also considered of a tolerable good quailty. Bounded upon the Waters of Pond Creek. On the West is embraced on District 1 and is left to be described by Mr. **MARTIN**. However before I close, I may by permitted to say, Religeon in Greenville is on the decline Compared with former years. Still there are sound hearted ladies and gentlemen belonging to diferent denominations of O.S. Presbyterians, Methodists and Clumberland Presbyterians; Also a few Baptist."

REPORT OF SAMUEL **TURNER** OF DISTRICT 2

My subdivision of the County of Muhlenberg embraces all that portion of the County lying east of the Elkton Road. Beginning on the Todd County line & with said Elkton Road, North of Greenville, the County seat; and with Maine street to the South Carrol-ton Road, with said road, to South Carolton and with Maine Street to the Ferry on Green River; And with said river South East to Skylesville at the Mouth of Muddy River; and with said river south to the Logan County line and with said line to the Todd County line, and with said line to the beginning. Embracing a Territory some 30 miles in length and 18 Miles in breath. The face of the subdivision is uneaven and broken, with Ridges, Interspread with Valleys of Leavel Land on the Creeks and Reviles; The soil on the ridge is very poor, and thin; on what is termed the up Land; the soil is of a tolerable good quality; and produces Wheat and Tobacco finely, and where there are pains taken by farmers, their Land upon this soil is increased rather than diminished; this quality of Soil which may be described as Gray, seems to be finely adapted to grass and Clover especially hards grass. The bottom Land is in abundance on the Creeks and Rivers, a great portion of which is subject to overflow from Green and Muddy Rivers; But these overflows rarely happens so as to dammage thr Crops; And the Farmers are beginning to turn their attention to clearing up these lands which have been hitherto very much neglected. The soil on the bottoms is good Rich and fertile. And Corn and grass grows very suxuscantly. Along the Creeks, Especially

West Clifty, there are Clifts of Rocks, some of which rise to the Height of 150 feet. On these Clifts are found growing

Laurel, White Pine and Cedar. The growth of timber on the Ridges are principally Chestnut Oak, black Oak, White Oak, hactory and dogwood; which denotes poor land wherever Chestnut Oak is found. On what is termed the up land, the growth consists of black and White Oak, Gum, Poplar, Dogwood and some Sugar trees. On the bottom lands the growth consists of beach in great abundance. Sugar trees, black and White Walnut, Grape Vines, Shell Bark Hictory and overcup white Oak and a great deal of poplar.

Coal and Iron Ores are discovered in great quantities. One of the principal discoveries made in Iron Ore is in the immediate neighborhood & Vicinity of Laurel Bluff. P.O. and I have been informed is of a superior quality, though my experience will not justify me in saying of it. The Coal Bank on Muddy River is said to be the best Coal in the county, and immense in quantity indeed it is discovered as covering the whole face of a large and Rugged Ridge; as its Location is below Slack Water, on Muddy River. Gentlemen of Capitol could doubtless make it Profitable; At Skylesville Mep. **BREWER** and **COWAN** has a Flouring Mill, two saw Mills and a Woolcarding Machine, at Lock and Dam No. 3 The Mills are now undergoing a repair and there can be no doubt but the Firm will have so Constructed as to prove a great income to themselves, and a benefit to the surrounding Country; some 4 miles below Skylesville on Green River Mr. Jonathan **SHORT** of Greenville has Miners opening a Coal Bank which is likely to prove to be profitable. the vein is 5 feet in thickness, and for width it is supposed to cover the face of the hill which is Considerable and very poor in point of soil. The quality of the Coal is considered to be of common good quality. Paradise is a small Village on Greenriver 1/2 mile above the Idrae Iron Works. Mr. **WAND (or WARD)** keeps a Hotel and a store at this place, seemingly profitable to himself. The Airdrie Iron Works are described on pages 54, 56 and 57 of this schedule to which you are referred. Below the Idrie Iron Works some 10 miles, a range of Hills Commences near Green River North East and runs South West within 3 miles of Greenville, the County seat. These hills present a very poor soil, though in these hills there are some bottom land on the streams of a very good quality; and there is in these Poor Hills Coal in great abundance; On Green River below this point, there is some valuable bottom land rating \$20.00 per acre. At Lewisburg on Greenri there is a Coal Bank worked. I supposed to advantage also. South Carrolton is a beautiful Village on Greenriver 11 miles North of Greenville. As the village is embraced in Mr. **MARTIN**'s subdivision, I will leave the report to be made by him. However, permit me to say, in the small portion lying within My subdivision, there is a good flouring Mill and a Hotel kept by Mr. **KINCHELOE** and Lady; And it seems to be a good retreat for the Weary traveler; My report for Greenville, Ky., the County, is on page 38 of this schedule to which you are referred. Mortality has been very little for the year ending June 1, 1860. Only 63 deaths have been reported to Me. No particular disease has prevailed and the subdivision to whcih I have been appointed May be considered healthy. Spring water is rather scarce, but wells are discovered on nearly all farms. The water is free stone. There is not as I have discovered any limestone within my subdivision. The summer of 1859 was a very dry in places & crops of Corn raised failed at least one fifth of being an average crop.

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