

September 27, 1938

Mr. Ben Johnson
Bardstown, Kentucky

My dear Mr. Johnson:

Jack Muir has sent me a copy of the Kentucky Standard containing your article about the old covered bridge over Beech Fork River. This history interested me for a number of reasons. First, because it was similar to our own old covered bridge over Barren River. We have some photographs of this and some of the old markers that were on it. I had not known who the builder was until I read your article.

In it you say that you read some letters written by James Carothers to his wife while he was building the bridge here at Bowling Green. Will you be good enough to persuade the owner of these letter to let us have them at Western long enough to have photostats made? If the owner does not wish to place them here in our collection permanently, we will return them at the earliest possible moment by registered mail.

You say that your father had the bill passed appropriating the money to rebuild the bridge and that it was said that General Morgan burned the first bridge. I was interested enough to look up the act of the Legislature concerning the rebuilding of this bridge and believe that you will like to have a copy of it. I am enclosing it with this letter. The Magruder to whom the act refers is I believe, Captain Billy Magruder, a guerrille who worked with Sue Monday.

We will always be glad to receive copies of any other historical material that you may have at your disposal for our collection here in the Kentucky Building.

With best wishes and kindest regards to you and Mrs. Johnson.

Sincerely,

Mrs. Frank P. Moore
Librarian of the Kentucky
Collection

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An Act to rebuild the bridges on the Bardstown and Louisville road

Whereas, The State of Kentucky owns a majority of the stock in the Bardstown and Louisville turnpike company; and whereas, said company has for the last twenty years paid to the State of Kentucky, in dividends, an average of over \$4,000 per annum; and whereas, by the destruction of the bridges on said company's road by Magruder, said road is rendered profitless to the State, and must continue so till said bridges are rebuilt; and whereas, at the time of burning said bridges said company, having just made dividend of all her assets on hand, was left without means to rebuild said bridges; and whereas, private stockholders propose to furnish to said company one half of the means necessary to rebuild said bridges, if the State furnishes her half; therefore.

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

*1. That the sum of five thousand dollars be appropriated for rebuilding said bridges, provided a like amount is furnished to said company by private stockholders, to be paid by the Treasurer of Kentucky to the order of said board, at such times and in such amounts as may be necessary to make payments for the construction of said bridges, upon the certificate of said board that a like amount, as thus drawn for, has been furnished and paid by private stockholders.

*2. Be it further enacted. That it shall be the duty of the treasurer of said company to open an account on his books with the State of Kentucky, and the stockholders thus furnishing means of the amounts and dates of such advancements, and apply all the net proceeds of said road to the payment of the principal and interest of said advancement by the State and individuals, before said company shall declare any general dividend of her earnings.

*3. Be it further enacted. That it shall be lawful for said company, when the bridge over Salt river is in readiness to pass all travel, to increase the tolls twenty-five per cent, over their present rates at the gate at said bridge, until the net proceeds of said road shall have liquidated the debts and interest incurred in building said bridges; and said company, out of its said earnings shall repay to the Commonwealth the aforesaid sum of five thousand dollars, with interest from the time it is paid to said company.

*4. Be it further enacted, That it shall be lawful for said company to sell to the Louisville and Bardstown turnpike company's road, by said last company to be kept in good repair: Provided. By said sale the toll-gates and toll-houses, as now erected on said company's road, shall not be interfered with or sold: And provided further. That said sale shall not abridge the right of the Bardstown and Louisville turnpike company to collect all the tolls she is now entitled by law to collect; but her tolls shall be the same as if said sale was not made.

Approved December 20, 1865.