



# JACKSON COUNTY CHRONICLES

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**The Jackson County Historical Association will meet Sunday, January 30, 2011, 2:00 p.m., in the Scottsboro Public Library Meeting Room. Program Vice-President Kelly Goodowens' program will be anchored by a very talented seamstress who creates Civil War garments that include 19<sup>th</sup> century, Victorian ball gowns and costumes. She will be dressed in period attire and will display some of her designer garments on mannequins. Please feel free to bring a guest who will enjoy a trip into the past and the refreshments that will be served after the program.**

***2011 GREETINGS FROM THE JCHA BOARD OF DIRECTORS:***

**THANK YOU** for your support in 2010. You have many civic choices, and the Jackson County Historical Association is proud to be one of yours.

**THANK YOU** for trusting us to carry on historic preservation in our county for which we care deeply. As the late Walter Hammer taught us: Jackson County is truly "some place special!"

**THANK YOU** for your volunteer hours. Your hard work inspires others. The JCHA Board of Directors look forward to our continued partnerships and the great works still in progress, especially on our historic buildings.

**THANK YOU** for a wonderful 2010. We can't wait to show you what we have planned for you in 2011! Hint: Grand Opening of the 1860s Scottsboro Depot Museum and the third annual JCHA October Bus Tour scheduled for the Northeast Sand Mountain area.

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**ANNUAL DUES WERE DUE ON JANUARY 1, 2011. To mail your dues, send your check to JCHA TREASURER, P. O. BOX 1494, SCOTTSBORO, AL 35768, as follows:**

<b>Annual Dues (except Senior Citizens)</b>	<b>\$20.00</b>
<b>Senior Citizens, 65 years and older</b>	<b>\$15.00</b>
<b>Life Membership dues</b>	<b>\$100.00</b>

***PLEASE include your 9-digit zip code with your membership renewal. IF your address changes, please notify the JCHA. Members in good standing receive the JACKSON COUNTY CHRONICLES in January, April, July, and October. You may use the form on the last page.***

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Scottsboro, AL 35769      email: [rabc123@scottsboro.org](mailto:rabc123@scottsboro.org)**

**BUILDING BRIDGES AND ROADS IN THE KOREAN CONFLICT: HISTORY OF COMPANY B FROM SCOTTSBORO, ALABAMA, DURING THE FORGOTTEN WAR**, published jointly by the author, Dr. Ronald H. Dykes, and the Jackson County Historical Association, is now on sale for \$25.50. Dr. Dykes' first two books jointly published with the JCHA sold out quickly and are now out of print. One of our JCHA members recently found a copy of Dr. Dykes' second book via the internet, BUT she had to pay \$200.00 for her copy. **BUY HIS LATEST BOOK WHILE IT IS STILL AVAILABLE FOR \$25.50.** See page 14 of this edition of **THE CHRONICLES** for order information.

**TWO MORE JACKSON COUNTY CEMETERIES HAVE BEEN APPROVED FOR LISTING ON THE ALABAMA HISTORIC CEMETERY REGISTER:** Old Paint Rock Cemetery on Hill Street in Paint Rock and the Williams Family Cemetery near Bridgeport. Bellefonte Cemetery was our first listed on the prestigious Alabama Historic Cemetery Register. Listing on the state cemetery register is an honorary designation.

**DO YOU HAVE MORE INFORMATION ON THE PLACE CALLED MOUNT ZION ON MUD CREEK?** Editor Chambless found a deed of interest in Jackson County Deed Book G, page 263, dated June 9, 1856, whereby Nelson Kyle, as Administrator of the estate of E(dward) G(reen) Kyle, deeded to John Bryant and Elijah English "one acre of ground to include the GRAVE YARD AT THE PLACE CALLED MOUNT ZION ON MUD CREEK in consideration of the sum of \$2.00".

This one acre plot was located in the West half of the Southeast quarter of Section 2, Township 3, Range 6 East. Section 2 covers the 640 acres on the east side of the community of Carns. The West half of the Southeast quarter is located south of County Road 42 that runs east and west from Carns to Fackler. This is the area where William, Josiah, and Joshua Womack; George Smith and Willis Brown; William S. Corn; Randolph Bryant (son of John Bryant); and Sarah Kyle (widow of Edward Green Kyle) lived at the time of the 1840 census.

There is an old cemetery located at the end of a narrow, short side road that runs south from County Road 42. NOTE: Mud Creek runs parallel with and a short distance from the back (south side of this cemetery).

Your editor has never found this cemetery named on a TVA topographical map. The earliest inscribed marker in this cemetery records the death of JAMES M. FRENCH who died January 14, 1831, age 8 months and 8 days. Most likely his Mother was Penny French who was a member of the Mud Creek Primitive Baptist Church and probably the wife of the John C. French who purchased land in Section 3, Township 3, Range 6 East, in 1830. Section 3 is contiguous to Section 2 described above and is mostly on the west side of Carns. Other very early residents of this area included James Taylor and James and Piercy Blagg. Piercy Blagg was a charter member of the Mud Creek Primitive Baptist Church founded in December 1819.

**QUESTION:** Does anyone know more about the cemetery described above? Was MOUNT ZION the original name of just the cemetery as opposed to the name of a church that adjoined this cemetery. OR COULD THIS HAVE BEEN THE LOCATION OF THE FIRST CHURCH BUILDING BUILT BY THE CHARTER MEMBERS OF THE MUD CREEK PRIMITIVE BAPTIST CHURCH IN 1820?

**LOOKING BACK AT PUBLIC EDUCATION IN ALABAMA from 1875 to 1945 based on reports to the Governors from the Alabama State Board of Education:**

*#51 Public examinations must be held in the public schools at least once in every year and when the educational boards are satisfied that any pupil has become thoroughly educated in all branches of free instruction in such school they shall give him an honorable certificate.*

*—Alabama State Board of Education, First Annual Report to the Governor, 1875.*

*#3. Applicants for license to teach in the public-schools of the county must be examined by such board of education, and if found duly qualified and of good moral character, must receive a license to teach in the public schools of said county, to be signed by the president and secretary of the board. But a diploma from any chartered institution of learning will entitle the applicant to license without examination, on proof of good moral character.*

*Alabama State Board of Education, First Annual Report to the Governor, 1875.*

*#49. Every child between the ages of seven and twenty-one years shall be entitled to admission into and instruction in any public school of its own race or color in the township in which he or she resides.*

*Alabama State Board of Education, First Annual Report to the Governor, 1875.*

*#52. In no case shall it be lawful to unite in one school both colored and white children.—AL State Board of Education, First Annual Report to the Governor, 1875.*

*According to a report of the United States Office of Education for the year 1939-40, Alabama ranked fourth from the bottom among the states in average salaries paid to teachers. The average salary listed for white rural schools was \$619 per year. The average salary for the United States in that year was \$1507 per year.*

*—From the Report of the Alabama Educational Survey Commission, 1945.*

*Data compiled from the Office of Defense Transportation show that during 1940-45 the average length of a bus ride for pupils to schools in Alabama was 12.6 miles, that one-fourth of the children who were transported in school buses rode at least 17.5 miles each way to school, and that some pupils actually rode as far as 48 miles.*

*—From the Report of the Alabama Educational Survey Commission, 1945.*

*Many school buildings lack adequate heating facilities. It is reported that 836 buildings used for white pupils and 1704 used for Negro pupils are heated with unjacketed stoves.*

*—From the Report of the Alabama Educational Survey Commission, 1945.*

*One of the outstanding weaknesses of Alabama's school plants is inadequate sanitation facilities. A recent state-wide survey reveals that approximately 2100 white children and 6945 Negro children attend schools with no toilet facilities.*

*—From the Report of the Alabama Educational Survey Commission, 1945. 3*

# **Patterson's American Education, Volume 5**

edited by Homer L. Patterson (**published in 1908**)

COLLEGE AND SCHOOL DIRECTORY OF THE UNITED STATES AND CANADA CONTAINING COMPLETE LIST AND DESCRIPTION OF ALL THE SCHOOLS, COLLEGES. AND OTHER INSTITUTIONS OF HIGHER EDUCATION. A LIST OF THE COLLEGE GREEK LETTER FRATERNITIES, THEIR CHAPTERS, AND WHERE LOCATED. A LIST AND DESCRIPTION OF THE COLLEGE NEWSPAPERS AND PUBLICATIONS. A LIST OF COLLEGE, THEOLOGICAL, LAW, MEDICAL, STATE AND PUBLIC LIBRARIES, WITH NAME OF LIBRARIAN AND NUMBER OF BOUND VOLUMES. ALSO A LIST OF THE STATE AND COUNTY SUPERINTENDENTS OF PUBLIC INSTRUCTION, CITY SUPERINTENDENTS, HIGH SCHOOL AND GRADED HIGH SCHOOL PRINCIPALS. Together with much other information embodying A COMPLETE EDUCATIONAL DIRECTORY COMPILED AND EDITED BY HOMER L. PATTERSON President, American Educational Company

ACADEMIES AND PREPARATORY SCHOOLS (CO-EDUCATIONAL.)  
ALABAMA.

## **Austin Training School, Stevenson.**

Barker Memorial Seminary (colored), Anniston.

Baptist Collegiate Institute, Newton.

Cherokee Institute, Forney.

Cleburne Institute, Edwardsville.

Collinsville High School, Collinsville.

Elkmont High School, Elkmont.

Fayette Academy, Fayette.

Flomaton High School, Flomaton.

Gaylesville High School, Gaylesville.

## **Green Academy, Nat.**

Healing Springs Baptist Institute, Healing Springs.

## **Male and Female, Pisgah.**

Marion Baptist Academy, Marion.

North Alabama Collegiate, Trinity.

Polytechnic College and Ladies' Institute, Cullman.

Robert Donnell High School, Gurley.

Rockford High School, Rockford.

Shiloh High School, Bell.

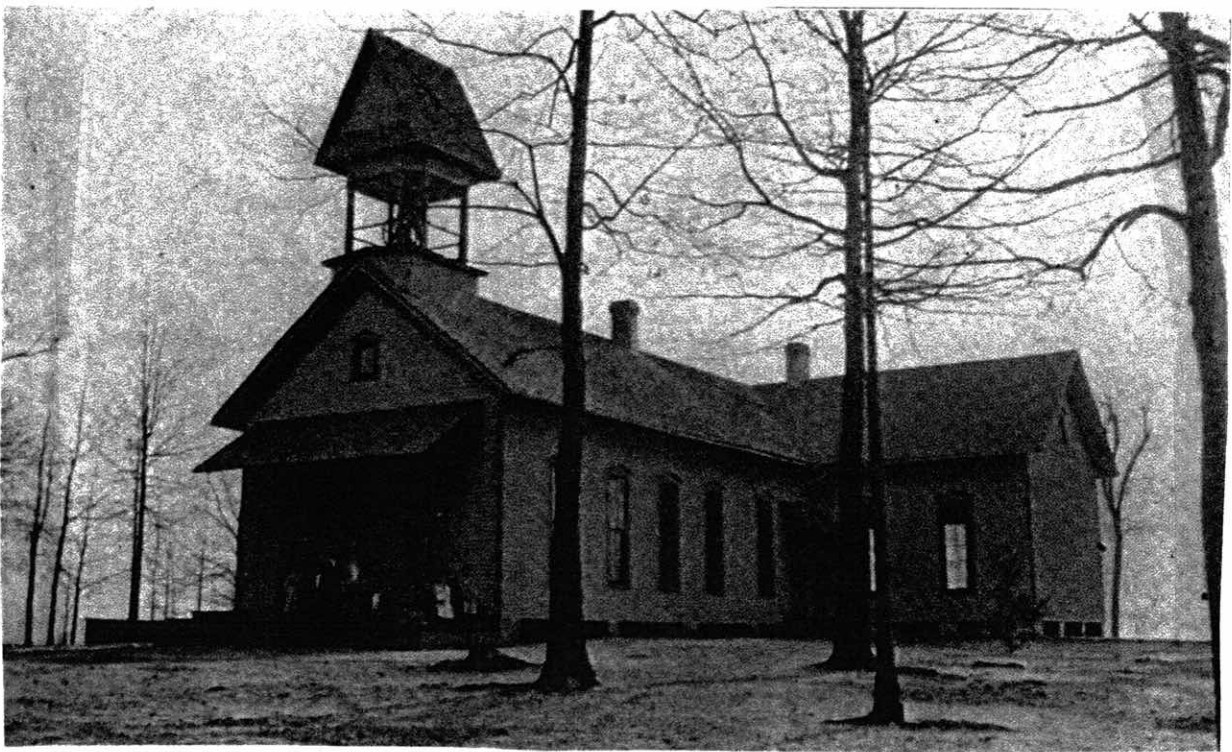
Spring Luke College, Springville.

Thorsby Institute, Thorsby.

Trideska College, Crews Depot.

University School, Clanton.

Walnut Grove College, Walnut Grove.



### GREEN ACADEMY on NAT MOUNTAIN

Green Academy was built and run by the Missionary Association of the Congregation Church in the summer of 1890. The school began as a two-room school building but was enlarged after the first year. It was located on Cumberland Mountain overlooking Peter's Cove near Woodville. The first teachers were from Minnesota and Ohio. The bell that was installed in the cupola cost \$350.00 and could be heard for a distance of 10 miles.

"The soil on the plateau is fertile and well adapted to gardening and fruit-growing. The chief occupation of the people is agriculture for cotton and corn, and the various forms of work connected with the manufacture of lumber. The method of much of the living is exceedingly primitive; large families living in a small one-room cabin, without so much as a window light. The missionary work here for the last fifteen years has done much to change conditions, but that greater changes need yet to be wrought no one can doubt who will travel but a few miles into the country.

Toward the favored spot of our mission school the thoughts of many a youth have been turned, who would have their vision extended beyond the mountains and who would get a broader outlook on life. To be permitted to minister to such lives and open up to them new visions and awaken in them new aspirations, may well be deemed a great privilege.

We have some students in the lower grades whose parents are so very poor that they can not pay any tuition whatever for their children. Eight or ten dollars *a year*, according to the child's advancement, would meet the tuition for one of these.

A colony of Russian Jews is located within half a mile of our school. Most of these left Russia since the Russian war began and are having a hard struggle for a livelihood. Ten children from this colony are in our school here, and we are trying very hard to keep them in school, but their parents are too poor to even clothe them properly, much less pay any tuition. They are bright children and with the right training may be the means of bringing others into a better life. Yet without some help in the way of student aid it seems almost impossible for them to stay in school." (Material in quotation marks was copied from info found in Patterson's *American Education*, Volume 5, published in 1908.)

**EDITOR'S NOTE:** See page 8 for history of the Russian Jewish colony on Cumberland Mountain between 1903 and 1905.)

**WILLIAM AND EMMA AUSTIN COLLEGE**  
compiled by Ann B. Chambless

Since William A. Austin and his wife were both deceased before the college named for them was built, their exact connection to the college remains a mystery.

A ten-acre plot of land that included the first bench of the mountain was donated for school purposes by the Stevenson Circuit of the Huntsville District of the North Alabama Conference of the Methodist Episcopal Church South. The physical location of the building was selected by school trustees, namely J. F. Martin, T. E. McMahan, W. M. Cowan, Michael Graham, I. P. Russell, H. H. Hopkins, and W. P. Der(r)ick. The trustees built a two story, brick building "spacious enough to accommodate 200 students", according to the ALABAMA HERALD. A newspaper report stated this was Jackson County's first building built specifically for educational purposes.

The first session began in February 1878 with Professor A. F. Moore as President. In 1881, Alexander Franklin Dix, who had taught at Mary Sharp College in Winchester, TN, from 1871 to 1880, became president of William and Emma Austin College. He and his wife (Helen Louise called Nellie) along with their two oldest sons, William (called Willie and/or Will) and Albert Dix, joined the college faculty that already included Mrs. Lizzie Alston who taught music for at least 5 of the college's initial years. A. F. and Nellie Dix's daughter, Hattie Lillis (Dimple) Dix Hall (1867-1949), wrote a detailed family history that included her family's move to Stevenson, Alabama, when she was 13 years old. Some of her more interesting observations about life in Stevenson during their three-year residency are included below: During their first year in Stevenson (1881), she was not in school "for the reason that she had no classmates". At the age of 13, she was reading Virgil and Xenophon's "Anbasis" and studying algebra and geometry. In 1881, "there were no pupils in school so well advanced". After Dimple's Mother finished her teaching duties each afternoon, Dimple went to the college and studied chemistry and took music lessons from Mrs. Lizzie Alston who became "a dearly beloved friend of the entire family". 6

**Dimple Dix mentioned walking “down the mountain” from the college with her brother Will and Mrs. Alston when she and Will finished their music lessons. Of their homeward trek, Dimple further stated:**

**“The College was built taking for granted that Mr. (Walter) Rosser who owned the land between the town and the college would give them a road to it. When he was finally asked, he flatly refused.....told them to get there the best way they could....which meant the footpath over a spur of the mountain or two miles around his land for vehicles. He is dead now. There’s a road through, and the old college building is the Grammar school building in Stevenson.”**

**EDITOR’S NOTE: Dimple’s memoir was written about 40 years after her William and Emma Austin College school days.**

**Dimple mentioned that her first date was at the age of 13 after the family moved to Stevenson. She gave her date’s name as Dave Martin and stated they “went for a walk up to the reservoir with her brother (Al)bert and his sweetheart, Cissa Cotnam.”**

**Dimple further stated “the reservoir was built by the railroad for their water supply and was the water supply for the whole town and quite a rendezvous for the young people.” Dave told her that night “she would be safe anywhere with anybody .....that her purity and innocence were a stone wall around her.”**

**The next two years, Dimple had two classmates, Emma Russell and Ada Longacre. Ada boarded in the Dix’s home, and Emma Russell lived next door to the Dix family. Dimple stated “it was almost a 24-hour association of the three.” They planned plans and dreamed dreams and had a “secret society of three members.” They started to write a book together and called it **THE BLACK GHOST OF ELMWOOD...the scene laid in Mt. Vernon, Florida “of which they knew exactly nothing”, but they soon found writing “tiresome” and abandoned their novel.****

**A. F. Dix was also a Baptist minister and preached at the only church in Stevenson which was nondenominational.**

**In 1883, the Dix family’s move to Union Springs, Alabama, ended Dimple’s simple descriptions of life in Stevenson in the 1880s. 7**

## THE ACADEMY AT PISGAH, ALABAMA: THE BEESON ACADEMY

The correct name of the Pisgah male and female academy previously mentioned in the list on page 4 was the BEESON ACADEMY. The best extant history of this academy was written by Emmet B. and Richard L. Wheeler in the early 1970s and included in their HISTORY OF PISGAH BAPTIST CHURCH 1851-1973. The following is taken directly from pages 14 and 15 of the Wheeler brothers' 24-page church history:

### THE BEESON ACADEMY ESTABLISHED

"The State of Alabama, from 1819 when it first became a state, had done very little, or nothing, toward the education of its common citizens. The economy of the state was based upon the growth and selling of cotton. This economy was dominated by the large slave-holding plantation owners, who could not have cared less about the education of the lower strata or 'poor white trash' as they were called by the wealthier slave holders. The stronghold of this landed gentry was in what is commonly called 'The Cotton Belt' or black belt section of the state. The children of these plantation owners were sent to private schools in the north and east. Some were sent to Europe.

Nothing, or little, was done to implement the Acts of the (Alabama) State Legislature establishing a public school system in the state before 1907.

During 1900-1917, religious denominations established several academies which were designed to aid students to receive an education through high school. THE BEESON ACADEMY was one of these schools, but it was not opened for the students until 1914-1915. The land on which the Academy was built consisted of eleven acres given to the Baptist Home Mission board by the S. C. Estes family about 1912. The Beeson Academy was named in honor of John J(ustice) Beeson, the fourth pastor of Mount Pisgah Church, 1880-1897. The first principal of the Academy was J. M. Langston (1914-1915). The faculty consisted of the principal and one other teacher, Miss Burleson. Courses of study ranged from the first grade through the twelfth.

A dormitory was built to house students from a distance who could not live at home and attend school. It was a humble beginning but certainly a giant step forward in education for the children of Pisgah and Sand Mountain. Many of the students at the Beeson Academy were enabled to enter college and complete their education. The Academy continued to grow until 1920, when the building was destroyed by fire.

Classes were continued until 1921 in the church building with James H. Jarnigan as Principal. In 1921, the land on which the Academy stood was sold to the Jackson County Board of Education as a site for Pisgah's first public school. The present buildings of the Pisgah School stand on that land. Thus, a glorious chapter in the history of the Pisgah Baptist Church was closed."

EDITOR'S NOTE: John Justice Beeson was born July 17, 1835. He was a Baptist minister by 1860. He served in the CSA during the Civil War. It was he who helped organize the First Baptist Church in Scottsboro in 1868. He died on Oct 31 1897, and he and his wife Fanny are buried in the Center Point Cemetery.



## **Jackson County, Alabama's Early Kibbutz**

**Originally published in the Atlanta Jewish Times**

*--by Trudy Trivers, written about 1987*

They came with an idea, an ideal, to work the land, to produce a product, to share the toil, to share the hardships, to build, to develop--a community, a home. The soil was hard--a barren wilderness; life was simple, primitive, harsh; yet, they persevered; they tried to prove something. These pioneers settled the hinterland; they worked together for the common good. They were the first kibbutzniks. They settled the first kibbutz in--the Southern U.S., in northern Alabama.

Our history books tell us that the first kibbutz in Israel was Degania, built in 1909. History books should tell us that the first kibbutz in the Southern United States was a collective farm and a shirt factory built in 1903, six years before Degania, and in, of all places, the top of Cumberland Mountain in northern Alabama. My great uncle, Morris Brandman, was one of these early kibbutzniks, though I'm sure none of them had ever heard of that word. They called their settlement a colony.

The first kibbutz in the South was the dream of Jacob Daneman, an idealist and pioneer. He and the other members of the colony, around forty families, envisioned a community where the wealth would be shared and everyone would work for the common good. The endeavor, organized in New York, was sponsored by the Mechanics Industrial Company, a labor

organization. The colonists' ideals and pioneering spirit **brought them from the shtetls of Russia to the sidewalks of New York, and finally to a mountain top in northern Alabama. Here they**

wished to find a better life and to have an opportunity to realize their dreams.

Their dreams did not last long, just three short years. The soil on this mountain property was too poor. The crops were scanty. Dave Kopkin, nephew of Sam Kopkin, one of the colony's members, said of his uncle and the other kibbutzniks, "They tried to farm, they just weren't farmers." There were other problems as well. The shirt factory owned by the Kaplan family was not doing well, not enough orders, and the wages earned were meager.

Uncle Brandman met and married his bride, Ida Daneman, sister of Jacob Daneman, the founder of the mountain kibbutz. The young couple were duly married by a Rev. Ephriam Mennen, an itinerant rabbi, who performed various services for the community, though Chattanooga was his home. His daughter, Rose Lefkoff, recalls that she was told how many times her father left home to go to the settlement to minister to their needs. She remembers his description of the primitive living conditions and the hardships faced by the members. "Once when he came to perform a brit millah, he looked for the new mother and was amazed to find her working over a hot wash tub. In those days, this was just not done. He was shocked that she was out of bed and doing this kind of heavy work, so soon after the birth of her child."

Life in the colony meant working literally from "dawn till dusk." The members worked in the shirt factory, a sweatshop by our standards; then, they worked at the farm chores. They shared the responsibilities and profits, which according to Harry Daneman, the now 87-year-old son of the founder, were few. "They also raised chickens, geese and hogs. The hogs were not for them to eat; they were for sale to the local people." The group was dedicated and determined to make a go of their enterprise, but after only three years, the colony disbanded.. Said, Daneman, "They just went broke."

Yet, there is an underlying feeling by many of the descendants that certain internal problems plagued the community which, may in the end, have been most responsible for its demise. **For three years they endured the harshness of the cherty, Alabama soil, their inexperience as new kibbutzniks, and the financial failure of the Kaplan's shirt industry.** The central conflict, which could not be endured, was the difference in philosophy among the colony's members. The philosophical differences revolved around the issues associated with religious observance.

Though the Rev. Mennen came to the colony when needed for life cycle events, there was no rabbi there on a regular basis. Circumstances prevented complete observance. Shabbat could not be celebrated properly. A complete Jewish life was impossible. The short distances from even the small Jewish communities of Birmingham and Chattanooga were too far by horse and buggy, and the train was very expensive. They were, thusly, denied access to a synagogue, a mikva, and a cemetery. (One member of the colony, Mrs. Kolanchek, died of consumption, and her body was sent back to Chattanooga. I was unable to find her buried in one of our local Jewish cemeteries, so I assume her body was sent on to New York). For some members of the group, these inconveniences did not matter, but for others it was the deciding factor which led them to leave the colony.)

There is also some evidence that not all of the colony's members had the same dedication to the Labor Union's socialistic ideals. My mother, Ida Brandman Gault, swears that Uncle Morris Brandman was not a socialist. "Uncle was different," she said. "He and my father, Louis Brandman, who came to America several years later, never belonged to the Far Bond or the Arbiter Ring, the Workman's Circle. **Uncle told me, when I was a child, that when he got off of the boat in New York, he was approached by two men who told him of a job opportunity in Alabama at a shirt factory.** They even paid his way down." (It is my guess that his two benefactors were representatives of the Hebrew Immigrant Aid Society or founders of the colony who were looking for additional members).

Well, be that as it may, the kibbutz did not make a go of it. **Great-uncle Morris and Great-aunt Ida left the cabin that he had built with his own hands, came down the mountain at Paint Rock, and took the train back to Chattanooga**, which would become their home. Uncle Brandman purchased a house and store at 25th and Williams Street, and encouraged his brother, my Poppy, to move to Chattanooga. My grandfather, Louis, and his bride, Gussie, came to Chattanooga from New York on their honeymoon. I was told that Uncle bought a load of Alabama watermelon as the first produce for his grocery store. Poppy purchased a house and store just five blocks down the street at 20th and Williams Street. Both brothers prospered as Mom and Pop grocers.

The other members of the colony scattered to the surrounding larger towns as well. Kaplan's shirt factory moved to Chattanooga, and his descendants still live here, but they are no longer in the shirt business. Mr. Daneman came to Chattanooga and started a carpentry business. Mr. Kopkin came also, and went to work for Mr. Daneman. Among other buildings, they built *Elesays*, a jewelry store and once a Chattanooga landmark. The Rev. Mennen opened a furniture store, and his family, too, still live here.

So, the first kibbutz in the southern U. S. came to an end, January 30th, 1906, "not with a bang but with a whimper." Yet, in retrospect, there were many positive aspects of their adventure. Though their dream was not fulfilled, the colonists could always feel that they had that opportunity to try to reach their goals. They were part of a Jewish ideal, and though it didn't work in northern Alabama, the kibbutz movement did catch on in Palestine, and enabled its pioneers to establish the Land of Israel. We may ask, "What about comradeship and friendship?" Well, despite their differences, the colony's members always trusted and respected each other. Those who came to Chattanooga worked together, socialized, and their children even married one another. Rose Lefkoff said of them, "According to Papa, it was never necessary for a piece of paper, a contract, to pass between them." They were in the fullest sense of the word, *chaverim*, landsmen, you know, what we call in the South, just like kin.

EDITOR'S NOTE: Through U. S. census records, I verified that the Daneman family lived in Chattanooga, TN, in 1910 and 1920. Jacob Daneman was enumerated as a building contractor in the 1910 and 1920 Hamilton County, Tennessee, censuses. The 1930 Hamilton Co, TN, census listed Jacob Daneman as a house painter and showed that he and his wife, Janie, had both obtained their U. S. citizenship in 1891.

**ROBERT T. SCOTT (1800-1863) and ELIZABETH ANN SCOTT (1809-1873)**  
by Ann B. Chambless

Robert T. Scott's life is a portrait of a man dedicated to serving his community, county, and state. He was educated and skilled in the art of politics and city planning. His parents, William A. and Jane (Thomas) Scott, welcomed him into the world on December 1, 1800, in Granville County, North Carolina. After selling his church pew in the (Raleigh ) First Presbyterian Church, William A. Scott moved his family from Raleigh, North Carolina, to Madison County, Alabama in 1817.

(William A. Scott died at Maysville, Alabama, on December 25, 1828.)

In 1826, Robert T. Scott returned to North Carolina and married Elizabeth Ann Parsons, daughter of Vincent Parsons of Morven, Anson County, NC. From 1830 to 1834, Robert T. Scott represented Madison County, Alabama, in the Alabama Legislature. After Robert T. and Elizabeth Ann Scott moved to Bellefonte, he was elected to represent Jackson County in the Alabama Legislature. (He served seven terms between the years of 1836 and 1854). At various times during these years, Robert T. Scott served as editor of the BELLEFONTE COURIER newspaper, practiced law, served as Jackson County Circuit Clerk, and received various committee and commission appointments by Alabama governors. His service in prosecuting Alabama claims for advances made on account of the Indian and Mexican Wars required many trips to Washington, D.C. In 1860, Mr. Scott served as an Alabama delegate to the Democratic Party's Baltimore Convention that nominated John C. Breckinridge to run for U.S. President against Abraham Lincoln.

Between 1848 and 1859, Robert T. Scott purchased 1240 acres in the area known today as Scottsboro. By 1850, Mr. and Mrs. Robert T. Scott had moved from Bellefonte to their new home located almost in the center of Section 29, Township 4, Range 6 East. (1850 location is based on names of their neighbors at the time of the 1850 census.) Robert T. Scott and one of his neighbors, Joseph Wilson, established a saw mill and grist mill in the early 1850s, AND Robert T. Scott set up the first real estate office in the fledgling village first called Sage Town and subsequently Scott's Mill, Scott's Station, Scottsville, Scottsborough, and finally Scottsboro. Mr. Scott and his saw mill business partner, Joseph Wilson, both met their deaths at the hands of Federal troops during the Civil War.

Before his death in June 1863, Robert T. Scott had at least ten years to witness his long-held dream become a reality. He was an integral part of the infancy of a new town that included two parallel main streets lined with business houses and family residences. With his guidance and motivation, the brick Memphis and Charleston Railroad Depot (completed in 1861) became the hub of the town that would forever bear and honor his name.

The first mayor of Scottsboro was appointed by Alabama Governor Wm. H. Smith in 1869. When the first city election was held in 1870, Robert T. Scott's son, Dr. Robert T. Scott, Jr., was elected mayor. Both father and son are buried in the Scott Family Cemetery that overlooks the intersection/(overpass) of Highway 35 and the John T. Reid Parkway section of Highway 72.

At the time of the 1870 census, Elizabeth Ann Scott lived with her son, Dr. Robert T. Scott, and his young family. They were living next door to James Beeson who operated a hotel located on the corner of present day Houston Street and Mary Hunter Avenue.

Robert T. Scott “appointed and constituted” his wife, Elizabeth Ann Scott, as his “sole Executrix to carry into execution “ his Last Will and Testament.

**SOURCE:** Page 390 of Jackson County Chancery Court Final Record E.

He further stated he had “the fullest confidence in her prudence and integrity” and did not require that she should give bond and security to administer upon his estate. He also stated it was his wish that his property “be kept together during the lifetime of my wife as it will grow more valuable without a division”. He further granted her “full and ample power to control and manage the same during her lifetime”.

The widow Scott donated land to the Memphis and Charleston Railroad Company for a side-track work site, and she sold additional lots for businesses on Main Street (presently Maple Avenue) and lots in the residential section north of Main Street. She and her children also gave the land for the court house built in Scottsboro in 1870 and for the first Scottsboro College and Normal (near foot of Tater Knob.) Elizabeth Ann Scott died on October 13, 1873, and the Scott property was then divided among their heirs per the Chancery Court Final Decree dated December 1874. Earlier that year (in August) a Plat labeled Exhibit A was prepared to show five allotments. With the exception of the land in Section 19, the bulk of the 783-acre estate was located in Sections 29, 30, 31, and 32 in Township 4, Range 6. The Scott heirs were:

1. Robert T. Scott, Jr. (married Judith M. Buchanan of Anson Co, NC, on February 7, 1861) who drew Lot 2.
2. Lucy H. Scott (married Robert Hugh Bynum on December 26, 1866) who drew Lot 5.
3. Walter Scott (married Missouri Chambless on October 17, 1857) He was deceased by 1874.

Walter’s minor heirs included: Ann Scott, Forrest Scott, and Warren Scott who drew Lot 1. According to an 1882 deed, Warren Scott lived in Tarrant County, TX.

4. Charlotte Scott (married James T. Skelton in 1850 or 1851) and drew Lot 3.
5. Mary Jane Scott (married James M. Parks on July 22, 1852) and drew Lot 4.

**EDITOR’S NOTE:**

Members of the Jackson County Historical Association who are descended from Robert Thomas and Elizabeth Ann (Parsons) Scott include and/or included: Mark Scott Skelton, the late Jessie Sue Bynum, and the late John B. Tally IV. Mark Scott and Vesta Lou Skelton’s children are Scott Skelton and Andy Skelton. The Skeltons descend from Charlotte (Bynum) Skelton, daughter of Robert Hugh and Lucy H. (Scott) Bynum.

John B. and Blanche Tally’s children are John B. Tally V, William W. (Bill) Tally, and Nancy (Tally) Loper. The Tallys descend from Sydney (Skelton) Tally who was a daughter of Charlotte (Scott) and James T. Skelton.

## JCHA ANNUAL BUS TOUR SURVEY FORM

In order to make our 2011 JCHA Bus Tour the best ever, IF you went on the 2010 Paint Rock Valley tour , please answer the following questions and bring to the January 30, 2011, program meeting or mail it without a return address if you want to remain anonymous.

Mailing address: JCHA, P.O. Box 1494, Scottsboro, AL 35768

1. In October 2010, which bus were you on? (please circle all choices)

(a) Bus One      (b) Bus Two

2. Did you learn something you did not previously know while on the tour?

(a) Yes            (b) No

Comment \_\_\_\_\_

3. Was the food satisfactory? (please circle)

(a) Yes            (b) No

Comment: \_\_\_\_\_

4. Could you hear your bus narrator?

(a) Yes            (b) No

Comment \_\_\_\_\_

5. On a scale of 1 to 5, with 1 being poor and 5 being excellent, how would you rate the overall tour?

\_\_\_\_\_

6. What, if anything, would you change about your experience?

\_\_\_\_\_

7. What suggestion(s) would you make for the 2011 tour already being planned for the North Sand Mountain area?

\_\_\_\_\_

\_\_\_\_\_

### **BOOKS FOR SALE**

**BUILDING BRIDGES AND ROADS IN THE KOREAN CONFLICT: HISTORY OF COMPANY B FROM SCOTTSBORO, ALABAMA, DURING THE "FORGOTTEN WAR"** published jointly by the author, Dr. Ronald H. Dykes, and the JCHA is divided into five sections. The first is a brief history of the Korean Conflict. The second section is a history of Company B which was part of the 151<sup>st</sup> Combat Engineers Battalion headquartered in Huntsville, AL. The third section includes Dr. Dykes' interviews with 13 members of Company B. The fourth section consists of 18 half-page pictures taken by Jake Word, the battalion photographer during the latter part of his tour in Korea. The fifth section is an appendix that includes interviews with two veterans who were in the Conflict but not in Company B.

The price of the book is \$25.50 by mail or it may be picked up at the Scottsboro Public Library or the Scottsboro-Jackson County Heritage Center for \$22.95. If ordering by mail, send your check payable to the JCHA in the amount of \$25.50 to JCHA, P.O. BOX 1494, SCOTTSBORO, ALABAMA 35768-1494. You will want to order your copy now, since a limited number of copies of this great book about the Korean Conflict are available. Dr. Dykes' other two books sold out quickly, and, when rare copies can be found via internet sources, these two out-of-print books have sold for as much as \$200.00 a copy.

**THE HISTORY OF JACKSON COUNTY, ALABAMA**, by John R. Kennamer, 1935 edition, re-published by the JCHA. Price by mail is \$23.00. Mail check payable to JCHA HISTORY BOOK and mail to HISTORY BOOK, P.O. BOX 1494, SCOTTSBORO, ALABAMA 35768-1494.

### **RENEW MEMBERSHIP JANUARY 1**

**MEMBERSHIP DUES      NEW OR RENEWAL**

**ANNUAL DUES - \$20.00    Senior Citizens (65 or older) - \$15.00**

**Life Membership - \$150.00**

**Mail check to JCHA, P. O. BOX 1494, SCOTTSBORO, AL 35768-1494**

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**IF PAID 2011 does NOT appear on your mailing label, PLEASE forward your check to JCHA Treasurer. Include 9-digit zip code.**



# JACKSON COUNTY CHRONICLES

VOLUME NO. 23, NO. 2 ISSN-1071-2348 APRIL 2011

The Jackson County Historical Association will meet Sunday, April 17, 2:00 p.m., at the home of Lewis Robinson on County Road 30 about a mile west of Larkinsville. Mr. Robert Gamble, Alabama Historical Commission Senior Architectural Historian stated: "There is no question that the house is National Register material. Greek Revival-style cottages are rare in the Tennessee Valley and even more rare in Jackson County."

During the tour of the Mason-Robinson House, our host will share his knowledge of his home that was built in the mid-1850s. Mr. Robinson has used vintage colors for both the interior and exterior of his house. The once white exterior is now a deep yellow with a green door and window trim. Lewis stated his restoration is a work in progress. His only request is that ladies in attendance should wear flat-heel shoes due to the small crevices in the original wide-plank, poplar floors. All in attendance should dress comfortably, as this will not be a seated meeting. (There will be a few chairs provided for those who can not stand for long periods.)

**SEE PAGES 3-6 for a brief history of the Mason-Robinson House.**

**ANNUAL DUES WERE DUE ON JANUARY 1, 2011. To mail your dues, send your check to JCHA TREASURER, P. O. BOX 1494, SCOTTSBORO, AL 35768, as follows:**

Annual Dues (except Senior Citizens)	\$20.00
Senior Citizens, 65 years and older	\$15.00
Life Membership dues	\$150.00

***PLEASE include your 9-digit zip code with your membership renewal. IF your address changes, please notify the JCHA. Members in good standing receive the JACKSON COUNTY CHRONICLES in January, April, July, and October. You may use the form on the last page.***

**CHRONICLES EDITOR: Ann B. Chambless, 435 Barbee Lane, Scottsboro, AL 35769 email: [rabc123@scottsboro.org](mailto:rabc123@scottsboro.org)**

**NEWS RELEASE: THE JCHA NEEDS YOUR HELP!!!!!!**  
**JULY 2011: TARGET DATE for opening SCOTTSBORO DEPOT MUSEUM**  
**by Ann B. Chambless**

The Memphis and Charleston Railroad Scottsboro Depot was opened in the first half of 1861. One hundred fifty years later, the depot is scheduled to re-open as the Scottsboro Depot Museum in July 2011. The brick depot on the corner of Houston Street and Maple Avenue served as both the passenger and freight depot until 1891, when a new passenger depot was built a block east of the old depot. The freight depot remained an important hub in Scottsboro's and Jackson County's economic activities for 130 years. When the freight operation was decommissioned in 1991, the JCHA began working with Scottsboro City Fathers to acquire the building for use as a museum. The Scottsboro Depot was added to the National Register of Historic Places in 1998, and the JCHA placed a historic marker near the entry of the building. When the historical association became the building's guardian, it was in sad shape. The exterior and the interior were in a rapid state of deterioration, as no preventive maintenance had been done by the railway for a number of years. Association members began a fund raising project, and donations have been received from individuals, the Bynum Foundation, and the local Legislative Delegation. Major repairs include a new roof, painting, restoration of the floors, proper lighting, and installation of heating and air conditioning. All floor space now has temperature control to meet museum standards for preservation of artifacts. The interior walls and trim were painted to match original paint samples found during the renovation. In 2011, it is time to fill the depot with exhibits and artifacts that will tell the early history of Scottsboro and Jackson County. The museum committee is presently searching for at least two antique wooden showcases with glass tops to exhibit and protect small artifacts. We need historical articles to grace the walls. The committee is striving for a varied collection....everything from railroad artifacts to vintage clothing, to old pictures, documents, pottery, and suitable furniture. Do you have family items suitable for our museum exhibits? We need YOUR help to fill the Scottsboro Depot Museum! The museum committee's goal is to once again swing open the doors to Scottsboro's oldest surviving brick landmark in July 2011! For more info, please contact committee chair Kelly Goodowens ([kgoodowens@charter.net](mailto:kgoodowens@charter.net)) or Ann B. Chambless ([rabc123@scottsboro.org](mailto:rabc123@scottsboro.org)) or (256-574-3556). 2



## **THE MASON-ROBINSON HOUSE RE-VISITED AFTER RESTORATION BY LEWIS ROBINSON**

**By Ann B. Chambless**

**The Mason-Robinson House located on County Road 30 in Jackson County, Alabama, has an illustrious history. Jackson County Historical Association members will be the guests of their fellow member, Lewis Robinson, on April 17, 2011. During Lewis' meticulous restoration work, he uncovered several examples of original paint colors. This allowed Mr. Robinson to use some exuberant colors popular in the 1850s when refurbishing the interior and exterior of his home. Nothing could be more enchanting than the recent transformation of the rooms in this house which are enhanced by the owner's period furniture.**

**Lewis Robinson is an accomplished designer with local roots who moved back home after living in New Orleans. Lewis' design and restoration work while in New Orleans was included in several publications including NEW SOUTHERN CLASSICISM: The Residential Architecture of Barry Fox and PRESERVATION IN PRINT. Mr. Robinson is self-employed and does consultation to several area architects.**

**Now that the reader has been briefly introduced to the current owner of the Mason-Robinson House, let's meet the builder and first owners. On March 26, 1853, Winfield Scott (hereafter referred to as W. S. Mason) and Frances Mason purchased the west half of Section 19, Township 4, Range 5 East from Beverly and Mary Keeble for the consideration of \$6400.00. The deed was for 319 acres with one acre excepted at the Baptist graveyard. Any house on this property in 1853 most likely was 30 to 35 years old and constructed of logs. Six months later, in September 1853, W. S. Mason of Giles County, Tennessee, purchased "159 acres, two rods, and three ¼ square poles (with one acre off that had been previously deeded to the Baptist Church)" from John and Mary Jones for the consideration of \$3170.00. This was located in the southwest corner of Section 18, Township 4, Range 5 East, and lies immediately north of Mason's 319 acres purchased from the Keebles.**

**REFERENCE: Jackson County, AL Deed Book G-284 and V-258-259.**

**An entry in the David Larkin estate settlement shows that W. S. Mason paid the Larkin estate \$217.00 in January 1858 for lumber. This would have paid for a sizable delivery of dressed lumber between 1854 and 1857. In 1993, Mr. Robert Gamble, Alabama Historical Commission Senior Architectural Historian stated: "There is no question that the house is National Register material. Greek Revival-style cottages are rare in the Tennessee Valley and even more rare in Jackson County."**

**The Mason-Robinson House is approximately 50 feet by 50 feet and originally consisted of four large rooms with a hallway through the center of the house. Pilasters anchor both corners of the front facade. The double front door is accented with overhead and side glass panes. Twelve pane (six over six) front windows are equidistant from the front entrance. Twin chimneys were built to heat the two large rooms on each side of the house-length hallway (The back of the original hallway has now been closed.) There are two smaller rooms at each end of the back porch which were added in the 20<sup>th</sup> century. The ceilings in the four large rooms are about 12 feet high, and each room has its own fireplace.**

**Lewis Robinson's restoration is a work in progress. He has restored three rooms and will restore the other two as time permits. Lewis has also discovered useful elements in landscape design including the original driveway that once led to an avenue of 50 or more oak trees.**

**Lewis' research leads him to believe that Hiram Higgins (the architect for the first court house built in Scottsboro in 1870) designed this house for W. S. and Frances Mason. There are several houses in Pulaski, Tennessee, of the same vintage whose facades are almost identical to that of the Mason-Robinson house. The fact that both the Masons and Hiram Higgins were originally from Pulaski, TN, lends credence to this idea. Also, one of Hiram Higgins' design signatures was the use of pilasters, and the Mason-Robinson House is anchored at the front corners by pilasters.**

**Per Mason estate records, W. S. and Frances Mason installed at least 100 yards of carpet in the Mason House. This year in two rooms, Lewis Robinson removed the 1940s vintage pine, tongue-and-groove flooring that had been installed on top of the original flooring. Lewis has now taken the original wide plank, poplar flooring in these rooms back to their original patina.**

**The Masons lived in the house less than 10 years after moving from Giles County, Tennessee, to Alabama. W. S. Mason died in August 1861, and Frances Mason died in January or February of 1863. In 1861, W. S. Mason's brothers (who lived in Giles County, TN) were appointed administrators of his estate. By 1862, Civil War activities curtailed non-military travel for civilians, and Frances' brothers-in-law relinquished their administration. She was appointed administrator, and W. B. Keeble and J. F. Martin were her sureties on a \$60,000.00 bond. At the time of her death, W. S. and Frances Mason's children ranged in age from 4 to 12. Due to their minority, they were probably taken to Giles County, TN, to live with relatives. If so, the Mason House was probably rented to a farm overseer OR was taken over by Federal soldiers. The Official Records of the War of the Rebellion (ORs) record that Federal troops occupied the railroad from Huntsville to Bridgeport during the winter of 1863 and at various other times. This fact lends credence to local legends that blood stains in one of the rooms were the results of blood shed during the Civil War. In January 1996, your author interviewed Fred Shelton (Larkinsville native) who stated: "The original floor of the Mason house had dark spots where blood soaked into the wood from soldiers' wounds."**

**Not too long ago, Lewis Robinson learned from a Discovery Channel program that the Mason Cemetery in Pulaski contains expensive, unmarked cast iron caskets. It is thought that two of these caskets contained the bodies of W. S. and Frances Mason.**

**Although the name of the caretaker is presently unknown, the Mason House was reclaimed and obviously well cared for after the Civil War. At least one of the Masons' children spent his early adulthood living in this house.**

**On June 27, 1878, James Erskine Mason, born in 1857 most likely in the Mason House, married Mollie B. Smith at the residence of B. B. Smith in Larkinsville. Mollie evidently died shortly after the birth of their son, as James Erskine and his 7 months old son were living in the household of J. E.'s father-in-law, G. M. Smith, at the time of the 1880 Jackson County, Alabama census. Later, James E. Mason married Augusta C. Smith as his second wife. The late Robert E. Jones' mother told him that James Erskine spent so much time hunting and fishing that his crops suffered and James Erskine lost his heavily mortgaged farm.**

**On May 20, 1897, James Erskine and Augusta Mason, in consideration of \$500.00, conveyed to William B. Bridges the west half of Section 19, Township 4, Range 5 East, known as the "Mason Place". Mr. and Mrs. W. B. Bridges moved into the Mason House and raised their family there. On June 19, 1918, Wallace B. Bridges, R. R. Bridges, and Lucy (Bridges) Wimberly allotted to Lucy (Bridges) Wimberly as her share of their parents' estate "all that part of the southwest quarter of Section 18, Township 4, Range 5 East, that lies North of the Pike Road (County Road 30); also the west half of the northwest quarter of the northeast quarter of Section 12." This tract was later purchased by Loy and H. R. Campbell from the heirs of Lucy Wimberly. The Campbells sold this property to Jason and Tawney Pierce who began refurbishing the house. After the Pierces later sold the property, it was acquired by the present owner, Lewis Robinson, in 2008.**

**Lewis Robinson has graciously invited the Jackson County Historical Association to tour his home on April 17, 2011. Lewis has stressed that his restoration is a work in progress. His only request is that ladies in attendance should wear flat-heel shoes due to the small crevices in the original wide-plank, poplar floors.**

**THE WALKING LIBRARY OF HOG JAW VALLEY in Jackson County  
by JCHA Member John Hembree and Ann B. Chambless**

**How do you describe the impact of books and libraries on the lives of readers? JCHA member John Hembree found a strong example of one man's influence in Hog Jaw Valley and North Sand Mountain. In the early 1940s, HE was called "The Bookman" by some and "The Book Peddler" by others. At times HE was called "Old Man Adams".**

**When HE was born in 1891, his parents (S. Alex and Mary E. Adams) named him ALEX BOYD ADAMS. Boyd Adams only lived 56 years, but he made every day and every mile count.**

**The Walking Library of Hog Jaw Valley's book story began when the Tennessee Valley Authority launched the TVA Regional Library Service in 1937 in Madison, Marshall, and Jackson counties. TVA helped transform small fledgling libraries from a subscription to a free public library AND they began a book mobile service to then remote, mostly mountainous areas far removed from the small public libraries.**

**In 1940, Horace Smith Moses became the TVA regional library director with headquarters in Huntsville. In his memoir, Mr. Moses stated: "My job was to convert this (TVA) demonstration, or experimental program, into a permanent local tax-supported agency."**

**Mr. Moses remembered the first detail of this job was to pay the current month's bills, with one bill being in the amount of \$1.50 for a "hand-stitched book case". His assistant assured him the bill was allowable since "Old Man Adams" had seen to its need. After driving 70 miles from Huntsville (in the TVA furnished bookmobile) to Boyd Adams' home "in a mountain cove" near Bridgeport, Mr. Moses was greeted by "the most impressive sight he had ever seen in the South". He stated : "I was reminded of Rob Roy or some other Scottish Highland leader." He described Boyd Adams as being in his middle 50s, a heavy six-footer, ruddy of complexion with a shock of reddish hair and clear blue eyes. Mr. Moses was invited to "Come on in, sit a spell" and told "We'll be having dinner soon. Time we got acquainted, since we're going to be working on this job together."**

**THE WALKING LIBRARY OF HOG JAW VALLEY (CONTINUED)**

For some time, Boyd Adams had served the library system as a volunteer, but shortly before Mr. Moses' arrival, funds had come available to pay Adams, in part, for his work.....thus creating the need for the "hand-stitched book case". The case was nothing more than a haversack-type book bag that would hold up to 40 books. Mr. Moses stated: "Boyd carried this on his broad shoulders.....Quite a book case to be toting up a mountain path, through the brush, and to a neighbor's house."

In the late 1930s and early 1940s, it would have been impossible to get TVA's yellow Dodge bookmobile (named "Daisy Mae") over many of the mountain back roads. Boyd Adams walked from home to home leaving as many books as the "home stations" needed that week. His daily hikes were from 15 to 20 miles. Everywhere he went the books were "welcome".

One experience related by Boyd Adams shows why he kept walking and "toting" books. One day he stopped beside a mountain spring to eat the lunch his wife had prepared for him. As he rested, a small boy and girl came to the spring to "fetch" water for their Mother.

The children noticed the book pack and asked:

"What you peddling, Mr. Adams?" He replied: "Well, now, I'm a peddling tonic (knowing that tonic was an important item in a mountain home.) The children's next question was: "What kinda tonic you got in there?" Boyd Adams answered: "I've got tonic for lonesomeness, and it's good for boneheads, too." The children told him they would like some of his tonic. The girl stated: "We get mighty lonesome summer times when school's out." Boyd Adams assured them he would leave some of this tonic up at Mr. Cloud's and they could get it from him. By the time Adams reached the Cloud home, not only these two, but four other mountain children were sitting on the stoop - waiting for the "tonic for lonesomeness". Boyd Adams was a happy man! Mr. Moses recalled that book-packing was not all Boyd Adams did for the library. He became Mr. Moses' political sounding board and a great strength and force when "disaster threatened the quavering program."

**THE WALKING LIBRARY OF HOG JAW VALLEY (CONTINUED)**

**Mr. Moses knew something bad was wrong the morning Boyd Adams "stalked into my office" in Huntsville, Alabama. Adams was 75 miles from home, and the day was young.**

**Boyd Adams stated: "There's trouble over in Jackson (County) with the Commissioners. They 'llow as they won't appropriate this year to the library. They can't do that to us, Purfesser, not now they can't."**

**Boyd Adams' eyes were fiery, and Mr. Moses agreed to visit Jackson County. He stated they "drove where he had never been before and talked to old and young but never to strangers to the "Walking Library" man. He realized they all knew exactly what was about to happen, and they were more than happy to pass the news "up in the coves".**

**"Court Day" was a Monday in Scottsboro. Mr. Moses met Mr. Boyd early that morning and was told: "Today, you' ll see something Purfesser. These folks are really raised up now." When the commissioners opened their court, their chamber was packed! The halls were crowded, and the Commissioners had to move their meeting to the circuit court room. The clerk announced that Boyd Adams would like to speak to the commissioners. As Boyd arose the Judge said, "Boyd, we know what you and these folks are here for, and we want to assure you of our interest in the library. Will you speak for the group?" Boyd did not have to speak long. The large number of voters who were there to back him spoke more than words could convey.**

**The impressive array of voters saved the day and the library funds. In the end the Court not only appropriated library funds, they voluntarily raised the amount, asking that more books be purchased. The Judge closed by saying: "Anything short of a lynching that can get this many folks out deserves the consideration of this court."**

**Mr. Moses stated: " 'Old Man Adams' wasn't exactly smug, but he sure walked out of that court room like a man with confidence in his purpose for having come there."**

**THE WALKING LIBRARY OF HOG JAW VALLEY (CONTINUED)**

Boyd Adams became Mr. Moses' "mountain mentor", and Mr. Adams' standing in the community "often meant <sup>more</sup> toward success than funds in the budget, and library budgets were notably low on funds" in the early 1940s.

Two of Boyd and Madge (Cloud) Adams' sons were among the first young men to enlist at the onset of America's involvement in World War II. Boyd Adams considered enlisting, but he stated there was no place for him "in this man's army even if he could bark a squirrel with a smooth bore rifle." He did find a defense job close enough to his residence to be able to return home to his wife and family each night.

Boyd Adams still found time to maintain his library volunteer work. He told Mr. Moses: "Purfesser, not many of our folks understand this war. They thought Germany was whipped 20 years ago, and most of them don't know Japan from Java. They have to keep learnin' how we got started."

Mr. Moses soon learned that Boyd Adams had gotten interested in "Mein Kampf" after he said, "That's the durndest book I ever read. Why it's like a robber tellin' you how he's gonna do up the First National."

At Boyd Adams' request, several copies of "Mein Kampf" were made available for mountain households. Adams told Moses: "It makes these folks plain mad to read stuff like that - and now's a time for being mad. That book just insults a person's thinking."

Shortly before Mr. Moses moved to another job, he drove "Daisy Mae's" successor up through the mountains to tell Boyd Adams goodbye. Horace Smith Moses closed his story entitled "The Most Unforgettable Character I've Met" by stating:

"I knew things were going on about as usual in the mountains. My little job wasn't much besides Boyd Adams' bigger view of things as they were, and as they should be."

**EDITOR'S NOTE:** Alex Boyd Adams died on June 21, 1947, and is buried in Rocky Springs Cemetery beside his wife, Madge (Cloud) Adams, who died in 1988. **TRULY**, Alex Boyd Adams made a difference in the lives of many!



## **MOST HISTORIC SPOT IN HOG JAW VALLEY: TAYLOR'S STORE**

**By JCHA Member JOHN HEMBREE**

**Where is the most historic spot in Hog Jaw Valley? Some may vote for the skirmish at the Ladd House or the fort guarding the railroad bridge over the Tennessee River. Others might say it is Moore's Spring, BUT the final consensus would have to be Taylor's Store at Long Island.**

**Taylor's Store was established in 1857 by Clement Clay R. Taylor, a native of Georgia, who had moved to land his father, Ruben L. Taylor, had purchased in 1857 (in Jackson County, Alabama) next to the railroad in a community that was once called Carpenter. Clement C. R. Taylor was designated the first postmaster of Taylor's Store on August 5, 1858. Apparently he held the post for seven years as Dewitt C. Whiting was appointed next on October 27, 1865.**

**The exact location of the store in Jackson County legal records was originally incorrect, and the best historians could do was state the store was "opposite Bridgeport" or "one mile east of Bridgeport". One old map even shows the location in Marion County, TN, near Long Island.**

**Mrs. Ann Gant, Jackson County Mapping and Appraisal office supervisor, states the records have now been corrected, AND the location should read:**

**Section 3, Township 1, Range 9. The current owner of the site is Scott Bynum of Long Island. The site of the old store is on the southeast side of Jackson County Road 93, just a few feet from the old depot building near where County Road 93 crossed the NC&StL Railroad.**

**Of 24 voting precincts designated by Jackson County during the Civil War, Taylor's Store was Number 4.**

**Both Union and Confederate Army units used the store location for enlistments and for encampments/block houses to guard the railroad. Some 12 pieces of correspondence identified as "Confederate Correspondence" reference Taylor's Store.**

**After the Civil War ended, C.C.R. Taylor's mercantile business prospects waned due to the total war depravation in this area, and he moved back to Georgia before 1867.**

**From the Richmond, Virginia DAILY DISPATCH, December 31, 1862**

**President Jefferson Davis in Tennessee**

**THE CHATTANOOGA ( TN ) REBEL gives a detailed account of the progress of President Davis from Chattanooga to Murfreesboro. The following extract from it is generally interesting:**

**"At Shellmound {on the Nashville & Chattanooga RR} the axle of one of the box cars attached to the mail train (which immediately preceded the special train for the President) broke short off, and the end of the axle was dragged some distance over the cross-ties, jolting the cars and passengers in a most alarming manner. Someone jerked the bell rope, and the engineer promptly whistled "down brakes," and brought the train to a stand still before any serious damage resulted. It was a miracle that the whole train was not precipitated over the bluffs of the Tennessee. As it was — thanks to the caution and steadiness of nerve of the engineer — very little damage was done, and the accident, which was certainly unavoidable, was soon remedied. Col. Cole gathered about him in a trice a small army of mechanics and engineers, and in thirty minutes by the watch had a new wheel and axle set, the car shifted, the mail train on a side track, and the Presidential convoy, with colors flying, once more dashing along the banks of the Tennessee.**

**The train reached Bridgeport at midday. The carriage bearing the President and party was detached from the locomotive and shifted from terra firma to the deck of a barge prepared for that purpose, under the attentive supervision of Superintendent Cole, and in less time than it takes to tell it was floating on the Tennessee River, and towed across to the opposite bank, to the accompaniment of rolling drums and reverberating cannon. The battery of the Washington Artillery fired a salute of 13 guns in honor of the distinguished visitor. President Davis dismounted from the car as soon as the opposite bank of the river was reached, and walked up to the headquarters of Gen. (John K.) Jackson, commandant of the post at Bridgeport. The guard came to a present arms as he approached, and the President gracefully acknowledged the salute by lifting his hat, and then passed on. The party remained a few moments at Bridgeport until the train was got in readiness, and then proceeded on to Decherd Station, where the President and his duologue stopped a short time for dinner; after which interesting event they were enroute once more for Murfreesboro."**

### **BOOKS FOR SALE**

**BUILDING BRIDGES AND ROADS IN THE KOREAN CONFLICT: HISTORY OF COMPANY B FROM SCOTTSBORO, ALABAMA, DURING THE "FORGOTTEN WAR"** published jointly by the author, Dr. Ronald H. Dykes, and the JCHA is divided into five sections. The first is a brief history of the Korean Conflict. The second section is a history of Company B which was part of the 151<sup>st</sup> Combat Engineers Battalion headquartered in Huntsville, AL. The third section includes Dr. Dykes' interviews with 13 members of Company B. The fourth section consists of 18 half-page pictures taken by Jake Word, the battalion photographer during the latter part of his tour in Korea. The fifth section is an appendix that includes interviews with two veterans who were in the Conflict but not in Company B.

The price of the book is \$25.50 by mail or it may be picked up at the Scottsboro Public Library or the Scottsboro-Jackson County Heritage Center for \$22.95. If ordering by mail, send your check payable to the JCHA in the amount of \$25.50 to JCHA, P.O. BOX 1494, SCOTTSBORO, ALABAMA 35768-1494. You will want to order your copy now, since a limited number of copies of this great book about the Korean Conflict are available. Dr. Dykes' other two books sold out quickly, and, when rare copies can be found via internet sources, these two out-of-print books have sold for as much as \$200.00 a copy.

**THE HISTORY OF JACKSON COUNTY, ALABAMA**, by John R. Kennamer, 1935 edition, re-published by the JCHA. Price by mail is \$23.00. Mail check payable to JCHA HISTORY BOOK and mail to HISTORY BOOK, P.O. BOX 1494, SCOTTSBORO, ALABAMA 35768-1494.

### **RENEW MEMBERSHIP JANUARY 1**

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**ANNUAL DUES - \$20.00    Senior Citizens (65 or older) - \$15.00**

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# JACKSON COUNTY CHRONICLES

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JULY 2011

The Jackson County Historical Association will meet Sunday, July 31, 2011, 2:00 p.m., at the Scottsboro Depot at the corner of Houston Street and Maple Avenue. Kelly Goodowens, chairman of the depot restoration committee, invites YOU to celebrate the 150<sup>th</sup> anniversary of Scottsboro's oldest brick building which is also one of only three pre-Civil War depots still standing in Alabama. JCHA members have been looking forward to this grand re-opening for almost 15 years. JCHA Design Consultant Lewis Robinson discovered vestiges of the original interior paint and used these colors to return the walls to their original 1860s vintage. A gasolier has been installed in the ticket/passenger waiting room that is much like light fixtures found in other depots built 1860-1880. The Scottsboro Depot served as both the passenger and freight depot for 31 years until the separate passenger depot opened for business in January 1892.

Now it is time to fill the depot freight room with artifacts and exhibits. The exhibit committee is presently searching for and accepting relics that relate to Scottsboro's history between 1860 and 1890. The top priority on the "want list" is any article that will tell the transportation history of Scottsboro and Jackson County.

ALSO, the committee would be happy to accept the donation of wooden display cases and shelves suitable for museum exhibit use. The JCHA Executive Board salutes all those who have worked so hard to make this grand re-opening possible. It is not often we (in this area) have the opportunity to celebrate the preservation of a building as old as the Scottsboro Depot. PLEASE join us to thank those who have labored long and hard and to view the beauty of a landmark so important in the early history of Scottsboro and Jackson County.

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<b>ANNUAL DUES (except Senior Citizens)</b>	<b>\$20.00</b>
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Senior Citizens, 65 and older	\$15.00
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Life Membership Dues	\$150.00
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Members in good standing receive the JACKSON COUNTY CHRONICLES in January, April, July, and August.

**TO JOIN THE JCHA, YOU MAY USE THE FORM ON THE LAST PAGE.**

**CHRONICLES EDITOR: Ann B. Chambless, 435 Barbee Lane,  
Scottsboro, AL 35769 email: [rabc123@scottsboro.org](mailto:rabc123@scottsboro.org)**

**The MEMORIAL GIFT in MEMORY OF LEWIS WENDELL PAGE, SR.  
Given by Tom and Janice Bragg is hereby acknowledged by  
the JCHA.**

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### **HERITAGE CENTER ANNOUNCEMENT**

**The September 8, 2011, day-trip of the Scottsboro-Jackson Heritage Center will step back in history to bring you the Civil War Battle of Franklin, Tennessee. The inclusive \$135.00 cost covers the coach trip; tours of the Carter House, the Lotz House, Carnton Plantation, and St. Paul's Episcopal Church; and your lunch at Puckett's General Store in Franklin and dinner at the Fried Green Tomatoes Buffet in Ardmore, TN. *Make your plans to be a part of the Heritage Center's 2011 fund raiser by calling Judi Weaver at 256-259-2122 from 11:00 a.m. to 4:00 p.m.***

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### **JCHA THIRD ANNUAL BUS TRIP**

**October 29, 2011: SAVE THIS DATE! Our third annual bus trip "Off the Beaten Path" will be Saturday, October 29, and, NO, we don't care who is playing football that day! This year we will be touring Hog Jaw Valley, North Sand Mountain, Flat Rock, and Fabius. More trip details will be forthcoming at the July 31 program meeting. We are planning something special for this trip. YOU will not want to miss our surprise!**

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**According to the Alabama Statistical Record, between 1914 and 1916, the following men served as city officials in Jackson Co:**

Bridgeport: Mayor - J. Luther Troxell; Clerk - L.H. Hughes; Treasurer - E.P. Jacobs

Hollywood: Mayor - George E. Nye; Clerk - W. B. Neher; Treasurer - D. Meek

Larkinsville: Mayor - J. C. Morris (Larkinsville Mayor had Board of Aldermen but no names were listed in the Statistical Record.)

Scottsboro: Mayor - J. D. Snodgrass; Clerk - W.C. Maples; Treasurer - C.Q. Beech;  
Marshall - W. B. Sumner

Stevenson: Mayor - H. J. Jacoway; Clerk - J.A. Woodall; Treasurer - C.R. Timberlake;  
Chief of Police - S. N. Glover

**The FIRST SCOTTSBORO DEPOT and the MEMPHIS & CHARLESTON RAILROAD**  
By Ann B. Chambless

**Before the Civil War, the Memphis and Charleston Railroad (M&CR) was the only east-west route through the United States south of the Mason-Dixon Line.**

**In 1857, the City of Memphis celebrated the completion of the Memphis to Charleston railroad, and volunteer fire companies from Charleston, South Carolina; Macon, Atlanta, Savannah, and Augusta, Georgia; and Nashville participated. In all, some fifteen companies were represented, and the bulk of the two-mile long parade consisted of volunteer fire companies. The following day the Phoenix Company of Charleston led another parade of volunteers to the Mississippi River where two hundred barrels of Atlantic Ocean water were thrown into the river. The railroad jubilee continued later that month in Charleston and Memphis volunteers attended; Memphis Invincible Number 5 had the honor of mingling Mississippi River water with that of the Atlantic Ocean.**

**After the completion of 270 miles of track between Memphis and Stevenson, Alabama, the Memphis and Charleston Railroad connected with the Nashville and Chattanooga Railroad, and Jackson County was introduced to the "iron horse".**

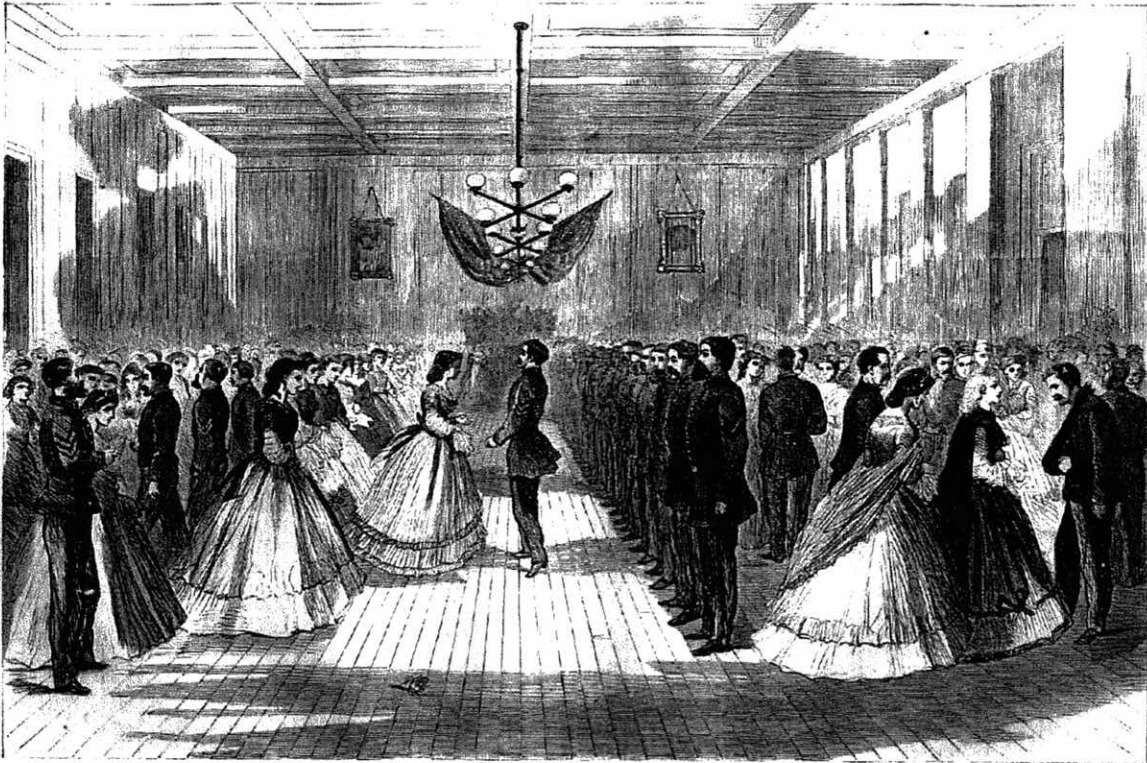
**In 1857, a Memphis newspaper editor stated:**

**"We rejoice at the annihilation of distance and the approximation of neighboring districts which, hitherto, mountain, river and slow locomotion have kept apart and sundered."**

**Within two years, railroad travel and transportation of goods became the "norm", and the Memphis and Charleston Railroad began building a brick depot in Scotts Mill and Huntsville. Huntsville's three-story brick depot was finished in 1860 and became the eastern division corporate headquarters of the Memphis & Charleston Railroad Company. Until early 1861, the fledgling village of Scotts Mill (destined to become Scottsboro), was served by a simple wooden platform. The M&CR water tank for the Scottsboro area was located on present-day Old Larkinsville Road near the home of JCHA members John F. and Helen Neely and was filled by water piped via a wooden duct-like trough from a stream in nearby Shelton Cave .**

**The 1<sup>ST</sup> Scottsboro Depot and the Memphis & Charleston Railroad (Continued)**

**In 1864, a military ball was held in the spacious Huntsville Depot. A picture found in HARPER'S WEEKLY dated April 9, 1864, shows a gasolier light fixture hanging from the ceiling.**



**SOURCE: HUNTSVILLE SOUTHERN ADVOCATE, January 2, 1861  
"The Memphis and Charleston Railroad"**

**At last the railroad has a passenger depot at this place, which is creditable to the Road and to Huntsville. It contains every requisite for comfort, convenience, and necessity. It contains a ticket office, Gentlemen's Room, and a Ladies Salon with entirely private arrangements.....Every department of the Road is provided for under one roof so that the whole can readily communicate with the different parts. The building is creditable to the taste of the architect, and the town and railroad too." Since Memphis & Charleston minutes show the Scottsboro Depot had been completed and was in use by mid-1861, it is logical to assume it was built during the same time period as the Huntsville Depot. Therefore, it is likely that the Scottsboro Depot was designed by the same architect as the Huntsville Depot.**



**The 1st SCOTTSBORO DEPOT & the MEMPHIS & CHARLESTON RAILROAD (Continued)**

**According to the M&CR minutes the distance from Memphis, Tennessee, to the depots located in Jackson County, AL was:**

**to Woodville - 236 miles - to Larkinsville - 246 miles**

**to Scottsboro - 249 miles - to Bellefonte - 257 miles (later Hollywood)**

**to Oak Grove - 263 miles (later Fackler) - to Stevenson - 270 miles**

**According to the MEMPHIS AVALANCHE dated April 15, 1861, the Memphis and Charleston Railroad Company Board of Directors had declared a "semi-annual Dividend of 5 per cent, or one dollar per share, payable on the first day of April 1861 to the stockholders. The following is the Comparative Statement of Receipts, of the Railroad for 1859, 1860, and 1861:**

**RECEIPTS from PASSENGERS:**

**1859 - \$751,923.01**

**1860 - \$975,259.33**

**1861 - \$1,022,595.48**

**RECEIPTS from MAILS**

**1859 - \$55,175.00**

**1860 - \$55,176.00**

**1861 - \$54,064.59**

**Total RECEIPTS for the 3 years:**

**1859 - \$1,330,812.40**

**1860 - \$1,635,096.67**

**1861 - \$1,841,122.60**

**RECEIPTS from FREIGHTS:**

**1859 - \$509,991.66**

**1860 - \$582,553.26**

**1861 - \$729,875.93**

**The Ex. & rent brought In:**

**\$13,722.73 in 1859**

**\$22,089.08 in 1860**

**\$34,576.61 in 1861**

**The reader will see from the following account the Memphis & Charleston Railroad was considered a valuable asset for the Confederacy (Account was written early in 1862 before Gen. O. M. Mitchell gained control of 100 miles of M&CR tracks in April 1862.)**

**SOURCE: Page 8 of 1862 Memphis & Charleston Railroad Co. Annual Report:**

**MEMPHIS AND CHARLESTON RAILROAD.--This road was originally projected as a great commercial artery between the Atlantic Ocean and the Mississippi River, but *in the present disrupted state of the country it has proven to be the strong arm of military defense, serving not only to unite the Southern Confederacy with iron bonds, but enabling the Government to unite its forces at any point desired, either on the Atlantic coast or in the Mississippi Valley. As will be seen from tables and statements herewith presented*, the road has increased its receipts during the past twelve months \$206,025 93, or 12 1-2 per cent. Under the circumstances surrounding the country, this is most extraordinary. Its present enormous receipts of \$1,841,122 60, on a capital cost of \$7,000,000.00, is ample evidence that the stockholders made a wise investment; and the increase of the stock, upon its completion, of 60 per cent. upon what each stockholder actually paid in, together with the payment of 8 per cent cash dividends, annually, shows that it is one of the *paying* institutions of the country, either in peace or war--whether in the old "Union" or in the Southern Confederacy. The stockholders have reason to congratulate themselves upon the prosperous condition of this great work--the fine condition of the road's machinery, and the quiet, systematic order that characterizes its management. It is purely a great Southern enterprise, built by Southern capital and Southern men, and managed still by the same parties who built it, never having materially changed its organization-- still retaining its old Board of Directors and officers, or others who have been promoted from the ranks of their operatives.**

**The 1<sup>st</sup> SCOTTSBORO DEPOT & THE MEMPHIS & CHARLESTON RAILROAD (Continued)**

**On February 2, 1846, an Act was passed by the State of Tennessee for the formation of the Memphis & Charleston Railroad Company, and the company was organized on April 19, 1846.**

**The fourth section of the 1846 Act provided that 'the said company shall, at the first meeting of the stockholders, designate a time when, and a place or places in North Alabama where, for the convenience of the citizens of the state who may be stockholders, the subsequent election for directors shall be held, and shall give notice thereof in one or more newspapers published in North Alabama; and said elections shall be held at the same time both in Alabama and in Tennessee.'**

**The first directors (who included William A. Austin of Jackson County, Alabama) developed the plan to sell stock for the purpose of establishing a communication by railroad between Memphis, Tennessee, and Charleston, South Carolina.**

**Very little track building was accomplished until the 1850s after \$1,200,000.00 had been subscribed.**

**STOCKHOLDERS of the MEMPHIS & CHARLESTON RAILROAD (Eastern Division) as of June 30, 1857:**

**SOURCE OF NAMES: M&CR Annual report for 1856-1857 found on microfilm in the Huntsville Public Library**

<b><u>NAME</u></b>	<b><u>NO. of SHARES</u></b>
<b>1. Henry A. Adams</b>	<b>4</b>
<b>2. James Erwin Adams</b>	<b>4</b>
<b>3. Richard A. Arendale</b>	<b>10</b>
<b>4. William Arendale</b>	<b>1</b>
<b>5. William A. Austin</b>	<b>60</b>
<b>6. James Austill</b>	<b>4</b>
<b>7. Mark Barbee</b>	<b>8</b>
<b>8. Jacob Brady</b>	<b>8</b>
<b>9. John Berry</b>	<b>4</b>
<b>10. Dillard Brooks</b>	<b>8</b>
<b>11. Jane Bower</b>	<b>8</b>
<b>12. Richard Burgess</b>	<b>1</b>
<b>13. William Burgess</b>	<b>4</b>
<b>14. John Bryant</b>	<b>4</b>
<b>15. Robert Bynum</b>	<b>4</b>
<b>16. Jonathan C. Camp</b>	<b>20</b>
<b>17. George W. Caperton</b>	<b>20</b>
<b>18. Hugh P. Caperton</b>	<b>8</b>
<b>✓ 19. Hamlin Caldwell</b>	<b>118</b>

**THE 1<sup>st</sup> SCOTTSBORO DEPOT & THE MEMPHIS & CHARLESTON RAILROAD (Continued)**

<b>20. James Campbell</b>	<b>48</b>
<b>21. William W. Campbell</b>	<b>8</b>
<b>22. James Carson</b>	<b>8</b>
<b>23. John B. Cook</b>	<b>8</b>
<b>24. Edward Cotton</b>	<b>12</b>
<b>25. Williamson R. W. Cobb</b>	<b>40</b>
<b>26. Jacob Coulson</b>	<b>4</b>
<b>27. Henry Cowley</b>	<b>4</b>
<b>28. Charles M. Cross, Jr.</b>	<b>10</b>
<b>29. Jesse C. Cox</b>	<b>1</b>
<b>30. John Cunningham</b>	<b>4</b>
<b>31. Samuel C. Davidson</b>	<b>1</b>
<b>32. John P. Davis</b>	<b>4</b>
<b>33. Nancy Delaney</b>	<b>20</b>
<b>34. Henry Derrick</b>	<b>20</b>
<b>35. Francis L. Dillard</b>	<b>68</b>
<b>36. John G. Dion</b>	<b>10</b>
<b>37. William Dodson</b>	<b>20</b>
<b>38. Nelson Dulaney</b>	<b>12</b>
<b>39. Isaiah Durham</b>	<b>10</b>
<b>40. Jesse Duncan</b>	<b>4</b>
<b>41. Mior C. Dwyer</b>	<b>4</b>
<b>42. Samuel Evans</b>	<b>20</b>
<b>43. M. J. Eustice/Eustace</b>	<b>20</b>
<b>44. Joseph P. Frazier</b>	<b>40</b>
<b>45. Samuel W. Frazier</b>	<b>4</b>
<b>46. Abner Frazier</b>	<b>4</b>
<b>47. Jesse French</b>	<b>8</b>
<b>48. William J. Green</b>	<b>10</b>
<b>49. R. R. Gist</b>	<b>4</b>
<b>50. Henry Gillespie</b>	<b>4</b>
<b>51. Robert C. Gill</b>	<b>4</b>
<b>52. Isaac Grizzle</b>	<b>3</b>
<b>53. Abraham Gross</b>	<b>8</b>
<b>54. Jacob Gross</b>	<b>12</b>
<b>55. Logan R. Glover</b>	<b>4</b>
<b>56. James M. Gullatt</b>	<b>4</b>
<b>57. William Guinn</b>	<b>4</b>
<b>58. George M. Harris</b>	<b>4</b>
<b>59. Martha K. Harris</b>	<b>14</b>
<b>60. Mary E. Harris</b>	<b>40</b>
<b>61. Francis E. Harris</b>	<b>40</b>
<b>62. F. B. Harris</b>	<b>8</b>
<b>63. Gideon Harris</b>	<b>6</b>

**The 1<sup>st</sup> SCOTTSBORO DEPOT & THE MEMPHIS & CHARLESTON RAILROAD (Continued)**

<b>64. F. A. Hancock</b>	<b>20</b>
<b>65. John P. Harper</b>	<b>20</b>
<b>66. Claiborne B. Hill</b>	<b>2</b>
<b>67. ? Hill</b>	<b>2</b>
<b>68. James Hindman</b>	<b>2</b>
<b>69. Salathiel Houk</b>	<b>4</b>
<b>70. Simeon Houk</b>	<b>4</b>
<b>71. George V. Houston</b>	<b>8</b>
<b>72. Joshua Howard</b>	<b>4</b>
<b>73. Andrew Horn</b>	<b>10</b>
<b>74. James M. Hudgins</b>	<b>4</b>
<b>75. Benjamin J. Hudgins</b>	<b>4</b>
<b>76. Claiborne Hunt</b>	<b>4</b>
<b>77. James Hunter</b>	<b>4</b>
<b>78. William F. Hurt</b>	<b>4</b>
<b>79. William J. Hurt</b>	<b>4</b>
<b>80. John Isbell</b>	<b>4</b>
<b>81. Jesse Isbell</b>	<b>4</b>
<b>82. Charles S. Jones</b>	<b>24</b>
<b>83. Moses Jones</b>	<b>8</b>
<b>84. ?? Samuel J. Jones</b>	<b>200</b>
<b>85. John Jones</b>	<b>20</b>
<b>86. Beverly Keeble</b>	<b>12</b>
<b>87. Mark Kelly</b>	<b>4</b>
<b>88. Asaph Kennamer</b>	<b>8</b>
<b>89. Jacob Kennamer</b>	<b>8</b>
<b>90. Mary C. Kirby</b>	<b>4</b>
<b>91. Richard Lawrence Kirby</b>	<b>8</b>
<b>92. Joseph G. Kirkpatrick</b>	<b>4</b>
<b>93. Jonathan Latham</b>	<b>4</b>
<b>94. David Larkin</b>	<b>44</b>
<b>95. Joel P. Ledbetter</b>	<b>8</b>
<b>96. Lewis E. Lindsay</b>	<b>8</b>
<b>97. Elijah Baker Ligon</b>	<b>28</b>
<b>98. Mastin Ligon</b>	<b>8</b>
<b>99. Thomas Longacre</b>	<b>28</b>
<b>100. Judith Longacre</b>	<b>12</b>
<b>101. Pleasant Lovelady</b>	<b>4</b>
<b>102. Adam McReynolds</b>	<b>12</b>
<b>103. Edwin Mac Kirby</b>	<b>6</b>
<b>104. Mary J. McCaleb</b>	<b>4</b>
<b>105. Richard H. McCravey</b>	<b>36</b>
<b>106. Alexander McCampbell</b>	<b>4</b>
<b>107. Johnson McKay</b>	<b>4</b>
<b>108. Moses Maples</b>	<b>40</b>

**The 1<sup>st</sup> SCOTTSBORO DEPOT & The MEMPHIS & CHARLESTON RAILROAD (Continued)**

<b>109. William C. Maples, Sr.</b>	<b>20</b>
<b>110. Thomas R. Mattox</b>	<b>20</b>
<b>111. Thomas R. Mattox &amp; Co.</b>	<b>4</b>
<b>112. Samuel Mead</b>	<b>4</b>
<b>113. William W. Mead</b>	<b>1</b>
<b>114. Ellen Morrison</b>	<b>4</b>
<b>115. John A. Morrison</b>	<b>20</b>
<b>116. Mary Morrison</b>	<b>4</b>
<b>117. John M. Netherland</b>	<b>4</b>
<b>118. James T. Page</b>	<b>4</b>
<b>119. Hugh Parks</b>	<b>4</b>
<b>120. John Parks</b>	<b>4</b>
<b>121. John G. Parks</b>	<b>10</b>
<b>122. Samuel Parks</b>	<b>4</b>
<b>123. William D. Parks</b>	<b>20</b>
<b>124. Lucinda Parker</b>	<b>4</b>
<b>125. John Peters</b>	<b>4</b>
<b>126. Robert T. Proctor</b>	<b>8</b>
<b>127. Samuel F. Proctor</b>	<b>10</b>
<b>128. Francis Renshaw</b>	<b>20</b>
<b>129. Chesley Rountree</b>	<b>4</b>
<b>130. Seaborn J. Rountree</b>	<b>30</b>
<b>131. Nelson Robinson</b>	<b>24</b>
<b>132. John Rorex</b>	<b>4</b>
<b>133. William M. Rorex</b>	<b>4</b>
<b>134. Samuel R. Rhodes</b>	<b>40</b>
<b>135. James Russell</b>	<b>8</b>
<b>136. Sarah E. Russell</b>	<b>4</b>
<b>137. Tabitha J. Russell</b>	<b>4</b>
<b>138. Lorenzo Russell</b>	<b>40</b>
<b>139. Thomas J. Russell</b>	<b>4</b>
<b>140. James Rutherford</b>	<b>4</b>
<b>141. James C. Rutherford</b>	<b>8</b>
<b>142. B. S. Russ</b>	<b>4</b>
<b>143. Richard St. Clair</b>	<b>4</b>
<b>144. Richard Sanford</b>	<b>8</b>
<b>145. Robert T. Scott</b>	<b>24</b>
<b>146. G. W. Shehorn</b>	<b>4</b>
<b>147. James T. Shelton</b>	<b>4</b>
<b>148. Shepherd Shelton</b>	<b>10</b>
<b>149. William F. Shelton</b>	<b>4</b>
<b>150. Matthew Simms</b>	<b>12</b>
<b>151. Brooks Smith</b>	<b>40</b>
<b>152. Eli Smith</b>	<b>4</b>
<b>153. John P. Smith</b>	<b>4</b>

**The 1<sup>st</sup> SCOTTSBORO DEPOT & The MEMPHIS & CHARLESTON RAILROAD (Continued)**

<b>154. Henry F. Smith</b>	<b>10</b>
<b>155. Preston Smith</b>	<b>4</b>
<b>156. Caroline Snodgrass</b>	<b>8</b>
<b>157. Thomas Snodgrass</b>	<b>20</b>
<b>158. Carey A. Staples</b>	<b>20</b>
<b>159. Jesse Starkey</b>	<b>8</b>
<b>160. Solomon Stephens</b>	<b>8</b>
<b>161. William Stephens</b>	<b>20</b>
<b>162. William Stockton</b>	<b>4</b>
<b>163. James Scruggs</b>	<b>4</b>
<b>164. James Sublett</b>	<b>8</b>
<b>165. Samuel B. Sublett</b>	<b>18</b>
<b>166. Daniel R. Tally</b>	<b>20</b>
<b>167. Joseph Thomas</b>	<b>4</b>
<b>168. John Thompson</b>	<b>1</b>
<b>169. John Tubbs</b>	<b>4</b>
<b>170. William Tubbs</b>	<b>4</b>
<b>171. John Vernon</b>	<b>4</b>
<b>172. Caleb Walls</b>	<b>12</b>
<b>173. Matthew Washington</b>	<b>40</b>
<b>174. Francis L. Whitely</b>	<b>4</b>
<b>175. Ann D. Wildbahn</b>	<b>8</b>
<b>176. James Williams</b>	<b>12</b>
<b>177. Samuel Williams</b>	<b>20</b>
<b>178. Joseph Wilson</b>	<b>2</b>
<b>179. Joel Wimberly</b>	<b>4</b>
<b>180. Thomas J. Wood</b>	<b>4</b>
<b>181. John Woodall</b>	<b>4</b>
<b>182. Pleasant Woodall</b>	<b>12</b>
<b>183. Presley Woodall</b>	<b>9</b>
<b>184. John T. Womack</b>	<b>4</b>
<b>185. James B. Wright</b>	<b>20</b>
<b>186. Joshua Wright</b>	<b>40</b>



**The 1<sup>st</sup> SCOTTSBORO DEPOT & The MEMPHIS & CHARLESTON RAILROAD (Continued)**

Although it was not the first depot built in Jackson County, it was the first brick building in Scottsboro. ***The story of the depot is also the story of Scottsboro.*** For many years the depot was THE center of the town. The December 1868 Incorporation Act read: “the corporate city limits shall extend one-half mile in every direction from the Railroad Depot now in said town.”

The Scottsboro Depot was only a year old when the Civil War began. The War elevated the railroad's importance in the community, the State, and the nation. Before that war ended, men fought in armed combat to control the Scottsboro depot and its access to the rails. Musket ball damage near the top of its east wall are a silent, enduring testimony to the bloody skirmish fought in and around the depot. On the evening of January 6, 1865, a Confederate detachment of about 300 men crossed Sand Mountain and the Tennessee River at Bellefonte Landing. Some of these Confederate soldiers were wearing Union overcoats to disguise their affiliation.

Federal troops stationed at Scottsboro heard artillery fire in the distance during the day of January 7 but decided it was of no consequence. They became complacent and moved from their earthenwork fortifications to the depot building. There, they were attacked on January 8, 1865, by the Confederate troops that had advanced from Bellefonte. The Southerners were under the command of Brigadier-General Hylan Benton Lyon, a West Point graduate. In the firefight that followed, Union reinforcements converging on Scottsboro drove the Confederate troops toward Goose Pond Island then called Sauta. A first-hand account of the Scottsboro Depot skirmish written by Union Brigadier-General Charles Cruft is found in the Official Records of the War Between the States, Series I, Volume 45, page 514 and by 1<sup>st</sup> Lt. John H. Hull, in same volume, pages 802-803.

**The Scottsboro depot was permanently scarred in the January 1865 skirmish and was repaired in 1866, according to M&CR minutes dated July 1, 1866.**

**During the Civil War, the M&CR lost 17 wooden buildings, 7 brick buildings, 28 division houses, 15 water tanks, and 7 portable engines. The Memphis and Charleston Railroad Company's total Civil War loss/damages amounted to \$1,195,167.00.**

**In 1871, a new water tank was built at Scottsboro. In 1885, the brick depot was remodeled. For 30 years, this building served as both passenger depot and as a freight house. After a separate passenger depot was built in 1891 (at a cost of \$1944.05), the first depot was used solely for freight. In 1895, the M&CR annual report stated the 1861 building needed repairs and painting.**

**The 1st SCOTTSBORO DEPOT & The MEMPHIS & CHARLESTON RAILROAD (Continued)**

**In 1995, JCHA members learned that Norfolk Southern Railway proposed to raze the brick building that was even older than the incorporated town of Scottsboro. After two years of negotiations, Norfolk Southern finally agreed to sell the building and lease the grounds to the City of Scottsboro. The Mayor then agreed to allow the JCHA complete use of the depot.....IF the JCHA would raise the funds to restore and preserve the building. JCHA Depot Restoration Chairman John F. Neely conducted a successful fund raising campaign and began Phase One of the depot reclamation and restoration. Pictures made in 1996-1997 are reminders of the sad state of both the exterior and interior of the building because building maintenance had been almost nil during the previous 30 years. In 1998, the Scottsboro Depot was added to the National Register of Historic Places. In 2008, Kelly Goodowens assumed the leadership role in completing Phase Two of the restoration and preparing for its grand opening as a depot transportation museum. The association is presently collecting artifacts and planning exhibits. There are no known pictures of the interior of this building during the 30 year period it served as both passenger and freight depot, but JCHA architect Lewis Robinson found vestiges of the original paint and used these colors throughout the interior. On July 31, 2011, the JCHA will celebrate the 150<sup>th</sup> anniversary of the Scottsboro Depot which is one of only three pre-Civil War depots still standing in Alabama.**

**SCOTTSBORO DEPOT 1861-2011**





SOURCE: THE SAVANNAH REPUBLICAN dated June 24, 1864

Written at Huntsville, Alabama, June 18, 1864

**TRAIN TRAVEL on the Nashville & Chattanooga and the Memphis & Charleston Railroads in 1864**

Railroad travel between Shelbyville and Wartrace, TN, is quite an annoying curiosity. The distance eight miles {on a branch of the Nashville & Chattanooga RR}, and railroad time taken to travel it, an hour and a half and two hours. A friend wishing to go south at the same time with ourselves, left Shelbyville on horseback, twenty minutes after the train had left, and made the best time to Wartrace, where the southern connection is made. The rails are so worn, and the bed of the road is in such bad condition, that it is not considered proper to run the cars faster than five miles an hour! As the locomotive approaches within a mile of the Shelbyville depot, a down grade is encountered, the locomotive disconnects itself from the cars, trusting their advance to the declivity of the grade, and runs ahead to the engine house, where it is switched off the main track in time to let the cars following pass on to the depot.

From Wartrace south the Nashville & Chattanooga run is in fine order, a reserve car is kept for ladies, water is regularly supplied, and the Conductors are courteous and attentive. Messrs. Cole and Whaling, who expend their energy in the management of the roads, deserve credit for their efforts. From Wartrace to Stevenson, AL, one fortification after another is passed in rapid succession. The fine works, forts and abatis, and especially Fort Rains, at Tullahoma, are objects of intense interest. Every bridge and trestle along the route is well guarded night and day, and a small fort and stockades are to be observed at every bridge of any importance. The latter were introduced and built by the Yankees in large numbers and still remain to mark the presence of the defeated invaders. They are formed of heavy oak posts placed upright from the ground, extending fifteen feet high, with musket loops pierced through about breast high, for the purpose of firing through. On the outside a trench is dug and the earth thrown at the base of the stockade. These are, indeed, most formidable defenses for a small force, and it were as well for the cavalry to dash against the mountain side as charge one of these stockades. But they afford no resistance to artillery, are only intended to shelter guarding forces from surprises of cavalry and bushwhacking attacks. At Estelle Springs a large fort, erected by Yankee hands, still remains, and strong Confederate works lend an interest to the point. The houses which once adorned the place were laid in ruins by the vandal torch, and the brick chimneys still standing, and the walls of what was once an extensive mill or factory, only remain attesting to the former village. The next object of interest is the famous tunnel cut through the mountain. It forms an arch half a mile long, through which the train passes, enveloped in utter darkness for the few minutes of its passage. It presents an excellent opportunity for a lover to kiss his sweet heart without being seen. A very strange incident occurred in its dark confines a short time since, which will scarcely bear publication. Two seats in the car facing each other were occupied respectively by an Irish lady returning from a visit to a relative in the army, and opposite to her a young man of twenty, with neatly curled moustache and head ornamented by long luxuriant tresses, with a mild and refined expression of features. As the cars approached the tunnel, one of the railroad hands told the guard he was going to have some fun, and to be on the alert when the tunnel was reached. As soon as darkness covered every object in the cars, this coarse fellow entered and took improper familiarities with the Irish lady, who imagining that it was the person opposite, seized the poor fellow by the hair, which was removed in handful, scratched his face, and screamed energetically for assistance. When the cars emerged to the open air, the real scoundrel had disappeared, and the innocent young gentleman of mild appearance disclosed to view, a very sorry physiognomy from the effects of the outraged Celt whose fingers sill clung to his raven locks. An outraged community was "on the rampage," as Joe hath it in Great Expectations, and the poor devil was placed under guard and sent back to the army to await his trial. After having been subjected to this worse than martyrdom, the unfortunate youth was sent on his way rejoicing, but determined probably in all futurity to avoid railroad tunnels.

Large numbers of ladies continue to travel to and from the army, and at the present time I doubt not that a larger number are in its vicinity visiting relatives than ever before. It is a source of extreme disgust to persons of good taste to observe the public use of snuff in "dipping." At last art has been called into requisition to provide ornamental "sticks," upon which the delicious substance is dipped and rubbed against the gums, for the gratification of the lady-like dippers, with this handle in their mouths. The ornamentation of the stick usually consists of a curl at the end, like the narrative of a young porker, and various figures cut on the body of it. I saw these sticking out of the mouths of many ladies on the cars, at first producing the impression that they were smoking. O tempora! O mores!

The train leaving Shelbyville at 6 a.m. reaches Chattanooga in twelve hours, and makes connection at Stevenson with the Memphis & Charleston road, which carries passengers to Huntsville, reaching that point at 6 p.m.

### **BOOKS FOR SALE**

**BUILDING BRIDGES AND ROADS IN THE KOREAN CONFLICT: HISTORY OF COMPANY B FROM SCOTTSBORO, ALABAMA, DURING THE "FORGOTTEN WAR"** published jointly by the author, Dr. Ronald H. Dykes, and the JCHA is divided into five sections. The first is a brief history of the Korean Conflict. The second section is a history of Company B which was part of the 151<sup>st</sup> Combat Engineers Battalion headquartered in Huntsville, AL. The third section includes Dr. Dykes' interviews with 13 members of Company B. The fourth section consists of 18 half-page pictures taken by Jake Word, the battalion photographer during the latter part of his tour in Korea. The fifth section is an appendix that includes interviews with two veterans who were in the Conflict but not in Company B.

The price of the book is \$25.50 by mail or it may be picked up at the Scottsboro Public Library or the Scottsboro-Jackson County Heritage Center for \$22.95. If ordering by mail, send your check payable to the JCHA in the amount of \$25.50 to JCHA, P.O. BOX 1494, SCOTTSBORO, ALABAMA 35768-1494. You will want to order your copy now, since a limited number of copies of this great book about the Korean Conflict are available. Dr. Dykes' other two books sold out quickly, and, when rare copies can be found via internet sources, these two out-of-print books have sold for as much as \$200.00 a copy.

**THE HISTORY OF JACKSON COUNTY, ALABAMA**, by John R. Kennamer, 1935 edition, re-published by the JCHA. Price by mail is \$23.00. Mail check payable to JCHA HISTORY BOOK and mail to HISTORY BOOK, P.O. BOX 1494, SCOTTSBORO, ALABAMA 35768-1494.

### **RENEW MEMBERSHIP JANUARY 1**

**MEMBERSHIP DUES      NEW OR RENEWAL**

**ANNUAL DUES - \$20.00    Senior Citizens (65 or older) - \$15.00**

**Life Membership - \$150.00**

**Mail check to JCHA, P. O. BOX 1494, SCOTTSBORO, AL 35768-1494**

**Please provide:**

**NAME**

**ADDRESS** \_\_\_\_\_

**CITY** \_\_\_\_\_

**STATE** \_\_\_\_\_

**ZIP CODE** \_\_\_\_\_

**IF PAID 2011 does NOT appear on your mailing label, PLEASE forward your check to JCHA Treasurer. Include 9-digit zip code.**



# JACKSON COUNTY CHRONICLES

VOLUME NO. 23, NO. 4 ISSN-1071-2348 OCTOBER 2011

The Jackson County Historical Association's third annual bus tour "Off the Beaten Path" on October 29, 2011, will begin at 8:45 a.m. in the parking lot of the North Alabama Electric Co-op at 41103 US Highway 72 in Stevenson, Alabama. No breakfast will be served by the association this year, and the bus will leave promptly at 9:00 a.m. to tour historic and scenic sites and landmarks in Hog Jaw Valley, North Sand Mountain, Flat Rock and Fabius. Due to the popularity of previous bus tours, the trip has been limited to members only on a first request, first paid ticket basis, as announced in the July issue of the CHRONICLES.

This year's bus will seat 55 and has a restroom and PA system on-board. The group will tour the 1893 Hembree House in Hog Jaw Valley and the Gus Lee Shaw House and the Fields House in Flat Rock. There will be four stops that will require short-distance walking so members are encouraged to wear comfortable walking shoes and weather suitable clothing. The trip includes one surprise! Your \$25.00 bus ticket includes lunch (served around 12:00 Noon by Bryant Ruritan members) in their spacious club house. Restroom facilities will be available at the Ruritan building and the afternoon stop at the Flat Rock Methodist Church. The tour will conclude at approximately 4:00 p.m.

**NOTE:** The JCHA has reduced the price of their reprint of Mr. J. R. Kennamer's HISTORY OF JACKSON COUNTY, ALABAMA from \$20.00 to \$10.00 if picked up at the Scottsboro Public Library, the Stevenson Public Library, or the Scottsboro Heritage Center. By mail, the reduced price of the book is \$14.00 which includes shipping and handling.

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<b>ANNUAL DUES (except Senior Citizens)</b>	<b>\$20.00</b>
<b>Senior Citizens, 65 and older</b>	<b>\$15.00</b>
<b>Life Membership Dues</b>	<b>\$150.00</b>

Members in good standing receive the JACKSON COUNTY CHRONICLES in January, April, July, and October. Dues received after October 1 will be credited to 2012. TO JOIN THE JCHA, YOU MAY USE THE FORM ON THE LAST PAGE.

**CHRONICLES EDITOR:** Ann B. Chambless, 435 Barbee Lane, Scottsboro, Alabama

Range 9 Range 10 North Sand Mountain

TENNESSEE  
ALABAMA

MARION COUNTY  
JACKSON COUNTY

Township 1

35958

DADE COUNTY  
JACKSON COUNTY  
ALABAMA  
GEORGIA

Range 9 East  
Range 10 East

Township 1 South  
Township 2 South

9  
8  
1  
2  
10  
11  
3  
14  
4  
23  
5  
26  
16

SAND VALLEY  
Creek

Henry Porter

Grant  
1853

Goodson  
McDaniel  
1860

Wm Gilford

Monarch  
Glazier  
1857

John  
Smith  
1861

Charles  
Wagon  
1866

Hiram  
Hypsey  
1860

Zachariah  
Gordon  
1854

Stark  
Weather  
1861

Ben  
Castle  
1861

Bryant

LONG ISLAND  
Creek

MT OLIVE

RITA ST.

Holder  
Branch

SAND

HENDERSON LOOP  
RD.

Mtn View Ch.

Reaves  
Creek

STATE  
LUE 88  
ROAD

XB

**ON THE ROAD AGAIN: OFF THE BEATEN PATH on the 2011 JCHA BUS TOUR  
by Ann B. Chambless**

**When Judge John Graham coined the term "Off the Beaten Path" in 2009, JCHA members soon learned the Judge knows where Jackson County history began. In 2009, he guided the group "off the beaten paths" in Bridgeport, Mount Carmel, McMahan's Cove, Stevenson, Rash, Low Gap, and Kyles.**

**The 2010 bus tour introduced the group to "off the beaten paths" in Woodville and Paint Rock Valley and on Cumberland Mountain.**

**On October 29, 2011, the third annual "Off the Beaten Path" bus tour will begin at 8:45 a.m. at the North Alabama Electric Co-op parking lot in Stevenson. The bus will leave the Co-op at 9:00 a.m. and head for Hog Jaw Valley.**

**John Hembree, a Jackson County native, will serve as the valley tour narrator. John knows the meaning of "Place" in Southern history, and his childhood place was Hog Jaw Valley. He will point out "off the beaten paths" that include steam boat and ferry stops on the Tennessee River, Civil War encampment sites (including Moore's Spring), an early 1900s dipping vat, Harris Chapel Cemetery, the site the first roller coaster in Jackson County, and the location of Taylor's Store that he calls the most historic site in Hog Jaw Valley. Mr. Hembree has also arranged for our group to tour the Hembree House built in 1893.**

**From the Taylor's Store area, the tour will travel to North Sand Mountain via CO RD 93 that will provide a view of the old road bed used by Union troops (that traveled from Bridgeport, Taylor's Store, and Moore's Spring encampment sites) to ascend Sand Mountain on their way to Civil War battle sites in Georgia.**

**Our North Sand Mountain tour narrator will be Ed(ward) Carter who lives at Bryant and has taught history at North Sand Mountain High School a number of years. Ed will begin by taking us on the scenic drive along the mountain's brow. Our first stop will be at the home of Pauline Stewart whose home is on the exact spot of the Henry Porter house which was burned by arsonists in 1883. Mrs. Stewart will allow our group to visit the impressive grave markers of the Porter/Standish families. The markers denote the fact that this family were direct descendants of Miles Standish who came to America on the Mayflower and helped found the Plymouth Colony in 1620. Several towns and military installations have been named for Standish and monuments have been built in his memory. One of the best known depictions of Standish in popular culture was the 1858 book, *The Courtship of Miles Standish* by Henry Wadsworth Longfellow.**

**ON THE ROAD AGAIN: OFF THE BEATEN PATH on the 2011 JCHA BUS TOUR (Continued)**  
**by Ann B. Chambless**

**On October 29, at least 15 other scenic and historic Sand Mountain sites will be visited or viewed and discussed as the bus slows for window viewing. The sites include but are not limited to:**

- 1. CO RD 262 brow drive overlooking the Tennessee River will provide some of Jackson County's most scenic views. One can see the natural beauty of the valley area with a range from Richard City, Tennessee, to Bridgeport, Alabama.**
- 2. Straightcreek Cemetery and Church**
- 3. Bryant Ruritan Club house where lunch will be served by Ruritan members**
- 4. Herbert Pace's fall flower garden with colorful dahlias. Mr. Pace's colorful garden has drawn visitors from Chattanooga and other points in Tennessee as well as locals.**
- 5. Bryant Cemetery to view grave of John Bryant, the founding father of Bryant.**
- 6. Ebenezer Baptist Church, originally called Gordon's Chapel established by (General) John B. and Frances Gordon and his parents, Zachariah H. and Malinda Gordon, before the Civil War.**
- 7. Floral Crest church and school**
- 8. Higdon area**
- 9. Drive by narrator Ed Carter's home**
- 10. Locally owned and operated Dogwood Hills Golf Resort Gardens. The course was designed and built by owner, Bryce Slater. Bryce and his wife, Doris, still run the course today. This is a Golf Digest Four Star Rated course.**
- 11. Flat Rock School, old dormitory foundation, and Flat Rock Methodist Church**
- 12. Tour of the Lee Gus Shaw House (Lee Gus Shaw was awarded the Silver Star Medal for his military service in World War II)**
- 13. Tour of the Marie (Lyda) Field House**
- 14. Flat Rock Creek waterfalls**
- 15. Fabius coal mines and unreclaimed strip mine land**



The old Flat Rock High School in Jackson County, Alabama, owned by the Methodist Episcopal Church. By the time this photograph was taken (circa 1930s), the building was only used for church activities. Date 1930s - 1941

**A BRIEF OVERVIEW OF THE EARLY SETTLERS OF NORTH SAND MOUNTAIN**  
by Ann B. Chambless

The land north and east of the Tennessee River was ceded to the U. S. Government by the Cherokee Nation under the Treaty of New Echota signed in December 1835. The government surveys of the eastern half of Jackson County consumed several years. Therefore the land was not offered for sale by the federal government until May 1842. According to the Jackson County plat book, some of the first men to purchase land on NORTH Sand Mountain were:

1. Jan 1, 1845, Daniel Hill , in Section 6, Township 2, Range 10 East
2. Mar 21, 1845, Benjamin Howard, in Section 30, Township 2, Range 10 East
3. Nov 28, 1846, Phillip O'Neal, in Section 19, Township 2, Range 10 East
4. July 1, 1847, Alfred Howard, in Section 28, Township 2, Range 10 East
5. Oct 11, 1849, William Cagle, in Section 21, Township 2, Range 10 East
8. Oct 22, 1850, Zachariah Gordon, in Section 12, Township 1, Range 9 East
7. Dec 22, 1851, Jesse Reeves, in Section 32, Township 1, Range 10 East
8. Apr 22, 1852, Goodson McDaniel, in Section 8, Township 1, Range 10 East
9. Oct 19, 1852, John Bryant, in Section 18, Township 1, Range 10 East
10. Nov 18, 1852, Samuel Porter, in Section 31, Township 1, Range 10 East
11. Jun 16, 1853, John D. Cunningham, in Section 2, Township 1, Range 9 East
12. Nov 17, 1853, George A. Grant, in Section 5, Township 1, Range 10 East
13. Apr 27, 1853, Lemuel P. Grant, in Section 6, Township 1, Range 9, East

At the time of the 1850 census, Daniel Hill lived in Jackson County, AL, but not on Sand Mountain. In 1850, Zachariah Gordon lived in Gordon's Springs in nearby Walker County, GA, but was enumerated in the 1860 Jackson County, AL census. Benjamin Howard and George Cagle were recorded in the 1850 DeKalb County, Alabama census. The Jackson County plat book shows that the land George Cagle purchased in 1843 in Jackson County joined the land he owned in DeKalb County.

By 1860, there were 60 households enumerated in the Long Island precinct who lived on North Sand Mountain. It is interesting to see that many of these family members were born in New England states including Massachusetts, Connecticut, Vermont, Maine, and New Hampshire as well as New York. David Gowan was born in Scotland and George Starkweather was born in Michigan.

## **A BRIEF OVERVIEW OF EARLY SETTLERS ON NORTH SAND MOUNTAIN (Cont)**

**These 1860 North Sand Mountain families included, but are not limited to:**

- 1. Henry and Elizabeth Porter for whom Porter's Bluff is named. Henry was born in New York and his wife was born in Connecticut. Their son was born in Michigan. Based on his real estate value of \$1000.00, Henry Porter had built a house by 1860. He lived in Section 13, Township 1, Range 9 East.**
- 2. The Porters' closest neighbors were Benjamin T. Castle and his wife who were born in New York. B. T. Castle purchased land in S13, Township 1, Range 9 East.**
- 3. George A. and Emma Grant were born in Maine as were their five oldest children. Their two youngest children were born in Alabama in 1855 and 1858.**
- 4. Thomas Petitt's youngest child was born in Alabama in 1857.**
- 5. In 1854, Thomas and Cynthia Pyburn purchased land in S5, T1, Range 10 East.**
- 6. Nancy Higdon, age 50, born in TN, was living alone with daughter Sarah.**
- 7. William and Alsy Reece and James M. and Margaret Reece most likely had lived in the Bridgeport, AL, area before moving to North Sand Mountain by 1860.**
- 8. Joseph and Rebecca Potts were both born in Tennessee and owned an 18 year old black female in 1860. In the 1870 census, Joseph Potts' occupation was recorded as miller and blacksmith.**
- 9. James, Thomas, and John W. Chadwick all purchased land in Township 1, Range 9 East between 1854 and 1860.**
- 10. By 1860, Benjamin Howard (who had purchased land in 1845) was living close to John D. Cunningham who then owned Cunningham Coal Mines.**
- 11. In 1860, Jesse J. Smith was a Minister of the Gospel. Most likely, he was an early minister at Gordon's Chapel which later became Ebenezer Baptist Church.**
- 12. In 1852, John Bryant bought land in Section 18, Township 1, Range 10 East.**
- 13. In 1860, Cornelius Presnell's occupation was recorded as carpenter.**
- 14. William Warren owned Warren's Mill in S18, Township 1, Range 10 East.**
- 15. By 1860, Zachariah H. Gordon, age 64, was the largest land owner on the north end of Sand Mountain. His real estate was valued at \$50,000.00, and his personal property was valued at \$31,200.00 His Jackson County coal mines and his 4 blacks contributed heavily to the evaluation of his holdings.**
- 16. John B. Gordon, oldest son of Zachariah Gordon, owned real and personal property valued at \$3500.00 and \$14,900.00. In 1860, John B. Gordon, age 28, was recorded as a miner. He raised the company known as the Raccoon Roughs at the onset of the Civil War and became the General most admired by Robert E. Lee. John B. Gordon served as governor of Georgia after the Civil War.**



The 1860 Federal Census recorded the State of Alabama's population as 964,201 compared to 771,623 total population recorded in 1850. This equates to a 25 per cent increase in Alabama's population during this ten year period. The number of people who relocated to the northeastern corner of Jackson County during this decade far exceeded the State's 25 per cent growth rate, as the number of families on North Sand Mountain increased from approximately 6 in 1850 to 60 families in 1860.

John D. Cunningham and Zachariah H. Gordon and sons began mining coal in this area in the late 1850s and provided jobs in this area that had previously received little, if any, out-of-county publicity. Zachariah H. Gordon built a railroad track and tram to transport coal from his mines near present-day Higdon to Shell Mound, Tennessee. Later a similar railroad tram line was built to transport coal down the west side of the mountain to a river boat landing in Hog Jaw Valley near the southern tip of Long Island.

Federal troop movement and encampments during the Civil War brought additional attention to the extreme northeastern corner of Jackson County. In one recorded instance, Federal officers reported using the Gordons' railroad tram to transport goods up the mountain to their encampment at Warren's Mill (now Bryant, Alabama).

A report by Lt. Col. Archibald Blakeley on October 1, 1863, about moving his command from Moore's Spring (located across the TN River from Bridgeport, AL) to LaFayette, Georgia, recorded that from from Moore's Spring (in Hog Jaw Valley) the troops ascended the mountain. *On the brow of the mountain, they bivouacked "at the side of a stream running through a DEEP RAVINE which was found to be impassable." In 10 hours time they built "a bridge 160 feet long and 35 feet high at the highest point" in order to get the troops over the DEEP RAVINE. QUESTION: Where is this ravine??*

SOURCE: Official Records of the Civil War, Report of Maj. Gen. George H. Thomas, U.S. Army, Commanding Fourteenth Army Corps.

AUGUST 16-SEPTEMBER 22, 1863.--The Chickamauga Campaign.

HEADQUARTERS FOURTEENTH ARMY CORPS, Chattanooga, Tenn.,  
September 30, 1863.

Brig. Gen. JAMES A. GARFIELD,  
Chief of Staff, Department of the Cumberland.

The following is a day-to-day report of (Union) Maj. Gen. George H. Thomas' 14th Army Corps' travels from Jackson County, Alabama, as *they traveled across Sand Mountain to fight in the Battle of Chickamauga.* Maj. Gen. Thomas' report was directed to Brig. Gen. James A. Garfield,  
Chief of Staff, Department of the Cumberland:

**GENERAL:** I have the honor to report the operations of my corps from the 1st September up to date, as follows, viz:

General Brannan's division crossed the Tennessee River at Battle Creek; General Baird ordered to cross his division at Bridgeport, and to move to Taylor's Store; General Negley's division to cross the river at Caperton's Ferry, and to report at Taylor's Store also.

**September 2.**—General Baird's division moved to Widow's Creek.

General Negley reports having arrived at Moore's Spring, 1 miles from Taylor's Store, and 2 miles from Bridgeport; he was ordered to cross the mountain at that point, it being the most direct route to Trenton, in the vicinity of which place the corps was ordered to concentrate.

**September 3.**—Headquarters Fourteenth Army Corps moved from Bolivar Springs at 6 a.m. via Caperton's Ferry to Moore's Spring, on the road from Bridgeport to Trenton. Baird's division reached Bridgeport, but could not cross in consequence of damage to the bridge; Negley's division marched to Warren's Mill, on the top of Sand Mountain, on the road to Trenton; Brannan's division reached Graham's Store, on the road from Shellmound to Trenton; Reynolds' division marched 6 miles on the Trenton road from Shellmound.

**September 4.**—Negley's division camped at Brown's Spring, at the foot of Sand Mountain, in Lookout Valley; Brannan's division at Gordon's Mill, on Sand Mountain; Reynolds' division at foot of Sand Mountain, 2 miles from Trenton; Baird's division crossed the river at Bridgeport, and camped at that point; corps headquarters at Moore's Spring.

**September 5.**—Baird's division arrived at Moore's Spring; Negley's division still in camp at Brown's Spring. He reports having sent forward a reconnaissance of two regiments of infantry and a section of artillery to scour the country toward Chattanooga, and secure some captured stores near Macon Iron-Works. They captured some Confederate army supplies. No report from Brannan's division; Reynolds' division in camp at Trenton; *Brannan somewhere in the neighborhood*; corps headquarters at Warren's Mill.

## **A BRIEF OVERVIEW OF SOME EARLY SETTLERS OF NORTH SAND MOUNTAIN (Continued)**

**by Ann B. Chambless**

**By 1870, North Sand Mountain's population had grown by leaps and bounds and the diversity of birth places is remarkable. Some of the heads of households in 1870 included, but are not limited to:**

- 1. HENRY PORTER, born 1804 in Mendon, New York, and died March 13, 1884. He and his wife and several of her family members are buried in a family plot behind their home on Porters Bluff. On June 16, 1842, Henry Porter married Elizabeth Belcher Standish (born in 1812 in CONN) in Macomb County, Michigan. About 1856, they moved from Michigan to Alabama and built a home on Porters Bluff. In 1870, Elizabeth (Standish) Porter's mother, Mary Standish (a direct descendant of Miles Standish) and her sister, Susan Standish (born in CONN in 1815) as well as Ruby Chubbuck (born in CONN in 1809) lived with the Porters. Susan Z. Standish and Ruby Chubbuck were school teachers. In 1870, the Porters had a 14 year old mulatto domestic servant.**
- 2. STEPHEN FITCH, born in 1797 in New York, and was employed by his neighbor William Guilford to tend Guilford's fruit orchard.**
- 3. WILLIAM GUILFORD, born in 1799 in New York, and his wife, Nancy (born in 1807 in New Hampshire) lived two houses from the Porters and next to Stephen Fitch. Their children were born in Massachusetts, Vermont, and New Hampshire. William Guilford was a professor of language in Winchester, TN, before moving to Porters Bluff. In 1861, Wm. Guilford purchased land in Section 13, Township 1, Range 9 East. In 1870, his occupation was still professor of language. His daughter, Hattie was recorded as a teacher of music. The Guilfords had a black female domestic servant and a 10 year old black male domestic servant in their household in 1870.**
- 4. GOODSON McDANIEL, born in 1793 in TN, lived near the Porters and Guilfords in 1870 and was recorded as being a minister of the gospel. Mr. McDaniel had a 23 year old black male in his household. McDaniel began buying land in Jackson County as early as October 1850.**
- 5. R. M. WATSON, born in 1816 in ENGLAND, and his wife, Minna, born in 1817 in NORWAY, lived near the Guilfords and Porters in 1870.**
- 6. JOHN and MARIA THOMAS, both black, and born in Maryland, lived next door to R. M. Watson. Living with them was Richard Breckinridge, black, a miner, who was born in VA.**
- 7. FERDINAND LETTERSCHEIT, born in 1795 in FRANCE, was a watchman at the mines.**
- 8. JOSEPH POTTS, born in 1798 in TN, was recorded as a miller and blacksmith. His neighbor, JAMES C. MILLER, born in 1810 in TN, was recorded as a "sawyer" meaning he dealt in timber cutting. There was a 55 year old black domestic servant living with James C. Miller.**
- 9. MAURIS CONDON, born in 1791 in IRELAND, was recorded as a stone mason in 1870.**
- 10. CORNELIUS PRESSNEL, born in 1797 in NC, was recorded as a carpenter. In July 1861 Pressnel purchased land in Section 3, Township 2, Range 9 East.**
- 10. JOHN BRYANT, born in 1805 in TN, was recorded as a blacksmith in the 1870 census. In 1852, John Bryant purchased the East half of the Northeast quarter of Section 18 in Township 1, Range 10 East. In J. R. Kennamer's HISTORY OF JACKSON COUNTY, he stated that Bryant, AL, was named for William H. Bryant (1841-1903) son of John Bryant).**
- 11. Dr. F. D. Pierce of Syracuse, NY, came to Bryant in 1883 and purchased 2000 acres. He organized the North Alabama Coal Co. and built a railroad tram to the Tennessee River. The mines provided work for many men, and the mountain population increased rapidly.**

## **MARCH 25, 1883 ARSON ON PORTERS BLUFF**

compiled by Ann B. Chambless

**SOURCE: SCOTTSBORO CITIZEN dated April 11, 1883:**

**John Grayson and George and Asbury Hughes were arrested and lodged in the Scottsboro jail last Saturday, on suspicion of burning Mr. Porter's house near Carpenter. They were captured by the irrepressible Capt. Bill Glover. Grayson was captured at Bass, and the Hughes brothers were captured under a house. They admit, we learn, of stealing Mr. Porter's meat a few nights before the burning, but deny burning the house.**

**Their preliminary trial comes off at Carpenter next Monday. Grayson is the stepfather of the Hughes brothers.**

**SYNOPSIS of NEW YORK TIMES COVERAGE of the Porter House Arson:**

**On the night of March 25, 1883, four men disguised themselves and visited the residence of Henry and Elizabeth (Standish) Porter. Living with the Porters at that time were Susan Z. Standish (sister of Elizabeth Porter), Mrs. Ruby Chubbuck, and Misses Hattie Large and Mary Ramsey. The men fired through the window many times and finally entered the house and demanded that \$500.00 be paid to them to leave. Mr. Porter refused to grant this demand, and the men set the residence on fire by saturating a bed with coal oil and applying a match to it. While the flames were raging, several trunks were taken out in the yard and robbed of their contents. When one of the ladies escaped with a bundle of her clothing, she was assaulted with a rock. "The ladies were insulted and did not recover from their fright for months afterward."**

**SOURCE: Appeal from Jackson County, Alabama Circuit Court.**

**Tried before Hon. H. C. Speake.**

**During the 1883 fall term of the Jackson County Circuit Court, George Hughes, Asbury Hughes, John W. Grayson and George Smith (joint defendants) were indicted for willfully setting fire to and burning the dwelling house of Henry Porter (located on Porters Bluff), on the night of March 25, 1883. They were tried and convicted. George Smith, Asbury Hughes and George Hughes were sentenced to be hanged, and John W. Grayson was sentenced to imprisonment in the penitentiary for life.**

**MARCH 25, 1883 ARSON ON PORTERS BLUFF** compiled by Ann B. Chambless  
Miss Susan Z. Standish, the sister of Henry Porter's wife Elizabeth, resided at the Porter residence at the time of the fire. Miss Standish testified to the circumstances attending the commission of the offense and identified the defendants as the guilty parties. She testified, inter alia, that "she did not recognize George Hughes and John Grayson until the house was on fire, when she saw them standing under an apple tree, about one hundred steps from the house." It was also shown that three trunks were removed from the burning house, in one of which was a phial of medicine belonging to one of the ladies residing at the house. During the fire, these trunks were carried off; about six weeks or two months after the fire, the phial of medicine was found at the house of one Mrs. McKinney, where the defendant Smith stayed, and whom, after the fire, he married. Information was thereby obtained which led to the recovery of one of the trunks.

This case was appealed to the Alabama Supreme Court who rendered the following ruling:

"We discover no error in the record, and the judgment of the court must, therefore, be affirmed as to each of the several defendants. It is accordingly ordered and adjudged that, on Friday, the first day of August, 1884, the sheriff of Jackson County execute the sentence of the law by hanging the said defendants, George Smith, Asbury Hughes and George Hughes, each by the neck until he is dead, in obedience to the judgment and sentence of said circuit court as herein affirmed."

**Thus, the PORTER HOUSE arson case resulted in the only death by execution sentence ever rendered in the United States for hanging of an arsonist(s).**

**SOURCE: THE JACKSONVILLE, ALABAMA REPUBLICAN, August 9, 1884:**

**THREE WHITE MEN HANG FOR ARSON: Scottsboro, Ala., Aug. 1st**

"George Smith, Asbury Hughes and George Hughes, all white and under twenty-five years of age, were hanged here at one o'clock today. They were convicted of burning the house of Henry Porter on Sand Mountain. It was the first instance of the death penalty being enforced for arson in the first degree in this state. They were all baptized just before they left jail. George Hughes tried to inflame the crowd by a speech from the jail house window and succeeded in creating considerable feeling. George Smith and Asbury Hughes also made short addresses from the jail window, both denying their guilt, the former confessing to other crimes. They mounted the gallows with a firm step. At one o'clock the drop fell and they died with but few struggles."

**DR. F. D. PIERCE and THE ALABAMA COAL COMPANY**  
**compiled by Ann B. Chambless**

**Scottsboro, Ala.—Reported that Dr. F. D. Pierce, probably of Scottsboro, and Dr. R. V. Pierce, Buffalo, N. Y., have purchased the property of the Alabama Black Band Iron & Coal Railway Co., consisting of about 16,000 acres of coal, timber and mineral lands, and will develop the coal and timber resources. Dr. F. D. Pierce is now operating a coal mine near Island Creek.**

**SOURCE:** *Daily bulletin of the Manufacturers record, Volumes 17-18, dated November 27, 1907*

**BIG DEAL IN ALABAMA COAL LAND.**

**One of the largest land deals in years was closed at Scottsboro, Ala., recently. The property of the Alabama Black Band Iron and Coal Railway Company, consisting of about 16,000 acres of the fine mineral and timber lands, situated on Cumberland mountain, in Jackson county, Ala., and extending from near Limrock on the west to Mud creek on the east, has been sold to Drs. R. V. and F. D. Pierce. It was a cash transaction, and the price is away up in the thousands, and the trade has been fully consummated. This is a very valuable tract of land, and the largest body of land under one ownership in the county. It has valuable coal and timber resources, and it was for the purpose of developing these that the property was purchased.**

**SOURCE:** *Fuel Magazine: the Coal Operators National Weekly, Vol. 10, dated 1907*

**Franklin Duane PIERCE, son of Duane and Mary (Morse) Pierce, born February 22, 1853, was educated in the Buffalo high school and Williams Academy. His professional education was obtained at the Eclectic Medical Institute, Cincinnati, Ohio, graduated, M. D., class of 1875, and at the University of the City of New York, Medical College, class of 1878. He practiced medicine in Buffalo, New York, from 1875 to 1886, except one year spent at University Medical College, New York, and in hospitals practicing medicine and surgery. From 1886 to 1900 he conducted a private sanitarium at Union Springs, New York. From 1900 to 1903 he practiced medicine in Syracuse, New York. In the latter year he located in Jackson county, Alabama, and engaged in the development of coal and timber lands, and is now (1911) so engaged, being vice-president and manager of the Pierce Development Company.**

**SOURCE:** *Genealogical & Family History of Western New York: Vol. 2* edited by William R. Cutter

**DR. F. D. PIERCE and HIS ALABAMA COAL COMPANY compiled by Ann B. Chambless (Continued)**

**The November 28, 1907 edition of THE STEVENSON CHRONICLES (newspaper) mentioned Dr. F. D. Pierce and the money he had spent developing his properties on Sand Mountain at Bryant. Although Dr. Pierce had no mining experience, he had an eye for marketing. He recognized the demand for Alabama coal/timber and took advantage of cheap mountain land in Jackson County that was still available in the early 1900s.**

**Dr. Pierce built an incline railroad from his Bryant coal mine to the base of Sand Mountain near the tip of Long Island in Hog Jaw Valley. Near Reese's Ferry, the coal was loaded on barges and transported to points North. According to local news printed in THE STEVENSON CHRONICLES on November 28, 1907, his coal mining business was so good (in 1907) that he ordered a second locomotive. At the time of the 1910 Jackson County, Alabama census, Dr. Franklin D. and Mary Alice Pierce's home was located on the Trenton and Kelly Ferry Road in Bryant, Alabama. His occupation was recorded as "proprietor of North Alabama Coal Company." Their near neighbors included Charles W. Bryant who owned a general store in 1910; Arthur Barnes, a coal miner; Richard Z. Hambly, a coal miner; Susan Z. Standish; Thomas and Benjamin Pettitt; and Samuel Grant.**

**In 1920, Dr. and Mrs. Pierce owned a home in Bridgeport. Dr. Pierce's occupation was recorded as manager of a lumber and coal company. Their 1920 Bridgeport neighbors included James L. Troxell, Leon and Carrie Hughes, James W. and Maude Jones, Franklin W and Ruby Carr, and Marion S. Whicher.**

**In his MY VALLEY, MY HOME: THE HISTORY OF HOG JAW VALLEY, author John B. Hembree described the Pierce tram line as "a pair of steel rails that extended from over 1,000 feet elevation." Mr. Hembree also told how some of the mine workers would take a "horseshoe bed roller ride" down the tram line. He called this practice "the first roller coaster in Hog Jaw Valley." He stated: "The quick ride required two men. Each man had a stout plank 6 to 8 inches wide and 15 to 18 inches in length. A small mule shoe was nailed to the front edge of the plank with the open end extending as far as possible below the bottom side of this plank. On the bottom side of the plank, near the back end, a nail-on bed roller was fastened. The mule shoe and the bed roller had to be securely fastened. The two riders had to travel at the same speed."**

**Glen Bailey's home in Bryant is near the old Pierce tram line.**

### BOOKS FOR SALE

**BUILDING BRIDGES AND ROADS IN THE KOREAN CONFLICT: HISTORY OF COMPANY B FROM SCOTTSBORO, ALABAMA, DURING THE "FORGOTTEN WAR"** published jointly by the author, Dr. Ronald H. Dykes, and the JCHA is divided into five sections. The first is a brief history of the Korean Conflict. The second section is a history of Company B which was part of the 151<sup>st</sup> Combat Engineers Battalion headquartered in Huntsville, AL. The third section includes Dr. Dykes' interviews with 13 members of Company B. The fourth section consists of 18 half-page pictures taken by Jake Word, the battalion photographer during the latter part of his tour in Korea. The fifth section is an appendix that includes interviews with two veterans who were in the Conflict but not in Company B.

The price of the book is \$25.50 by mail or it may be picked up at the Scottsboro Public Library or the Scottsboro-Jackson County Heritage Center for \$22.95. If ordering by mail, send your check payable to the JCHA in the amount of \$25.50 to JCHA, P.O. BOX 1494, SCOTTSBORO, ALABAMA 35768-1494. You will want to order your copy now, since a limited number of copies of this great book about the Korean Conflict are available. Dr. Dykes' other two books sold out quickly, and, when rare copies can be found via internet sources, these two out-of-print books have sold for as much as \$200.00 a copy.

**THE HISTORY OF JACKSON COUNTY, ALABAMA**, by John R. Kenamer, 1935 edition, re-published by the JCHA. Price by mail is \$14.00. Mail check payable to JCHA HISTORY BOOK and mail to HISTORY BOOK, P.O. BOX 1494, SCOTTSBORO, ALABAMA 35768-1494.

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