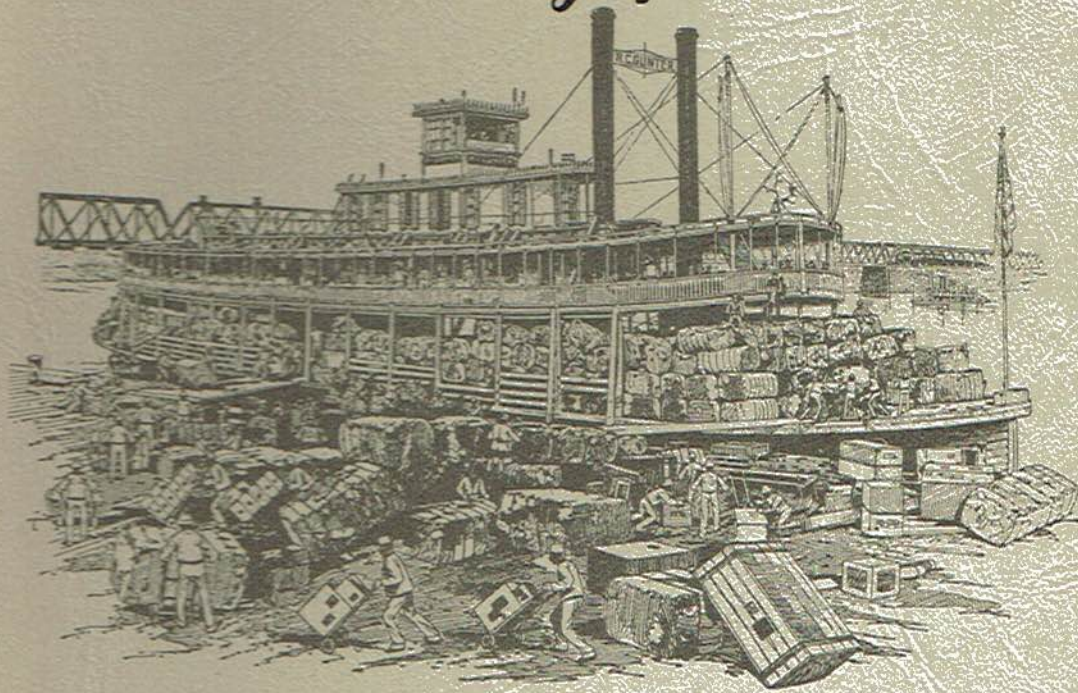


*In and
Around
B
ridgeport*



by

*Flossie Carmichael
Ronald Lee*

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Flossie Carmichael and Ronald Lee

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Foreword

This small volume is the outgrowth of two purposes. The first was a personal one, to learn more about the area's past history – the facts and events in their relation to its present state.

As the search proceeded, revealing widely scattered material, such as written and oral reports, photographs, old land grants and letters which may soon be hard to retrieve, a second purpose emerged. This was to put the findings into such form as might be preserved, in context, for pleasure-reading, as well as certain convenience for similar future quests.

Reference to reports on recent discoveries relating to men of pre-historic times is included because of the widespread interest recently focused on Russell Cave, and because of the new light the findings reflect on the habits of early man in this corner.

While certain parts of the political history may be tedious reading for some, it is included for its value to a better understanding of today's government, language, customs, education and human behavior.

The area discussed here is small, but as a part of the Southeastern United States, it has felt, directly or indirectly, each dramatic struggle by great powers for dominance. This could not be by-passed. Nor could reference to its importance in the Civil War be overlooked since by the strategy of the Union Army and by Bridgeport's location on a vital water route and railway to the military target at Chattanooga, it was destined for enemy occupation and the hardships of war. Ironically, too, while fighting in its own defense, its facilities were lending themselves to Union Victory.

The next act in this local drama, the spectacular investment in industrial development of the late 1880's and 1890's, demands its own particular place in this story.

The power of comeback affected by the native population after this financial overthrow is worthy of comment.

Loyalty to the cause of World War I and sacrifices made for it make an interesting study in contrast between the gravity of that time and the rebellious aspects of the period of materialism that followed.

The Great Depression is one of the gloomiest acts in the drama since human need was so great that local resources demanded the aid of the government.

During the Second World War an open-ended program of affluence was initiated with defense spending, and it is with this continuing prosperity that new hope and plans have taken shape. If realized, they will dethrone the long established image of "Boom and Bust" for Bridgeport, and bring it into the mainstream of this valley's development.

Such a chain of experiences presents a long and powerful drama where the processes of each link act as a sort of catalyst, passing their product on to the next, down to the present time, thus what appears here today reflects an unbroken chain of human effort, struggling for adjustment to the conditions of a changing environment and lengthening the chain by another link.

It is a story with deep roots in the past.

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Introduction

In the extreme northeastern corner of Alabama, the town of Bridgeport stands like an outpost between two frontiers. To its east lies Georgia, to its north, Tennessee, and hardly more than a stone's throw away, the three states share boundary lines. A more beautiful and promising location for a town could hardly be found. From this high vantage point, the mighty Tennessee River can be seen for miles, as it winds through the broad valley like a great pulsing artery, feeding the land along its shores, carrying cargoes of merchandise, and, by its glimmering movement, accenting the brooding stillness of the outlying mountain walls.

The Tennessee is a charming river of many moods. Under prolonged rain or snow it charges against its banks roaring with the muddy load with which it feeds the valley, but under a clear sky it glides along like a fluid mirror, reflecting the fringed borders along its shores. Long ago as it roared into this corner from Tennessee, it parted its stream to make room for Long Island, its six-mile gift of alluvial soil. This wide river valley with its numerous fingers of rich cove land, constitutes an unrivaled granery, while its wooded hills and ridges with their gushing springs provide perfect ranges for livestock.

Embracing this valley are two arms of the Appalachian Mountain System. On its east stretches the heavily forested Sand Mountain range, streaked with veins of coal, various minerals and covered by a vast plateau of light, loamy soil. Facing this, across the valley, the Cumberland range reaches far with its storehouse of coal, other minerals, limestone and timber. Viewed as a whole it is a majestic setting, one where nature seems to have lavished many of her richest resources. Tradition says that it was known to the Cherokees as "Enchanted Ground." That is a lyrical phrase and one that must have expressed not only their deep devotion to the land, but a nostalgic emotion for kindred forebears who had hunted over its mountains and fished in its streams before them.

As seen today, Bridgeport is spread thin over the undulating hills and hollows of this part of the valley, enclosed within the broad limits of the lost dream of a great industrialized city. It is a town of marked contrasts, resulting from its long past, its loss of the great influx of eastern capital, its unfulfilled plans and its slow adjustment to the native economy.

The same natural resources that once attracted industry, however, are still here and have been greatly increased by abundant electric power, improved transportation facilities and growing civic interest. General prosperity is already making itself felt by the appearance of new industrial development.

While the bulk of material included in this volume is focused on the town of Bridgeport, the surrounding country is no less interesting, and it is here that the story must begin.

Aborigines

Who? How? When?

Interest in the first people to occupy this corner of the state has been greatly increased recently by the discovery of their tools and weapons along the Tennessee River and by the nation-wide attention focused on the Russell Cave deposits, a few miles from Bridgeport. Similarity of the objects found here, with those of other places, previously identified with the "Ice Age," indicates that this area was occupied by people of the same period. A look at the research and study revealing the identity of these early people will give more meaning to local discoveries.

In the belief that people lived here long before the Indians who were found by Columbus, a long and constant search for evidence as to their origin and type, as well as to how and when they came here, was carried out.

In their studies of the American Indian, for traits that would identify him with the stock of his origin, physical anthropologists were led to agree that he belonged to the mongoloid division of mankind, and that possibly his ancestors came from Asia, the original home of this stock.

Discoveries of fragments of bone and stone in the dry climate of the West revealed something of the physical characteristics of early man. Two types were found there. The earliest with long heads and convex, narrow faces, and their successors, a round-headed people of the Pueblo culture. These variations were taken to mean that there had been mixture before the ancestral groups reached this continent. Similar variations are found in Asia today, as well as among the American Indians, and these are believed to be a characteristic common to the mongoloid stock.

Many theories have been advanced as to the route by which these people reached America, but the most acceptable one is that they came from Siberia to Alaska by way of Bering Strait. Opinion differs on the method by which they crossed, but two reasonable assumptions are offered. One is based upon the possibility that maximum glaciation could have lowered the adjacent water level enough to provide a land passage from Siberia to Alaska. The other proposes that they could have made the crossing on boats by way of the islands in the Bering Sea, thence down the ice-free river corridors into this continent.

When these people started coming to America has long been only a calculated guess, but the recent scientific method of dating ancient objects by use of radioactive carbon or Carbon 14 has eliminated much uncertainty in setting such dates. It sets a time-table in this way: radioactive carbon is present in the air and hence in all living organisms, animal or vegetable. When an organism dies, the substance begins to decay at the rate of half its amount in 5700 years. The measurement of the remaining part, by means of the Geiger

counter, determines the age of the organism, up to 25,000 years, at which time the substance has entirely disappeared.

It is the reliability of the Carbon 14 method that gives special importance to this particular area as a storehouse of prehistoric evidence.

Two examples are given here as bases for comparison in determining about what time the earliest prehistoric men lived round Bridgeport.

Excavations near Folsom, New Mexico, in 1926, unearthed beautifully chipped and fluted spearpoints with the bones of long-extinct bison. These points differed from those used by American Indians or by Stone Age hunters in Europe. Because of their uniqueness and location, they were called Folsom points. With these points, flint rasps used for cleaning and scraping hides were found.

Such a combination of certain tools and the bones of pre-ice age bison implies the presence of hunters before the extinction of mammoth animals, by a great ice sheet which covered much of North America.

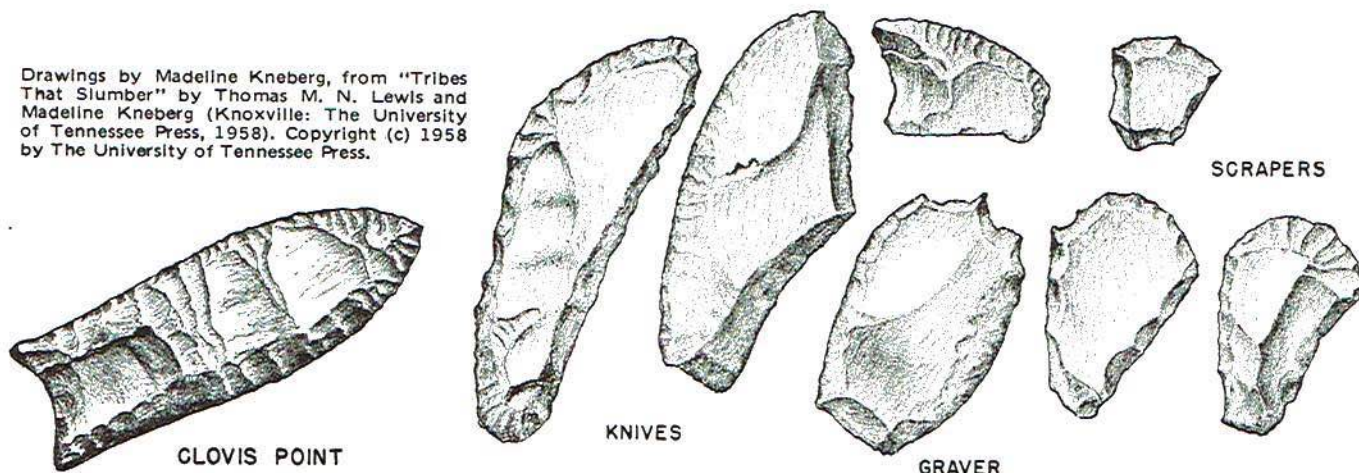
In 1932 similar but larger fluted points were found sticking in the bones of mammals near Clovis, New Mexico. Analysis of the bones of these mammals, for Carbon 14 content, gave them a date of 8000 B. C., and further indicated that man was living in America before the great mammals disappeared, possibly 10,000 years ago.

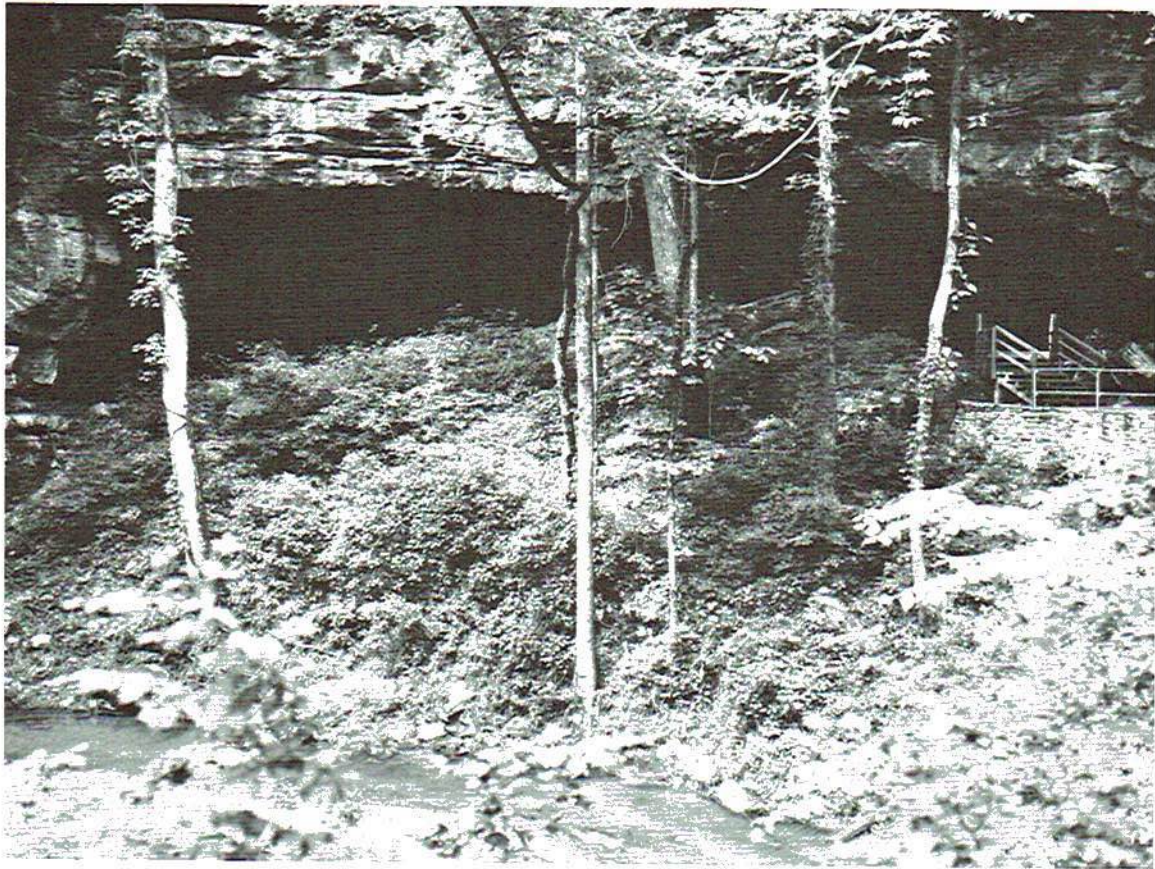
By a comparison of the findings in this area with those above, it seems evident that the Ice Age Man was living here at about the same time.

Thomas M. N. Lewis and Madeline Kneburg, in their book, *Tribes That Slumber*, have this to say:

Ice Age hunters, whose technology included similar equipment, were the Tennessee region's first inhabitants. Hundreds of their fluted spearpoints and stone tools have been found throughout the region. Because they are particularly numerous in the Highland Rim area, it appears that this was one of their favorite hunting grounds. The Highland Rim is an upland that extends from northern Alabama across Middle Tennessee and up into Kentucky. Although the Tennessee, the Cumberland, and other smaller rivers flow through it, most of it is poorly watered, and the vegetation is less dense than in the lowlands. This condition, undoubtedly, was similar in Ice Age times. Since various species of prairie plants still grow there, the area may have been predominantly a grassland where herds of grazing animals congregated. Many

Drawings by Madeline Kneberg, from "Tribes That Slumber" by Thomas M. N. Lewis and Madeline Kneberg (Knoxville: The University of Tennessee Press, 1958). Copyright (c) 1958 by The University of Tennessee Press.





Inside Russell Cave was preserved a record of more than 8,000 years of man's life. Man-made charcoal found in the cave is the oldest material yet tested from the southeastern United States.

Courtesy, Russell Cave National Monument

isolated finds of fluted spearpoints have been found on the Rim, but no evidence of camping places. Yet in the adjacent lowlands along the rivers and streams, actual campsites have been discovered.

One of the most important of these, in northern Alabama near Decatur, is known as the Quad site. Not only are fluted points very numerous on this site, but there is also a wide variety of scrapers, graters, drills and choppers. Many other sites that were used as camping places by these people have been found in the same general area.

. . . . Seven of Alabama's northern counties – Franklin, Jackson, Lauderdale, Limestone, Madison, Marshall and Morgan – have produced at least a hundred fine examples of fluted points, and several thousand ancient tools of various types. Most of the spearpoints resemble the Clovis type used by the elephant hunters of the West. Remains of two elephant species, mammoth and mastodon, have been found in the Southeast at Natchez, Mississippi, and at Vero and Melbourne, Florida, under conditions that suggest hunters were present. Undoubtedly, the Tennessee region's first inhabitants also were hunters of elephants as well as other game.

So far no organic materials suitable for radiocarbon dating have been discovered on any of the Ice Age sites in the Tennessee region. However, in Russell Cave in northern Alabama the remains of a later group have been dated at more than eight thousand years ago. Evidence of these later people overlies that of the

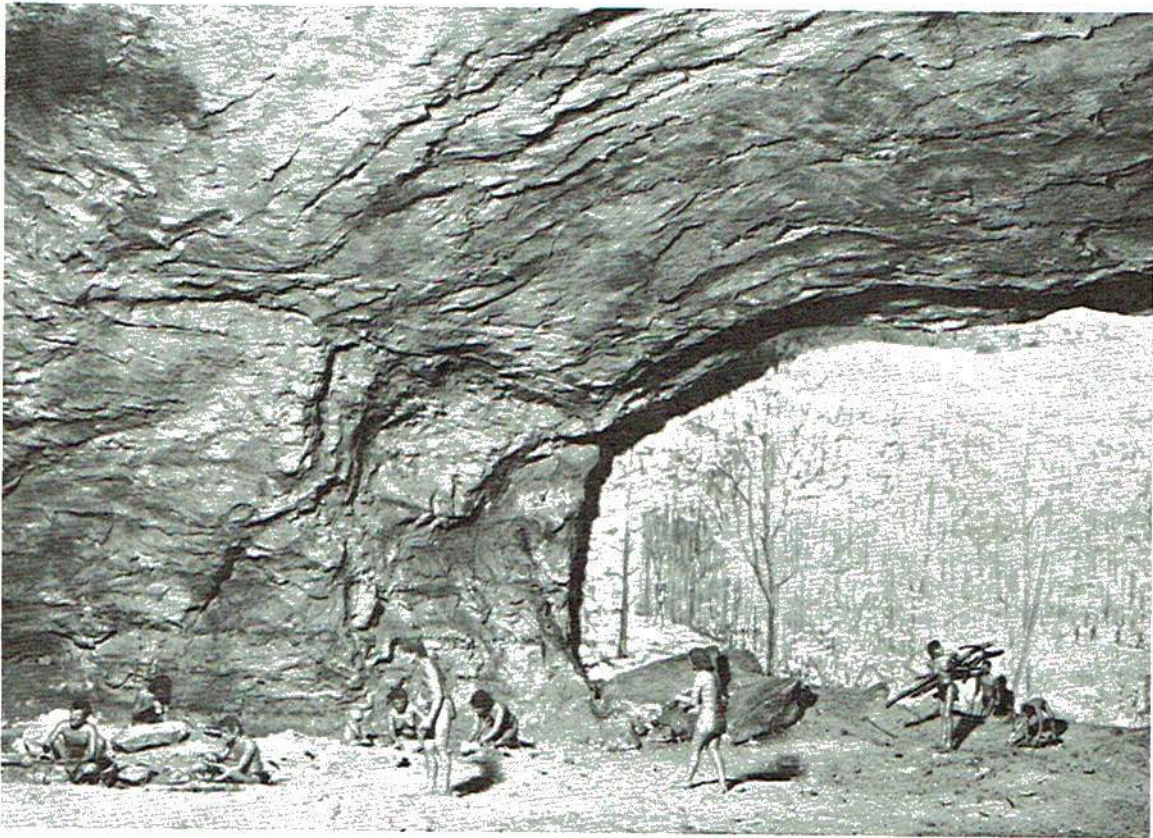
Ice Age hunters at the Quad site in Alabama. There is good reason, therefore, to believe that man reached the Tennessee region long before the end of the Ice Age which lasted until about nine thousand years ago.

In summary, the evidence now available implies that the earliest predecessors of the American Indian were of Mongoloid stock, that they entered this country by way of Bering Strait, and they were living in this area 8000 years ago and possibly longer.

FROM CAVES TO TEMPLE MOUNDS

With the disappearance of large mammals, these Ice Age people are lost in oblivion. They were possibly absorbed by a new migration of people of a more advanced culture. It is with their successors that the findings in Russell Cave are chiefly concerned. Excerpts from a leaflet on the Cave, now a national monument, issued by the Department of the Interior, tells of its importance:

Here hundreds of generations of prehistoric Americans lived a rigorous and demanding life. For most of this time agriculture was unknown, and hunting and gathering were their only livelihood. These people had little time for anything but securing food and shelter.



Early Man in Russell Cave. This scene from the diorama in Russell Cave National Monument's Visitor Center portrays life in Russell Cave 6,000-7,000 years ago. At this time Archaic Man possessed no knowledge of cultivation. His survival depended upon his ability of hunting and gathering from the nearby forests.

Courtesy, Russell Cave National Monument



This, the first excavation sponsored jointly by the National Geographic Society and the Smithsonian Institution began May 1, 1956. Because Russell Cave's early inhabitants buried their litter under fresh layers of earth instead of sweeping it out, a layer-by-layer story of their life in Russell Cave was easily told.

(c) National Geographic Society

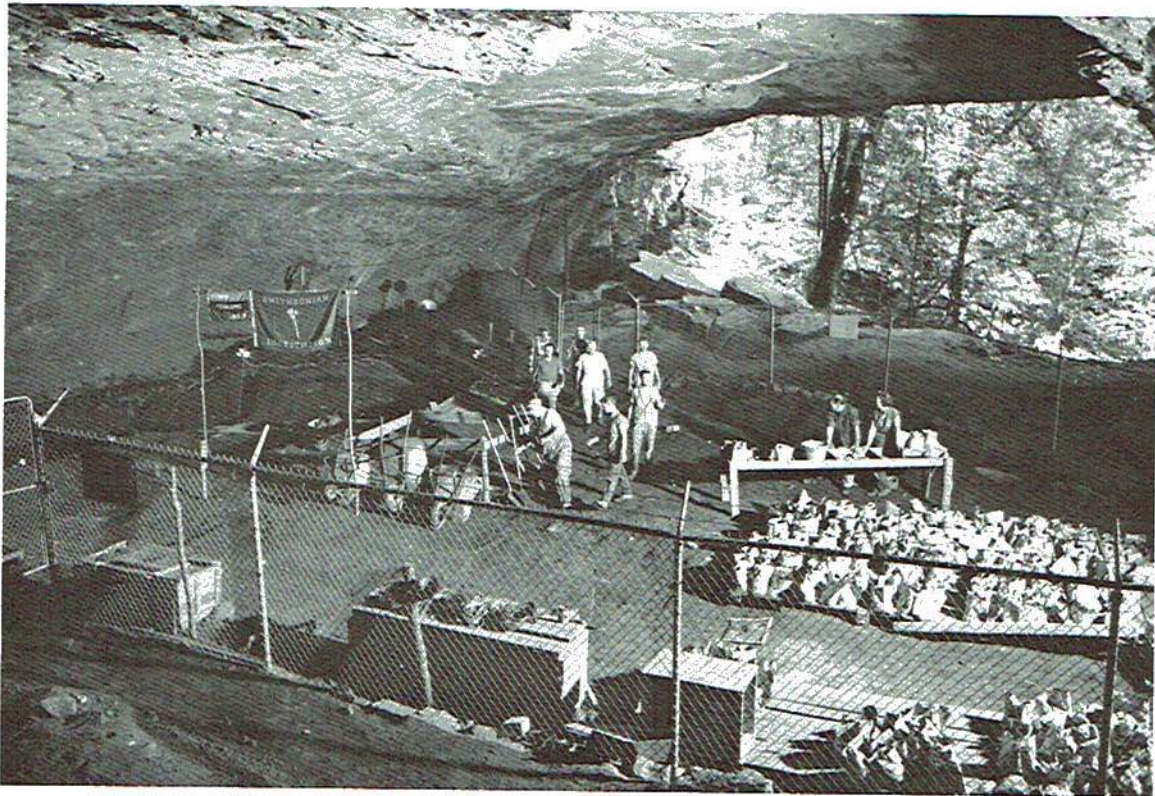
The tools and weapons they used, the bones of the animals they ate, the charcoal of their fires, and the debris of their camps accumulated layer upon layer as the years – and thousands of years – passed. When the last occupants departed, Russell Cave held beneath its surface the record of life there.

A description of this discovery by Dr. Carl F. Miller, leader of the excavating expedition sponsored by the National Geographic-Smithsonian Institution, appearing in *The National Geographic Magazine*, October 1956, gives his idea of the Cave's importance.

As an archeological site the cave is in many respects unique on this continent. No other site has revealed so detailed a record of occupancy for so long a period – from 6200 B. C. or earlier until about A. D. 1650. Its contents – bones, tools, weapons, and implements – have lain buried for thousands of years, protected from rain, wind, erosion, silting, and flood. They lie where the occupants left them, layer upon layer, a record as easy to read as the tree rings in a giant sequoia.

Among the two and a half tons of artifacts collected, there were found types of tools and implements never before seen in the southeastern part of the United States.

A cross-section of this perfectly stratified floor, to a depth of twenty-three feet tells, step by step, the advance in culture by succeeding migrations for thousands of years. At this low level, charcoal was found showing a date of 9020 years plus or minus 350 years, by Carbon 14 test.



In the second season of excavation at Russell Cave in 1957, National Geographic Society-Smithsonian Institution teams made discoveries that date 9,000 years back. The chain link fences protected their discoveries from curiosity seekers.

(c) National Geographic Society

The relics unearthed, as the digging progressed, told the story of each successive culture. The first relics, from the most recent occupants, were finely shaped arrowheads and decorated pieces of broken pottery. These products of the Mississippi culture dated from about A. D. 1500 to 1650. The next layer held relics of the Woodland Culture, 500 B. C. to A. D. 1000, which left bone needles, stone arrowheads and pierced shell ornaments.

Beyond this layer no pottery or arrowheads were found. This evidently marked the beginning of the Archaic period when man knew nothing of the bow and arrow or pottery making. His main weapon was the atlatl, a spear-throwing device used for killing animals. One of these was found at this level. Its use by the Indians of Mexico seemed to indicate very early contacts with peoples of a southern culture.

Although the final finds of the excavations failed to reveal a Folsom point, Dr. Miller reported that other objects bore enough similarity to those of the Folsom period to be attributed to early man himself.

Scattered throughout these artifacts were several objects which suggested exchanges with peoples of other regions, North, South, and West, and indicated that Russell Cave might have been a meeting place for migrating peoples for thousands of years.

By 1650, prehistoric peoples had abandoned the Cave for life in the open. It is believed that the Mound Builders, who buried their dead under great mounds of dirt, were an extension of the Woodland peoples but far more advanced in culture. As their range of travel increased, they made contacts with other cultures, adapted themselves to changing needs and thus modified their way of life. They no longer required caves for shelter, since they had learned how to build primitive houses and congregate within settlements which provided a new setting for social, religious and ceremonial patterns of living.

With greater security these Indians developed a keener interest in the disposal of their dead and the preparation of their bodies for the "Happy Hunting Ground." At the same time a reverence for religion was encouraged. The mounds they built revealed these new concepts. These were built by much hard labor and deep emotional feeling. With the dead, they buried their richest treasures. This was a great change from burial in the trash heap, as was practiced by their early ancestors – the Archaic people. Several examples of these mounds are evident around Bridgeport today.

The early Mound-Building period was followed by the Temple Mound Builders who constructed much more elaborate mounds for wider use. This advance ushered in drastic changes. By this time, long tenure of the land as farming peoples had provided a settled way of life composed of large groups who spoke a single language. Political organizations consisting of the town or village, and the confederation, accompanied by complex ceremonial patterns, evolved.

The villages were all built by the same plan – on high ground. Sometimes a mound was built for this purpose. The Chief's house was built on top and other Indian homes were spread out according to rank. These houses were built of bark or skins stretched over poles and lined with clay. None had floors, but all had fireplaces consisting of a hole in the center of the ground with a vent on top of the house for smoke to escape. An animal skin flap was used as a door. Long Island Town, across the river from Bridgeport, was an Indian village of this type.

Building of these mounds, and the fortifications around their towns, was their hardest

work because dirt for the mounds had to be carried in bucketfuls by hand, and trees had to be dragged as far as necessary for the fortifications.

The final aim of every Indian boy was to become a great warrior, and his whole life was directed toward this goal.

Each tribe had its chief and a group of warriors who were consulted at any threat of war. If the time seemed right for victory, the warriors underwent a rigorous preparation by purification which included fasting, drinking a vicious potion, called "black drink," body painting, and head shaving.

If they survived this ordeal and the priest considered the signs favorable, violent dancing for strength followed. Those who withstood it were ordered to begin their quest for scalps.

These must have been the Cherokee people that De Soto met when his famous expedition passed through this country in the summer of 1540.

De Soto at Chiaha

In 1540 Hernando De Soto, Spanish soldier and explorer, entered this corner of Alabama at the head of his famous expedition. As Governor of Cuba he had been authorized to explore, conquer and take possession of the loosely-defined territory of Florida. Urged on by false reports of fabulous riches to the north, he left Tampa in 1539 with a spectacular array of armored knights, military vans, cannons, and herds of animals in pursuit of wealth and power.

After a year of exhaustive hardships and travel, he turned his battered caravan from the mountains of east Tennessee, in a southwesterly direction, to the Tennessee River. They were met there by a group of Indians from Chiaha, June 3, 1540, and on the following day they reached Chiaha which, according to Govan and Livingood in their book, *Chattanooga Country*, has now been placed definitely on Burns or Long Island in the Tennessee River where it enters Alabama. These authors quote one chronicler, Biedma, of the expedition, as saying: "We were detained twenty-six or twenty-seven days to refresh the horses which arrived greatly fatigued, having worked hard and eaten little."

Another chronicler, Ranjel, who kept a journal recorded these words:

The Indians spent fifteen days with the Christians in peace, and they played with them, and likewise among themselves. They swam with the Christians and helped them very much in every way. They ran away afterwards, on Saturday, the nineteenth of the month, for something that the Governor asked of them; and, in short, it was because he asked for women. The next day in the morning the Governor sent to call the chief and he came immediately; and the next day the Governor took him off with him to make his people come back, and the result was they came back. In the land of Chiaha was where the Spaniards first found fenced villages.

The Spaniards left Chiaha on Monday, June 28, and probably crossed the Tennessee River on the shoals of the "Old Creek and Cherokee Crossing," at the foot of Battery Hill, at the spot which has been commemorated by a huge stone boulder placed there by the Daughters of the American Revolution.

From Chiaha, De Soto led his expedition in a southwesterly direction, along a route approximating U. S. Highway 72 from Bridgeport to Scottsboro.

Albert James Pickett whose *History of Alabama* was published long before the final placement of Chiaha, had this to say about De Soto's visit there:

The noble young Chief received De Soto with unaffected joy, and made him the following address:

Mighty Chief: Nothing could have made me so happy as to be the means of serving you and your warriors. You sent me word from Guazule to have corn collected to last your army two months. Here I have twenty barns full of the best which the country can afford. If I have not met your wishes, respect my tender age, and receive my goodwill to do for you whatever I am able.

The Governor responded in a kind manner, and was then conducted to the Chief's own house, prepared for his accommodation.

Chiaha contained a great quantity of bear's oil in gourds, and walnut oil as clear as butter and equally palatable; and for the only time upon the entire route were seen pots of honey. The Spaniards, irregularly quartered in the fields, and scattered about at their will, reposed under trees and loitered upon the banks of the rivers. The horses, reduced in flesh and unfit for battle, grazed upon the meadows. Unaccustomed to allow such loose discipline, De Soto now winked at it, for the natives were friendly, and every soul in the camp needed repose. One day the Chief presented the Governor with a string of pearls, two yards in length, and as large as filberts, for which he received in return pieces of velvet and other cloth much esteemed by the Indians. He said that the temple of this town, where the remains of his ancestors were deposited, contained a vast quantity of these valuables. He invited his distinguished guest to take from it as many as he desired. But the latter declined, remarking that he wished to appropriate nothing to himself from so sacred a place. The Chief, to gratify him in regard to the manner of obtaining these pearls, immediately dispatched some of his subjects in four canoes, with instructions to fish all night for the oysters which contained them. In the morning he caused a fire to be made upon the bank. The canoes returned laden, and the natives throwing the oysters upon the glowing coals, succeeded in finding many pearls the size of peas, which De Soto pronounced beautiful, but for the fire which had robbed them of some of their brilliancy. A soldier, in eating some of the oysters, or, rather, muscles, found one of great size uninjured, and offered it to the commander for Dona Isabel. He declined the kindness intended his wife, and urged the generous fellow to keep it to buy horses with at Havana.

Thus it is evident that De Soto and his incomparable expedition camped for almost a month in sight of the present town of Bridgeport, and that they were the first white men to appear here.

Cherokee Ground

The Cherokee Indians had lived in and around the foot of the Appalachians for hundreds of years when De Soto passed through their country and received their hospitality at Chiaha. For more than a hundred years after his visit they lived, undisturbed by white intruders.

During this time, their chiefs had learned the value of fertile land, and with their tribes had settled along the great rivers where their farming methods had advanced so as to include such crops as melons, tobacco, beans, corn and squash. Their men hunted over the mountains and fished in the rivers for the meat that supplemented their vegetables. Their manual skills had also advanced to include artistic effects in their pottery, wooden bowls, finely woven baskets and ceremonial masks.

The area along the Tennessee River, from Bridgeport to Guntersville, was thickly populated by the Cherokees. John Gunter, white founder of Guntersville in 1760, married a daughter of the Chief of the "Paint Clan," and they became the maternal great grandparents of Will Rogers.

Here they lived on the rich lands of the river valley and the adjoining mountain coves, leaving their record in innumerable arrow points, utensils and tools scattered over the earth and buried in their mounds.

This seems to have been the general situation among all the Cherokee tribes when the white traders first penetrated their country bringing their bright trinkets and baubles.

As reports of their enviable situation spread among the hemmed-in colonists beyond the Appalachians, white migrations increased to include land-hungry farmers in search of a foothold on good land which they might obtain for as little as possible in exchange.

By 1700, the Cherokees were under the constant threat of white intruders who introduced smallpox, an illness which threatened the Cherokee population with extinction. From 1756 until the early nineteenth century they were continuously faced with a tide of white encroachment.

Whatever hope might have been aroused, by the British Proclamation Line, purported to protect their claims after 1763, was soon dispelled, for not only was it constantly violated, but the independence of the United States in 1783 opened the way for greater white migration. With this change, the Indians simply became stakes in the hands of a more threatening power.

In this same year, while Georgia and South Carolina were quarreling over the twelve-mile strip of land lying across Alabama north of the Tennessee River, a group of North Carolinians formed a company and petitioned the Georgia Legislature for the right to settle there, saying that they had previously bought the land from the Indians. Investigation

revealed that they had made a deal with some of the Cherokees for this body of land in exchange for a small quantity of merchandise.

On February 20, 1784, the Georgia Legislature selected seven commissioners to determine the quantity and quality of this land and to set a limit of 1000 acres to be sold to any one person, at a price not less than 12¼ cents per acre. The commissioners consisted of four men from Georgia and three men from North Carolina.

In October 1785 John Sevier and John Donelson of the North Carolina Company and Thomas Carr and William Downes of Georgia, all members of the Commission, with eighty others opened a land office in the Cherokee Village of Long Island Town, across the river from the present site of Bridgeport, for the proposed sale of lands in the "Great Bend." These men promptly organized a county, called it Houston, and elected Valentine Sevier, Jr., as Representative to the Georgia Legislature. They then proceeded to survey the lands. The Cherokees refused to recognize the claims of Georgia, consequently, they drove the speculators out and the land company failed.

Donelson was killed on his way home. The Georgia Legislature refused to seat Sevier as a representative, and on August 7, 1786, the bill to establish Houston County was defeated by a vote of 26 to 23.

This was the first attempt at white settlement in the present area of Bridgeport.

A second attempt to settle in this valley was made in 1789 by the Tennessee Land Company. This company was organized by Zachariah Cox and Mathias Maher of South Carolina. The company purchased 3,500,000 acres of land from Georgia at less than two cents per acre. This tract included the Alabama counties bordering Tennessee. When settlement started, Chief Glass of the Cherokees with a body of warriors threatened the settlers with death if they remained. Cox and his men withdrew safely, and the Indians destroyed all that was left. So the second attempt at settlement failed.

South Carolina finally ceded her twelve-mile strip to Georgia, and on April 24, 1802, Georgia sold her claim to the United States for \$1,250,000.

As early as 1805, President Thomas Jefferson, realizing the constant threat of conflict with the Indians, proposed an exchange of Indian claims for homes in the newly-acquired Louisiana Territory. A few tribes accepted the offer and moved peaceably westward. Among these, members of the Cherokee tribes were reported to have gone voluntarily.

In a final effort to defend their land against white power, the Cherokees set about restructuring their society for greater strength against the intruders. By the help of their white missionaries and teachers, they formed a Cherokee National Council, established the Cherokee Nation, set up a unicameral legislature, and adopted a constitution. Executive power was placed in the hands of a principal chief. John Ross held this office for forty years. The invention of a syllabary by Sequoyah lifted them to a literate level. The publication of a newspaper and their organized government brought greater unity and placed them at the top among the Indians of the United States. But it was too late. No effort could withstand the white pressures against the Indians.

The Creek uprising in Alabama, involving the merciless massacre of men, women, and children at Fort Mims, resulted in their final defeat by Major General Andrew Jackson and his army of volunteers, in the Battle of Horseshoe Bend.

In the treaty which was signed August 9, 1814, by American Commissioners and Indian Chiefs at Fort Jackson, on the Tallapoosa River, all the Creek territory east of the

Tombigbee and west of the Coosa Rivers was ceded to the United States. This included nearly one-half of the present state of Alabama.

This treaty was protested, since many Creeks refused to fight the whites. Only the "Red Sticks" spurred on by Tecumseh and William Weatherford participated. The peaceful tribes had hoped for protection of their lands.

On the other hand, the Cherokees, many of whom volunteered to join General Jackson against the Creeks, were shocked to find that a vast tract of their land was included in the treaty. Lengthy controversy followed, but the land was never restored to them. With the lands of the Cherokees narrowing and the threat of further loss increasing, the tribes of this area emigrated west of the Mississippi River to seek a more independent life. On July 8, 1817, General Andrew Jackson, General David Meriwether, and Governor Joseph McMinn, representing the United States Government, met with the Cherokee leaders and signed a treaty in which they ceded four small areas of their land for a tract in the present state of Arkansas. The government agreed to pay the Indians for their improvements and furnish boats and supplies for the journey.

Many of the Cherokees refused to comply with the terms of the treaty, but by 1819, several thousand more had moved, and this included those living in the Bridgeport area.

Cephas Washburn, Missionary to the Cherokees in Arkansas, in his *Reminiscences of the Indians*, edited by Hugh Parks, Editor of Press Argus, Van Buren, Arkansas, says:

A large portion of Cherokees, perhaps not less than one-third of the whole [nation] voluntarily migrated to the upper waters of Arkansas, at least twenty years before the remainder were forcibly removed by the government.

They went there because of their jealousy of the white man, and with the fixed determination to make the Mississippi an impassable barrier between them and white men.

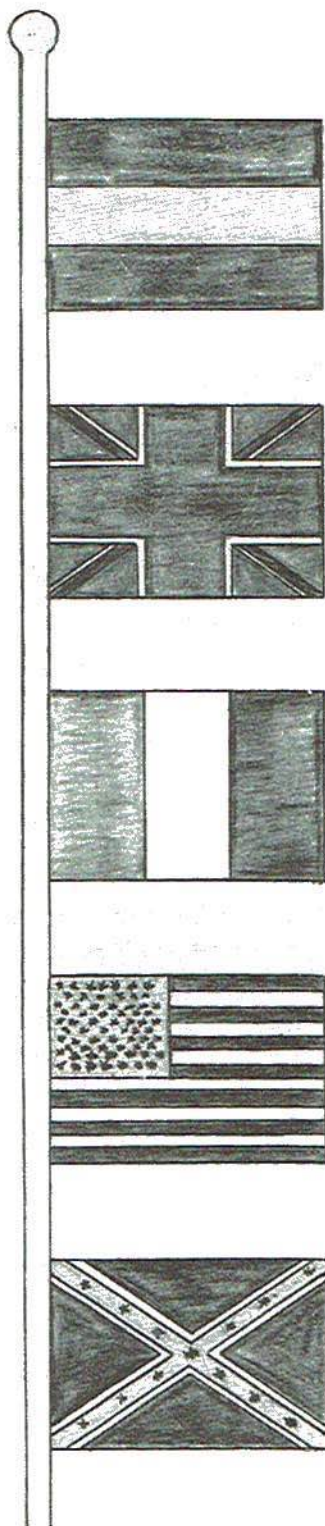
By 1830 public pressure for Indian removal had become a part of the national policy, and any further struggle for protection under Federal guarantee was futile.

In 1835 the Treaty of New Echota provided for their removal beyond the Mississippi and payment of \$5,000,000 for their lands.

After resistance for two years, Federal troops were called in to round them up for removal. About 14,000 Cherokees began the 800-mile journey on foot to the Indian territory which is now Oklahoma. Almost one-fourth died during the six-month ordeal. This tragic march in Cherokee history is known as the "Trail of Tears."

The influence of these people did not disappear with their removal, but served as a springboard into the white civilization that followed. They loved the land, and they knew the value of good land. By their agricultural skill they had fed wandering whites for 300 years. They passed their knowledge of the rivers as a source of food and as a means of transportation, as well as much of their wood lore, to their white successors. Their trails provided the first roads. The mounds they left have yielded much mute evidence of our early history, and finally, they surrendered their claims to the land, leaving behind them perpetual memorials, in the names they had inscribed on its physical features.

Under Five Flags



From a historical point of view, no part of the United States has experienced more political changes than the Southeast. Since the area under discussion here is a part of that region and was affected by these changes, this story would not be complete without a review of the conflicts between great European powers, in their attempts to build an empire in North America. Such a review should serve to explain why our language, customs, and religious and political beliefs are English rather than Spanish or French.

Spain was the first European country to set up a claim in the new world in 1492. As a result of the later discoveries of Ponce de Leon in 1513, and De Soto in 1539-1542, a claim to the land called Florida was made, and the founding of a settlement at St. Augustine in 1565 confirmed the claim. While the boundary lines were not clearly defined, the area loosely covered all the Southeast.

In 1498 the king of England authorized John Cabot to search for new lands. His voyage took him along the Atlantic coast from Florida to Newfoundland, and this gave England a right to claims in North America. Colonization was neglected, however, because of domestic problems faced by England.

In 1534 France joined in the race for exploration and sent Jacques Cartier on a voyage, during which he discovered Newfoundland and the Gulf of St. Lawrence, and claimed the land in the name of New France.

Predating these explorations were those of the American Indians who held a claim to all the land in North America, by reason of long occupation.

Any wide expansion of a claim by either of these three European powers was destined finally to conflict with another and also with the claims of the Indians. Herein lay the cause for the future struggles and violence which were to be felt by the whole country, directly or indirectly, affecting even this small corner of Alabama.

With a head start of about a hundred years, whatever authority existed, over this Southeast, lay within the loosely defined claims of Spain – a power resented by the Indians.

By the early seventeenth century great changes were on the move. Both England and France had overcome their domestic problems sufficiently to turn their efforts toward colonizing their claims in North America.

With Spain already established, this grand scale movement made it imperative that some kind of agreement be reached whereby these European claims could be made legally secure. Under the instrument agreed upon, title was to be given to the country responsible for the discovery, against the claims of all other European countries, and this title was to be confirmed by possession. Silence of the instrument, in regard to Indian claims, implied that the Indians were nomadic people without any valid claim to the land they occupied. This implication prepared the way for future trouble.

English colonies ranged along the Atlantic Coast from Canada to Spain's indefinite northern boundary of Florida and to an unknown Pacific Coast on the West. As these colonies grew in population, they needed more land. When Virginia widened her colony, a legal boundary line had to be agreed upon between English and Spanish claims. After some resistance Spain yielded to 36° north latitude, but not 36° 30' that Virginia demanded.

Again in 1663 King Charles II of England began giving grants, on a sliding scale, down the Atlantic Coast from 36° to 29' north latitude, about 50 miles below St. Augustine. Spain contested the southern boundary and held to 32° but finally yielded to 33° north latitude, not 29°. Under this agreement the strip of land in which the Bridgeport country lies passed from Spain to England.

By 1718 France had founded New Orleans and extended her claim down the entire length of the Mississippi River and to the Appalachians, adding the whole area to New France. This part of Alabama lay within the French claim. This signaled future conflict with England, whose colonies had first claim to much of the same land under their charters.

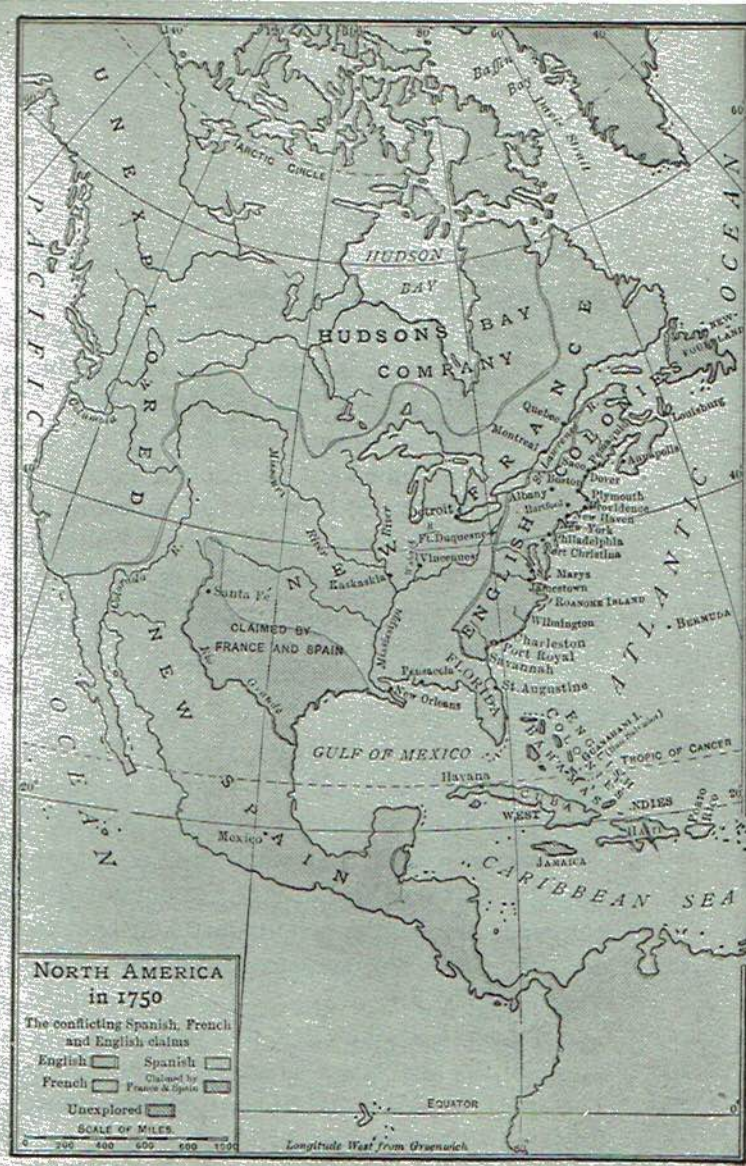
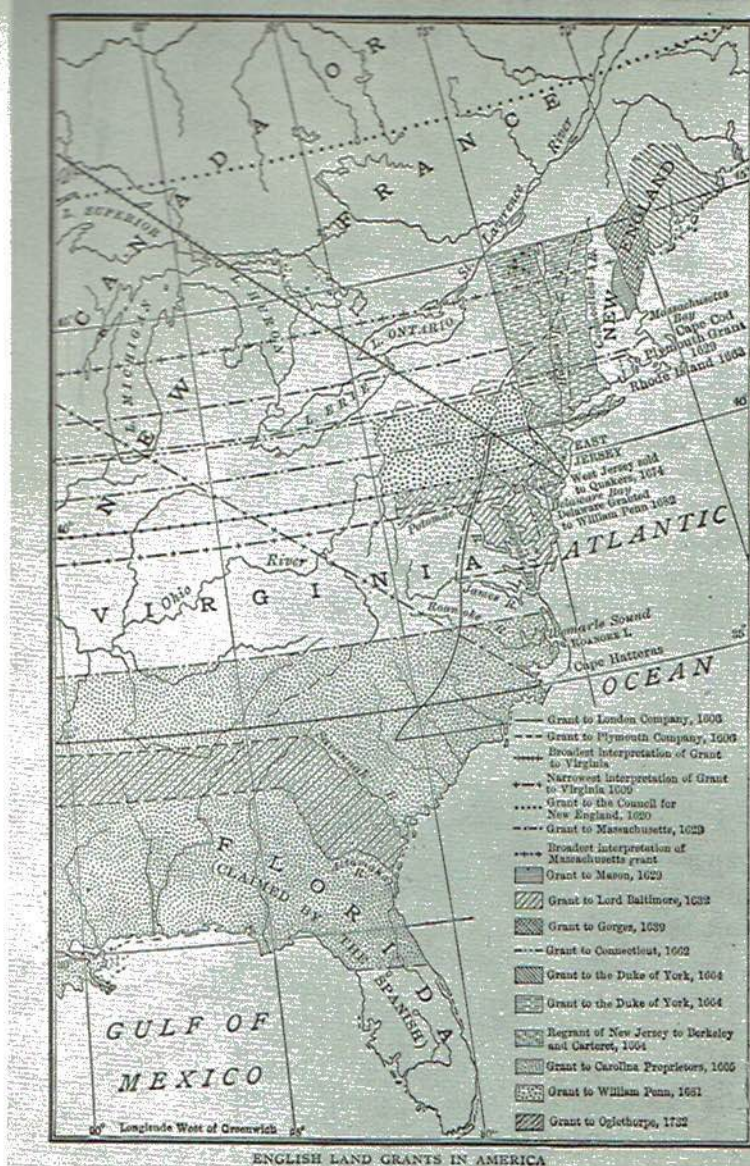
In 1729 the Carolinas were cut loose from Virginia and divided into North and South Carolina. This act brought the narrow strip of North Alabama, in which Bridgeport lies, within the English colony of South Carolina, part of which was also claimed by France.

Only a brief glance at the situation at that time reveals an inevitable, future conflict with many angles: Spain still claimed 33° north latitude as her northern boundary; France had established her claims from the Mississippi River to the Appalachians; the English colonies overlapped France on the West; and the Indian claims underlay all the others, although unrecognized as valid, by these European powers.

In 1732 James Oglethorpe applied to the King of England for a charter to the land lying between the Savannah and Altamaha Rivers as a home for imprisoned debtors and Protestant refugees. Because of this new interpretation of human rights, it was hoped that the colony would serve as a deterrent to Spanish and Indian invasion.

This Georgia charter finally included the narrow strip across north Alabama, formerly a part of South Carolina, and so transferred its control to the new colony of Georgia.

By the middle of the eighteenth century it was clear that the three great European powers were contending for dominance in Europe and control of the colonies in North America. France began strengthening her defenses on the West and North and building good



relations with the Indians by friendly fur traders and missionaries. White traders, missionaries, land-hungry farmers and speculators began a steady infiltration across the Appalachians into the great, rich river valleys, particularly the Ohio. On the South, Spain constantly fomented trouble by inciting the Indians against the whites, hoping to hold their trade.

By 1749 the "count down" for the war between France and England was approaching the "blast off!" That year the King of France sent an agent over to clinch the French claim to the rich Ohio Valley, the gateway for the English into the Mississippi Valley. As proof of France's possession, the agent buried lead plates along the Ohio River and nailed tin plates, bearing the arms of France, to the trees. While doing this he saw many signs that English traders had been in that country.

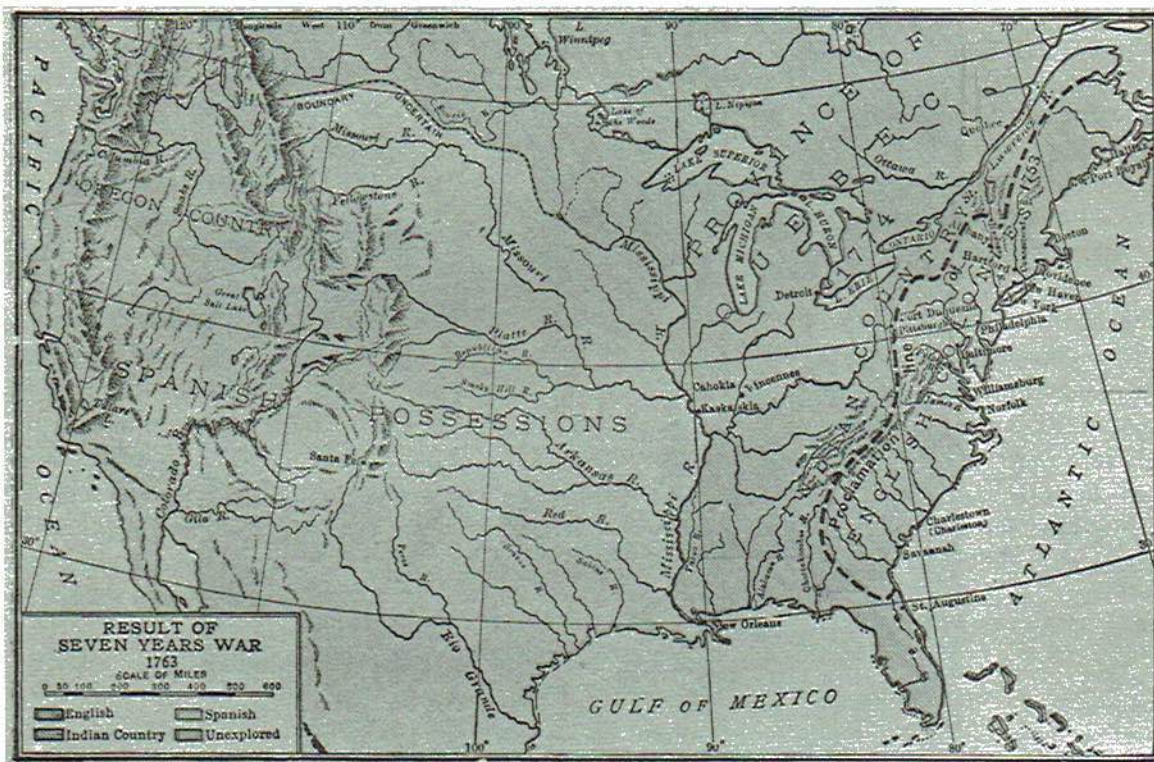
In that same year King George of England chartered the Ohio Company, and granted it one-half million acres along the Ohio to be sold for settlements. The French reacted by building a fort on the upper waters of the Ohio. The English governor of Virginia hastened to send George Washington to the commander of the fort to order the French to leave. The

answer was a courteous reception of Washington, but a stern refusal to withdraw. This was the "blast off" signal, and the war began. All the Indians except the Iroquois Nation, of which the Cherokees were a part, gave their aid to the French. Thus it was called the French and Indian War, in America. In the long struggle, from 1756 to 1763, the British defeated the French.

The treaty concluding the war was drawn up and signed in Paris in February 1763. By it France ceded to great Britain all her claims east of the Mississippi, except New Orleans. As Spain had aided France in the war, she received New Orleans and the land west of the Mississippi to the Rocky Mountains. During the war, Great Britain had taken Cuba under this treaty, Spain gave up her claim to Florida in return for Cuba. The British now held all of North America east of the Mississippi River from the Gulf of Mexico to the Arctic Ocean, except Greenland, New Orleans, and two tiny islands near Newfoundland. Thus as France withdrew from North America, her imperial domain was divided between her rivals, Britain and Spain. The Indians on these lands resented the fact that they had not been allowed any voice in the treaty.

This step left the northeast Alabama land under the uncontested control of England.

Realizing the inevitable friction with the Indians in developing the Mississippi Valley, an imaginary line, known as the Proclamation Line of 1763, was set up by Britain along the top of the entire Appalachian watershed. West of this line and between the Great Lakes and Florida, the land was to be reserved for the Indians, and white settlements were forbidden there. This great expanse of fertile land held too much promise for land-starved men,

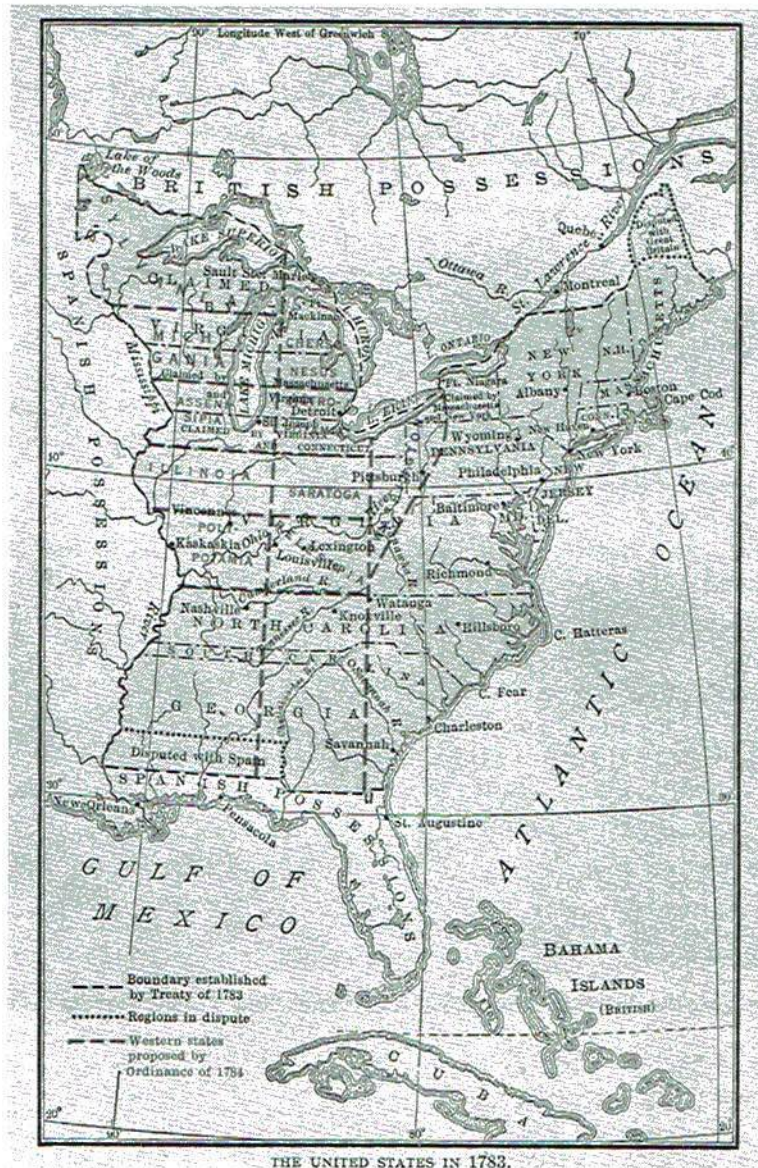


The Seven Years' War was called the French and Indian War in America.

consequently the line was violated from time to time by the English. The Indians, already indignant because no concessions had been made to them by the Treaty of Paris, swore vengeance against encroachment by white settlers. A wholesale plan of destruction was undertaken against the white settlements along the full length of the mountain barrier. Burning and scalping were so widespread that the settlers and their property were constantly faced with extinction.

Following the Treaty of 1763 the southern portion of the Mississippi Valley, lying between the Mississippi and the Appalachicola Rivers, was divided by Great Britain into East and West Florida, and was placed under military government. The northern boundary line, 32° 28' north latitude, cut the territory into two provinces: the British Province of Illinois, which reached to Lake Michigan, and British West Florida on the south. The northeast Alabama corner, as a small part of the area, then fell under military rule within the British Province of Illinois.

The Revolutionary War which began in 1775 between the 13 English Colonies and Great Britain, did not involve the great British domain in the Mississippi Valley. The



province of West Florida remained loyal to the Crown and refused to aid the colonies in any way. Spain recognized the area as an easy prey, and in 1779, after war was declared between Spain and England, Spain reconquered that province and later seized Mobile and Pensacola. This was followed by the surrender of West Florida and Spain's title was recognized and confirmed by Great Britain in the Treaty which ended the Revolutionary War in 1783. This treaty resulted in the serious misunderstanding over the northern boundary of West Florida. Spain claimed all the land formerly claimed by England, up to the northern boundary of West Florida, as the natural effect of England's retrocession of Florida to her. However, the treaty was silent on this point, and this silence freed Great Britain and the United States to set the western boundary and to fix the thirty-first parallel of north latitude as the southern boundary.

Spain was angry, and for ten years she carried on a continuous quarrel. Finally President Washington sent Thomas Pinckney to Madrid to reach a settlement with Spain. On October 20, 1795, a treaty was signed there. It provided the thirty-first degree to the Chattahoochee River, thence down the Chattahoochee to the mouth of the Flint River, and thence on a line due east to the Atlantic. The Mississippi River was to be the western boundary from its source to the southern line of demarcation (as fixed by the treaty), and the whole river from its source to the sea should be free to the people of the United States. This settled the controversy with Spain over the southern boundary, and thus confirmed to Georgia all the lands that she had held as legal claims under her charter, as was agreed in the Treaty of 1783, and this strip of North Alabama again became a part of Georgia.

By the time this treaty had concluded the controversy with Spain, on the south and west, the population of the area had increased to territorial requirements, with the boundary lines on the North ($32^{\circ} 28'$) from the line set by the Madrid treaty, and on the west by the Mississippi River. In 1802 Georgia ceded her rights within the territory to the United States for \$1,250,000 with all claims to the district north of the territory and south of Tennessee. In 1804 this narrow strip was added to the Mississippi Territory by an act of Congress, lifting the northern boundary to 35° which is the present northern boundary of Alabama, Georgia and Mississippi. At this point the land around Bridgeport became a part of the Mississippi Territory.

With all foreign rule now ended within the Mississippi Territory, the next move was to end the power of the Indian tribes. Encouraged by the angry Spanish, and further incited by the British during the War of 1812, the Indians were making development impossible by their hostile acts. With Major-General Andrew Jackson in command of Georgia, Tennessee, and Alabama Volunteers, the campaign was begun to end for all time the power of the Creeks who promoted the fierce uprising. In every engagement the Creeks were so weakened that they finally agreed August 9, 1814, to sign a treaty ceding most of their land which comprised nearly half of the present state of Alabama to the United States. This opened the territory to settlement.

ALABAMA EVOLVES

Most of the early settlers in this corner of Alabama entered from Tennessee where they had stopped temporarily, in their westward migrations from Virginia and North Carolina. A few probably entered by way of the Tennessee River, but the wild rapids around the

mountains of east Tennessee, and the reports of tragic past experiences of Indian attacks from the river banks, made this an unpopular route.

Peaceful access across the Tennessee state line was possible by 1805, as a result of a treaty between the Chickasaw Indians and the United States. In this treaty the Indians ceded 300,000 acres of land north of the "Great Bend" to the Federal Government. In 1806 Huntsville was founded, and the adjacent country filled in so fast that by 1808 some form of local government was urgent. To meet this need the Governor of the Mississippi Territory, Robert Williams, ordered the organization of Madison County by Proclamation that year. In 1811 Huntsville was incorporated, and it was the first town in Alabama to have that dignity.

It was the policy of the Governor of the Mississippi Territory to refuse permission to white settlers to encroach on Indian lands, but the temptation was so great that "Squatters," or farmers without title to land, slipped in and settled wherever possible, without detection. A Federal census of Madison County in 1809 reported white occupation of Indian lands in some of the mountain coves of this area.

With safe passage into the territory assured, the tide of white population advanced and spread out in all directions threatening encroachment on Indian lands adjoining Madison County. To avoid serious conflict, United States Commissioners were appointed to meet with the Cherokees, Chickasaws and Choctaws to secure further relinquishment of Indian lands. In the three treaties signed in 1816, the Federal Government acquired the land reaching from the headwaters of the Coosa to the Tombigbee River, and north to a point on the Tennessee River. This expanse, added to that lost by the Creeks to General Jackson, laid the greater part of the Alabama country open to white settlement.

ALABAMA AS A TERRITORY

By 1816 the population of the territory had increased until Mississippi was ready to apply for admission as a state of the Union. The prospect of including the eastern half of the territory within the new state was opposed by the settlers along the Tennessee River because of the great distance to the capitol at Natchez. A division of the territory seemed more desirable to them. Strong feeling in Congress also, over holding a balance between "free" and "slave" states; made Southern Congressmen keenly aware of the opposition. Thus, through the influence of Southern Senators the territory was divided so as to include the western half in Mississippi which was admitted as a state in 1817. The eastern half was approved, by the same Congress, for organization as Alabama Territory, and St. Stephens, in the southwest corner, was designated as the territorial capitol. This division acceded to the desire of the Tennessee Valley population for a separate government, and provided a capitol until grounds and buildings could be prepared for a permanent seat at Cahaba.

To facilitate the survey and sale of public lands in North Alabama, a Federal Land Office was opened in Huntsville, and on February 27, 1819, a treaty was signed by the Federal Government and the Cherokees whereby they ceded their land north and west of the Tennessee River to the United States. This resulted in the removal of most of the Indian occupants to western land reserved for them. The land thus acquired was later incorporated into Jackson County.

The rapid and massive increase in population over the Alabama Territory made it necessary to apply for statehood. On March 2, 1819, Congress admitted Alabama as a state.

ALABAMA AS A STATE

After complying with all constitutional requirements for admission, on December 14, 1819, President James Monroe approved the Congressional Resolution to admit Alabama to the Union.

Promptly after the selection of members of the State Legislature, members of Congress and the inauguration of Territorial Governor William Wyatt Bibb as the first state governor, the Alabama Legislature assembled in Huntsville to organize the state government. Before it adjourned, six counties, including Jackson, were added to the list to be entitled to representation in the legislature. The statute creating Jackson County at that time set its boundaries as "all that tract of country lately obtained from the Cherokee Nation of Indians, lying on the north side of the Tennessee River, south of the Tennessee state line, and east of the Flint River, after it leaves Madison County."

Two years later, on December 13, 1821, the Legislature approved an act to create Decatur County to include "all that tract of country lying west of Jackson County, south of the Tennessee state line, east of Madison County, and north of the Tennessee River" and the northern part of Marshall County.

FINAL ORGANIZATION OF JACKSON COUNTY

A commission was named to select a county seat and Woodville was chosen as the site. The Legislature of 1825 abolished Decatur County on the ground that it failed to meet constitutional requirements as to the territory included. As a result, that part of Marshall County north of the Tennessee River reverted to Jackson, and that part east of Flint River was added to Madison County.

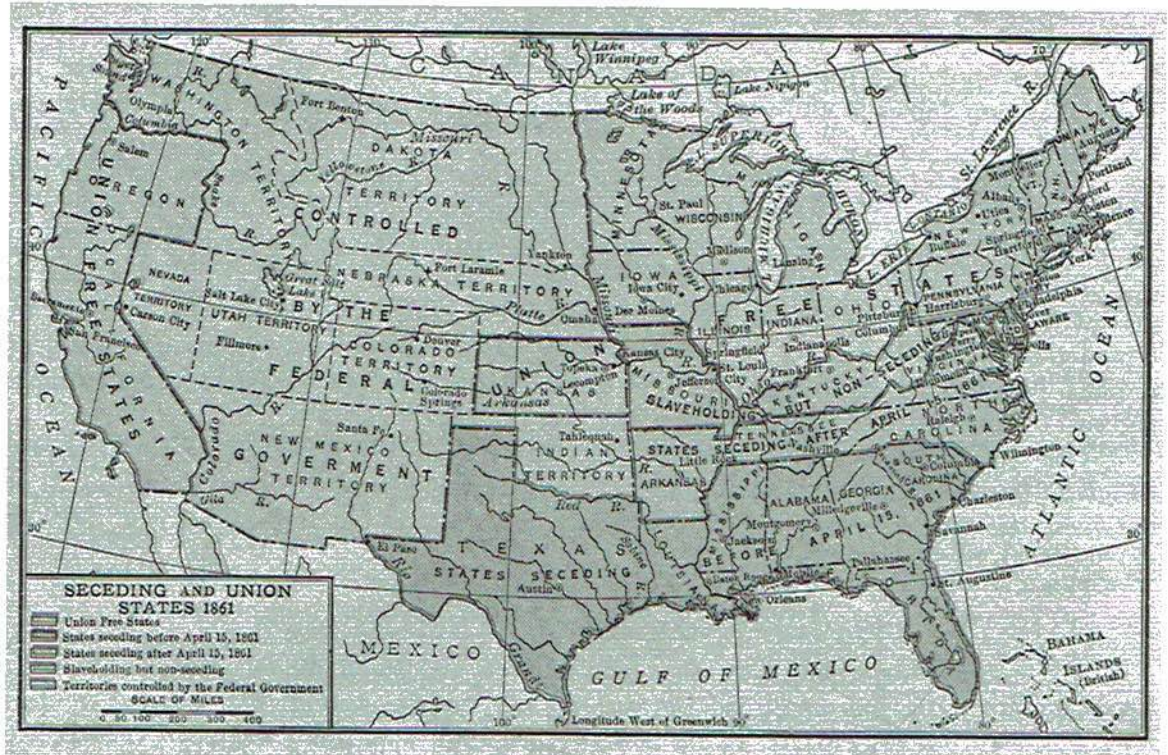
That part of Jackson County lying east and south of the Tennessee River acquired from the Cherokee Indians by the New Echota Treaty of December 29, 1835, was added January 9, 1836. This completed the removal of the Cherokees from this area except a very few who were spared for particular reasons.

With the Indians removed, the state and county organized, and with the assurance of valid titles to the land by the Federal Land Office, pioneer farmers poured into the new country doubling and redoubling the population within a few years.

ALABAMA BECOMES TEMPORARY CAPITOL OF CONFEDERACY

As a final step in the long fight for political power, between the North and South, over opposing economic interests, Alabama, with the other southern states, seceded from the Union. On February 4, 1861, their representatives met in a convention in Montgomery and founded a new government – the "Confederate States of America." Again authority over the Bridgeport domain changed, and it became a part of one of the Confederate States of America. Four years of war followed, and during this struggle Bridgeport played an important part.

After General Lee's surrender, April 9, 1865, a long political battle, between the Congress and the President over a plan for restoring the seceding states to their places in the Union, followed. This period lasted five years during which time all the seceded states (except Tennessee which had been restored on her acceptance of the fourteenth



amendment) were placed under Federal military rule, in spite of the fact that all three branches of government had agreed that the war had ended.

In 1868 Alabama, with seven other southern states, was restored to the Union and was allowed to vote in the election that year. By 1870 the three remaining states were restored to statehood. So this small corner had felt the trying experiences of military government before being restored as a part of the sovereign state of Alabama into the Federal System of the United States. This has been its political status down to the present time.

Through 300 years of contention for power, the English speaking people ultimately predominated and projected their culture over the entire country.

Life Among Taproot Settlers

THEIR HOMES, SOCIAL ACTIVITIES, EDUCATION, RELIGION, POLITICAL INTERESTS

There is good reason why this corner of Alabama should have experienced, very early, the surge of the high tide of pioneer farmers. When seen from the high elevations that enclose it, the land spreads out like an open fan, ribbed from its corner pivot outward, by ridges and foothills, and guarded on its sides by two divergent mountain ranges. These elevations are webbed together by floors of rich "bottom" land, washed down from its many hills and mountain watersheds.

Lying between these mountain peaks and ridges are five stretches of fine land. In the center spreads the big valley of the Tennessee, to its east lies Hogjaw Valley, a slender tongue of land held between the jaws of a ridge on one side and Sand Mountain on the other; to its west lie King, Doran and Jeffries Coves. All of these valleys were level, fertile and well drained. This was the "Promised Land," too tempting to be resisted by these land-hungry farmers who had been pushed into the mountains by the wealthy Tidewater planters along the coast.

So they entered in a trickling but constant stream, with barest essentials for living, and by whatever transportation they could afford.

The first need of these early settlers was shelter which had to be constructed from raw nature. Stone and timber were abundant, but only a few rough tools and man's muscle were present to do the work which included felling, sawing, scaling, hewing and dragging the logs to the home site for building. There the ends of the logs had to be notched in such a way as to fit together at the corners in forming a room. The joints were then reinforced by wooden pegs. The gaps between the logs required calking with sticks and dirt to shut out the wind and rain. Floors consisted of split logs with the flat sides up, and the roof called for hand-riven boards. Windows and doors had wooden shutters hung by rawhide hinges.

The chimney required a skilled stone worker, who knew how to construct it for a draft of air for the most effective heating and cooking. It had to be built of native rock, allowing for a huge fireplace that would hold big logs and support pot-hooks from which vessels could be hung for cooking.

All furniture had to be made from parts cut from trees, and the first mattresses were stuffed with straw.

Surrounding ground demanded fencing for protection against roving animals, and rails for this purpose had to be split from certain selected trees.

Laws regulating stock ranges were unknown; so as livestock increased, this problem was resolved by a law requiring each farmer to use a particular brand or earmark, and have it recorded at the county courthouse.

The Pioneer's diet was coarse. Wild game was plentiful, and every settler had corn as early as he could grow it. This was used in various ways three meals a day. A garden soon supplied a limited variety of vegetables. Wild honey helped to supply the need for sugar, and sassafras tea was a fair substitute for coffee or imported tea.

Every farmer had a few tobacco plants to meet the need for chewing, smoking and dipping.

As milch cows, hogs, and chickens were raised, milk, eggs, and smoke-cured meat were added to the diet.

Clothing was of minimal concern. As soon as sheep and cotton were grown, the fibers were carded and spun into thread which was woven into cloth. It was then ready to be cut and made into clothing by the fingers. Garments obtained at this price were very precious, so that most rigid economy was practiced in cutting and mending. Garments were turned, patched and remade as long as enough cloth was left for use.

Every man was his own family cobbler. Some shoes were made from tough hides, and all were mended, as they wore thin, on an iron last which fitted into the shoe and stood on a stand. In this way tacks could be hammered in and bradded. As time passed and someone especially good at this kind of work appeared, the busy settlers passed more and more of it out of the home to him. Here was a beginning of division of labor.

This was true also of the blacksmith who was a very useful man in the community.

The problem of family laundry was met by the use of an iron wash pot for boiling the articles, wooden tubs for washing and rinsing, and a battling block with a heavy bat for beating the dirt out of the garments.

Soap was made from wood ashes which were deposited in an ash hopper and watered so as to allow the filtered lye-water to pour through a spigot. When this product was boiled with fat and water, it became soap and was ready for use.

Floors were kept clean by scrubbing with a scrub brush made of a wooden slab with a handle and perforations filled with rolls of corn shucks which served as bristles. Sand served as an abrasive to cut the dirt, and lye soap was used for softening it.

Social life was not neglected but was often interwoven with work. These neighbors shared both pleasure and labor. Occasions like house raising, corn husking and log rolling were highly socialized. While the men did the outside labor, the wives and daughters prepared a feast which was joyously shared.

Quilting Bees were popular with the women. Many attended these gatherings, and, in addition to the pleasure of gossip and food, the day ended with several finished quilts for the hostess.

Young people enjoyed singings which were held on Sunday afternoons in the churches. Candy pullings were popular in the homes in the evenings. Hay rides offered another form of pleasure. Youth devised various other kinds of entertainment so that they never lacked diversion compatible with their time.

School held high priority with these settlers. As soon as they could turn their attention away from their homes, they planned for their children to go to school. They either built a one-room log house to be used for both school and church services, or they arranged for their children to attend such services as existed within walking distance, usually several miles away.

School teachers were poorly prepared for their work. One early teacher, naturally very bright, was reported, in a local paper, as having attended school eighteen months and then becoming a teacher in Jackson County. Salaries were as low as \$15.00 per month, and school terms lasted only three months in the year. Some communities staggered their terms so as to have six months of school attendance for their children. Teachers had a regular itinerary among the patrons who, in turn, provided them with free board.

Schoolhouses were equipped with a rostrum which was occupied by the teacher during school hours except Friday afternoons. On these days parents were invited to attend and hear their children recite, sing or take part in a "Spelling Bee" on the rostrum. Memorizing played a big part in these schools, and the child who could recite the longest poem from memory won special plaudits.

The course of study usually reached no higher, in reading, rudiments of writing and arithmetic, than the sixth grade. Education beyond this level had to be sought in distant schools, so very few left home for this purpose. The old church in Doran Cove is a fine example of the earliest schools. It was one of the best, as it had two teachers and boarding pupils.

Church held an important role in the lives of these early settlers. It satisfied their social as well as spiritual needs, as it provided them with a place where they could meet, talk, sing and pray with their neighbors without restraint. It meant a brief respite from the everyday hardships, deprivations and fears that they faced daily in a raw and untamed country.

So, to meet this urgent need, church service was arranged as early as possible for each neighborhood. The building was made of logs, consisting of one room equipped with rough homemade seats. It usually provided for worship by all denominations. This was convenient as the membership and economy of any single sect was not ready for a full-time minister. The building also served the joint use of church and school.

In this, as well as every other phase of pioneer life, democracy was making its influence felt. Old established institutions were being strained to meet the requirements of life in the wilderness. Restrained emotions and high passion called for free expression. Thus various denominations reached out to serve these needs, and in the process bridged the gap between the old and the new patterns of worship and preserved religion.

Political life offered diversion and information to these settlers. They had no way of knowing about their government's business except by the campaign visits and speeches of candidates for public office. These men visited the settlement only when stumping the country for votes. With spread-eagle oratory, they briefed their hearers with government activities, offered their programs of reform, shared a hearty barbecue picnic, toasted their constituents, praised the food and women, kissed the babies and asked for votes. After a day's excitement for all, they departed to be seen no more until another race for office when they could be reminded of the unfulfilled promises of their previous programs.

Bridgeport Develops

These early men were predominately small farmers whose first aim was to secure a piece of land and support a permanent home, and here, on this fan-spread web of fertile soil, eager, weathered farmers met to create a new economy. There was no delay in starting the task; the land was cleared, broken and planted, and large families supplied the labor. The black, bottom land was found to be best adapted to the growth of grains and the raising of livestock, while the rolling upland was suited to cotton.

With the harvesting of their crops came the need for markets, a need which demanded transportation. As no other means of shipping was available, the river provided the sole highway for traffic. Thus a landing spot, within the present town of Bridgeport, was selected as a shipping point for outgoing farm products and such incoming merchandise as might be demanded.

Soon a gravitation of settlers, with their farm products, turned to this spot. Cotton, lumber and grains were brought in on wagons drawn by mules or oxen and loaded on flatboats, barges, or keelboats. These boats were propelled by poles, pushed or pulled by hand.

The chief cotton market was in New Orleans, but this trip by river imposed terrible shipping hazards at Florence, because of the shoals which could not be crossed in dry weather. Often movement of cotton was delayed until the winter freshets which permitted the boats to float over the shallows.

The return trip was so strenuous that the boats were frequently sold in New Orleans to avoid the fight against the downstream current toward home. Upstream markets were almost equally hard to reach because of the dangerous rapids around the mountains of east Tennessee. Consequently shipping was largely restricted to limitations within the river. Since cotton was the predominant money crop of the time, the problem of eliminating the shoals hazard was never forgotten.

In the meantime an active trade developed between this point and river towns such as Guntersville and Huntsville, creating a young business nucleus for this farming area. General stores called saloons sprang up around the river landing. These places were not restricted to the usual business of saloons, but they also supplied farm tools and "furnishings" for the growing of another crop as well as basic items for home use. A limited trade was carried on with the Cherokees as the tribes east of the river remained until 1836.

As corn was a main part of the diet, a grist mill became a necessity. This was a waterpowered grinder erected on a stream and accessible to the community. There farmers had their corn ground into meal or grits and paid for the work with a toll or part of the grist.

As farming grew in importance, many kinds of labor passed from the home to a kind of specialist who ultimately set up his shop and earned his living by his skill. Such were the origins of wooden manufacturers, blacksmiths, and cobblers who were as necessary as farmers themselves.

The price which enabled farmers to grow cotton for a profit led to an increase in its production, which in turn called for the erection of cotton gins, where the fiber could be separated from the seed, compressed into bales, and made ready for shipment. This focused closer attention on the shoals problem at Florence, and looked to the extension of navigation in the river.

In 1828 this local landing witnessed the operation of a steampowered boat. The *Atlas*, a flat-bottomed, light-draft boat stopped here on its way from Wheeling, West Virginia, where it was built, to Knoxville, creating great excitement all along the way. From Knoxville it returned to Decatur and operated in the river for about two years.

This method seemed to be the best way to meet the urgent need of effective upstream traffic, so a canal was dug as a by-pass around the shoals, but it proved to be inadequate to the needs of navigation. Despite the hazards of shipping, however, steamboats gradually came into limited use while flatboats continued in downstream traffic as the cheaper way of shipping heavy freight, such as cotton.

The first steamboats burned wood for fuel. To supply this they had to tie up along the bank about every twenty-four hours for a load of wood. Frequently the crew went into the woods and cut and hauled the wood to the boat. This was later handled by contractors who had it ready when the boat landed.

By 1850 most of the handicaps of the early ships had been met, and the larger steamboats carried both freight and passengers. The captain became a well-known person, and the landing of the boat an exciting and popular occasion for farmers on business, or idlers in search of excitement. Well-dressed ladies made frequent excursion trips on the river.

Early signs of the decline in steamboat transportation appeared when the first railroad was built in Alabama. The original purpose of this railroad was to help river traffic by assuring satisfactory passage around the shoals where the canal had failed. About 1830 David Hubbard, a wealthy Tennessee Valley planter, used his influence with the state legislature to secure a charter and capital for a railroad around the shoals. This was completed in 1831.

In 1832 a second railroad, the Tuscumbia-Courtland-Decatur, was chartered. It was completed in 1834. It moved at a speed of ten miles per hour with frequent stops to satisfy curious crowds. It was operated by unskilled men. The capital for this road was furnished by individual subscriptions, supplemented occasionally by counties and towns. Much of the capital was in the form of labor and material. If this failed to show up, the project was delayed. Public sentiment was opposed to the use of public funds for this purpose.

With increased business and shipping and a growing population, a need for a post office became urgent. This need was met by the U. S. Post Office Department on January 21, 1852, under the name of Jonesville, with John W. Alley as its first postmaster.

The N. C. & St. L. was the first railroad built through Jackson County. It was authorized by the Tennessee Legislature in 1845, and approved by the Alabama Legislature, with provisions for a bridge across the Tennessee River, January 21, 1850. This track had a

span of twenty-four miles across the county, extending from Bass to Carpenter. It was built in 1852 through 1853, and in May 1853 the railroad was open from Nashville to Jonesville.

From Jonesville, river steamers carried freight and passengers to Chattanooga when the river was navigable. Early in 1854 the large truss bridge at Jonesville was completed, and on February 11 the first train crossed.

On December 15, 1854, the town's name was changed from Jonesville to Bridgeport because of the establishment of a river port and the completion of the railroad bridge.

January 7, 1850, the legislature chartered the Memphis and Charleston Railroad. Jackson County citizens subscribed freely to this, as a way of securing better access to markets. The contractors were citizens of this county. Road grading was done in 1853-54, and tracklaying from Stevenson to Decatur was finished in March 1856. The destruction by fire of one of the bridges at Bridgeport delayed completion of the Memphis and Charleston Railroad by ninety days.

In 1857 the Memphis and Charleston Railroad contracted with N. C. & St. L. for the use of their track from Stevenson to Chattanooga.

In 1860 a branch line was authorized from Bridgeport to Jasper, but it was not built until 1867. A span of 2.9 miles of this line lay within Jackson County and was known as the "Jasper Branch." An eyewitness of the completion of this track, W. L. Kirkpatrick, gives this account. The engine was small with a large smokestack; cars used had a capacity of from 12 to 15 tons; the rails were made of "U-iron" very light and brittle, causing a daily occurrence of broken rails. The ties were too far apart and were made of various inferior woods.

The spring floods of the Tennessee River were common, but the excessive rains in the spring of 1867 established a high-water record. On March 4 at 10 p.m. the drawbridge washed away with A. M. Kirkpatrick and Jack O'Neal on it. Both men were later rescued.

The first shipment of freight over the "Jasper Branch" consisted of nine bales of cotton shipped by O.R. Beene on March 12, 1867.

In 1905 a branch railroad line was completed from Bridgeport to Orme, Tennessee, a distance of ten miles.

This railroad bridge was originally completed in February 1854. The first bridges, built of wood, had a passage way for a horse and buggy under the top trestle. The piers of this bridge are the originals.



A Town Besieged

A brief glance at the overall strategy of the Union Army during the Civil War will help to explain why Bridgeport was considered of vital importance in the final years of the war.

This strategy for Union offensive was dictated by the physical features of the Confederacy, the land, the rivers and its long coastline. The Appalachian System and the Mississippi River cut the Confederacy into three nearly equal parts, and two sides were bordered by the sea. Each of the land areas was assigned an army with a specific purpose, and the navy was ordered to establish a blockade around the coast.

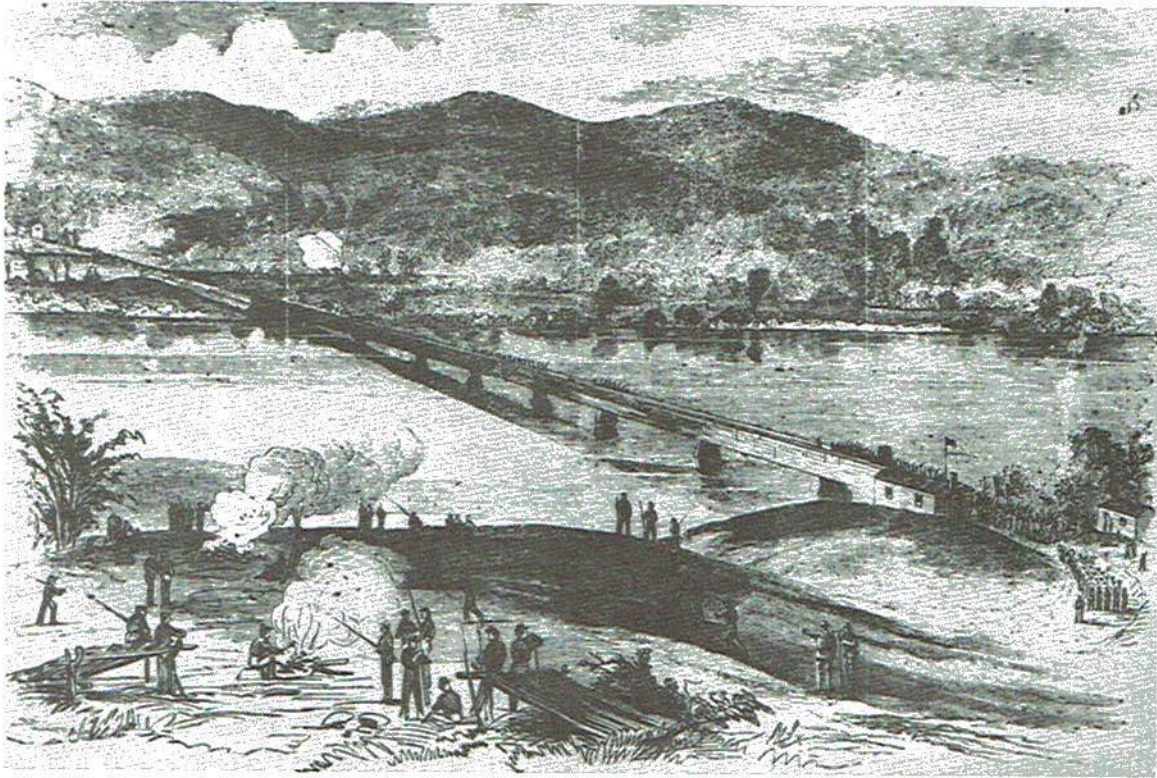
Very early the Federal Government organized three great offensive movements. In the East the purpose was to defend the Federal Capitol at Washington and gain control of the Confederate Capitol at Richmond; west of the mountains the plan included the occupation of Kentucky and Tennessee and final penetration of the South to the sea. The trans-Mississippi objective was to split the Confederacy and so cut off all troops and supplies from Louisiana, Arkansas, and Texas. Occupation of the Mississippi River aided by a naval blockade of the long coastline would entwine the Confederacy in a death squeeze.

BATTLE OF BRIDGEPORT

On April 10, 1862, after the Federal victory at Shiloh, the third Division, Army of the Ohio, under the command of General O. M. Mitchel, was ordered to march from Fayetteville, Tennessee, to Huntsville. He reached Huntsville the next day and reported capturing about 200 prisoners and 15 locomotives and rolling-stock. On the 12th he sent an expedition to Bridgeport, burning many bridges in that direction and capturing five more locomotives. About the same time he dispatched a force from Huntsville to the bridge at Decatur. As a result of these expeditions, Confederate railroad communications were stopped throughout Northern Alabama.

In an effort to loosen Federal hold on Huntsville, the Confederates cut the telegraph lines and attacked one of General Mitchel's brigades. This harassment caused Mitchel to lead an expedition commanded by Colonel Joshua W. Sill to Bridgeport where a Confederate force was encamped.

At Bridgeport General Leadbetter's division and Kain's Tennessee Light Artillery occupied the elevation (Battery Hill) overlooking the river and valley. From this point they had a commanding view of the surrounding country. As Mitchel's troops came in sight, some of Leadbetter's cavalry mistook them for Confederates and dashed across a wheat field in full sight of the enemy. Mitchel's cavalry gave them a chase while his artillery fired on them. Soon Leadbetter's whole force was on the retreat across the truss bridge. Leadbetter prepared a blast for the western end of the bridge, but it failed. He then set fire to the eastern end and burned 450 feet of the structure.



From this sketch which appeared in *Harper's Weekly* can be seen Confederate General Leadbetter's force camped on the hill which in later years became known as Battery Hill. Confederate troops are shown crossing the railroad bridge which Leadbetter partially destroyed in his retreat from the Federals commanded by General Mitchel. April 29, 1862.

Courtesy, Mrs. William Marsh

Under the enemy's fire, Leadbetter abandoned two iron six pounders and Kain's battery on the east bank of the river.

Casualties reported for both sides were:

Casualties	U.S.	Confederate
Killed	3	31
Wounded	8	42
Captured	0	350
Total	11	423

Mitchel reported Leadbetter's force as 5000 infantry and one regiment of cavalry, and again as five regiments of infantry and 1800 cavalry. Leadbetter reported 450 raw infantry and 150 cavalry. Mitchel, at Huntsville, on May 1, closed his report as follows: "This campaign is ended, and I can now occupy Huntsville in perfect security, while all of Alabama north of the Tennessee floats no flag but that of the Union." The following is from Mrs. W. D. Chadick's Diary of May 10, 1862:

There has been a small fight at Bridgeport, which the Federals claim as a great victory. They brought down a great many wounded and 41 prisoners who are in the West Huntsville Methodist Church. Have been

to see them, carrying them flowers and food. They are a fine looking set of men and, from the account of one of them, they fought bravely against fearful odds. Our General Leadbetter acted cowardly, burning the bridge and running. We have also furnished them with a change of clothes and had their washing done. Rinehart and Clayton are the officers, and are Georgians.

From "The Alabama Confederate Reader," by Malcolm C. McMillan, copyright (c) 1963 by the University of Alabama Press.

Before Mitchel's withdrawal from Bridgeport in August 1862, he ordered the large truss bridge to be totally burned.

BRIDGEPORT FORTIFIES

By late 1863 Tennessee was practically under the control of the Union Army. The Confederate loss of Gettysburg had strengthened Federal hope for victory in the East; the surrender of Vicksburg had given the Union Army full control of the Mississippi River, and the blockade could now be extended up the Mississippi River with strangling effect.

The favorable signs now directed the Union Army on a campaign of subjugation through Tennessee and on to the sea.

The immediate target was Chattanooga, as a gateway through Georgia. This city had the advantage of water transportation, and it was the junction of the Richmond-Memphis-Knoxville Railway system which was the very heart of the Confederate transportation and communication systems.

Bridgeport's location on the Tennessee River and main rail lines to Chattanooga marked it as an important base of operations for the Union Army.

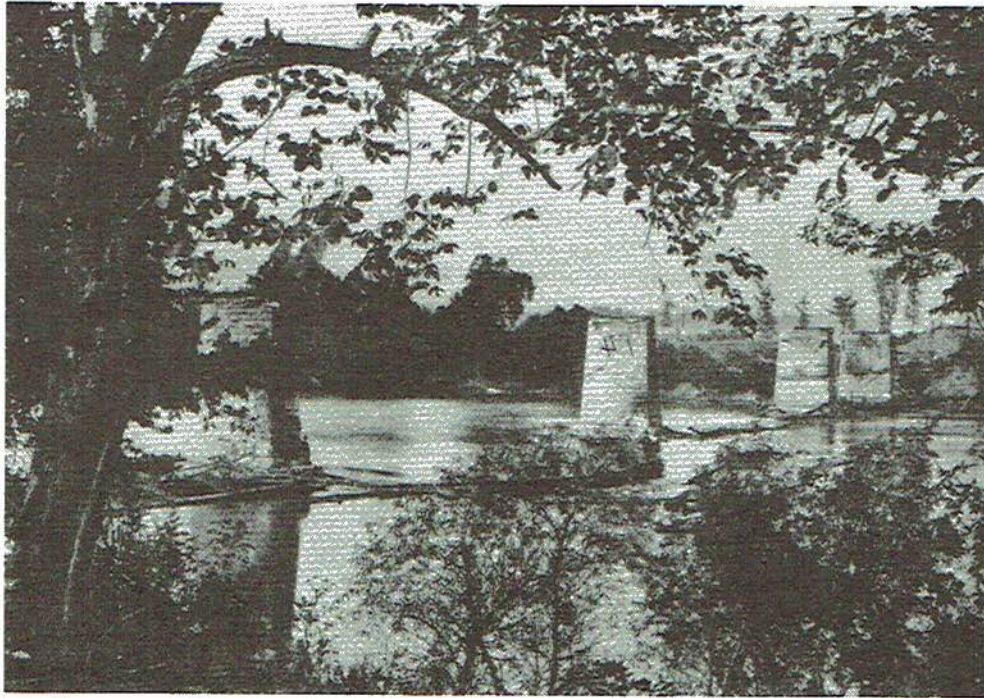
By the spring of 1863 the Confederacy was beginning to realize the possible importance of Bridgeport's location to Union strategy. The direction of the next campaign was becoming evident, and the success of this would require lines of supply and communication. Bridgeport could become a useful base in supplying these needs with its river and rail transportation.

Consequently, early in the year of 1863, construction of fortifications was begun in Bridgeport by the Confederacy, using slave labor. This was a first step toward resistance of the anticipated Federal occupation. The following excerpt from a Huntsville newspaper, "The Confederate," of June 7, 1863, carried this notice to the owners of slaves employed there:

Major James Nocquett, Corps of Engineers, C. S. A. has the honor to inform the citizens who had some negroes employed on fortifications at Bridgeport, Ala., that he will remain at the Huntsville Hotel until the 10th inst. for the purpose of settling all accounts, as well as for overseers as for laborers. He respectfully invites all persons having claims on the Confederate States on the grounds above mentioned, to call on him before he leaves the city. After his departure, it will be extremely difficult to settle any account of that kind.

From "Slavery in Alabama" by James B. Sellers, copyright (c) 1950 by the University of Alabama Press.

In the early summer of 1863, Federal Major General William S. Rosecrans advancing from Murfreesboro, forced Confederate Major General Braxton Bragg over the Cumberland Mountains. Hoping to delay the march of Rosecrans' army, Bragg destroyed the truss bridge at Bridgeport in June, 1863, and entrenched his army in and around Chattanooga.



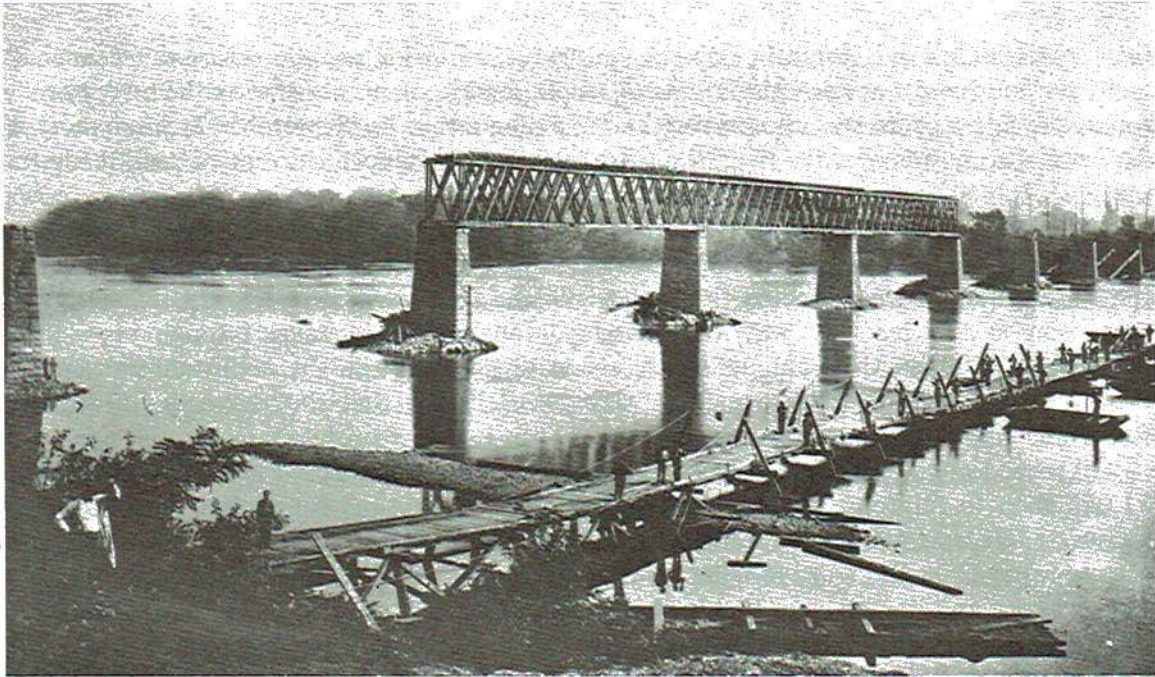
This was the scene left by Bragg in June 1863, after he destroyed the railroad bridge crossing the "slough" on the east side of Long Island, opposite Bridgeport.

Courtesy, A. S. Barnes & Company, Inc.



To delay Rosecrans' advance to Chattanooga, Bragg destroyed the two truss bridges at Bridgeport in the early summer of 1863. It was the second and not the final time during the war that this huge truss bridge was destroyed. To meet the situation, Rosecrans' army constructed a pontoon bridge at Caperton's Ferry, the crossing for the town of Stevenson, and constructed a pontoon bridge at Bridgeport.

Courtesy, National Archives



Federal troops constructing a pontoon bridge at Bridgeport below the destroyed Nashville and Chattanooga Railroad bridge in August 1863. The pontoons were made from lumber cut at the captured Confederate sawmill at Bridgeport. After the Federals crossed the pontoon bridge on this side of the river, the pontoon part of the bridge was then floated around the island to be reassembled on the other side of the river known as "the slough."

Courtesy, Library of Congress

On July 29 Colonel Laiboldt of the Union Army reached Bridgeport at 6 a.m. and captured the machinery of a large steam sawmill that had been taken apart and carried to the river for shipment on a Confederate steamboat. General W. F. Smith reassembled the sawmill at the foot of Battery Hill and immediately started operation. Logs were moved on rafts down the river where they were cut into lumber to be used in constructing a pontoon bridge at Bridgeport and one near Stevenson. Later, steamboats were constructed at Bridgeport from the lumber that came from this mill.

In August 1863 Major General Philip H. Sheridan, division commander of McCook's corps, constructed a pontoon bridge at Bridgeport a short distance below the truss bridge that had been destroyed. Since he lacked enough pontoons to complete the pontoon bridge, he had to finish the job with trestle work. Sheridan then began rebuilding the truss bridge, a part of which had collapsed while under construction.

General Rosecrans' army was forced to halt at Stevenson, because it was found impossible to transport needed supplies over the terrible roads of eastern Tennessee. There they were detained until the Nashville and Chattanooga Railroad was repaired as far as Bridgeport. With repairs complete, on August 16, the army began its advance to Chattanooga.

Two routes of approach to Chattanooga were open to General Rosecrans, one from the north side of the river, a seventy-mile march through a rough, mountainous country, with

little water and forage; the other on the southwest, requiring passage across the Tennessee and over Sand and Lookout Mountains. A small portion of his force took the seventy-mile route; the latter route was chosen for the remaining army. By September 2, when most of Rosecrans' army was over the river, the truss bridge at Bridgeport was repaired and ready for use.

General Bragg, who was still entrenched at Chattanooga, expected Rosecrans to move in from the north, consequently he concentrated his forces at and above Chattanooga, while the Federals did the unexpected thing; they crossed the Tennessee River at Bridgeport and Stevenson and arrived by way of Lookout Mountain. Rosecrans, through his skillful maneuvering, forced the Confederates to evacuate Chattanooga, the important gateway to the East, and withdraw into northern Georgia. Believing that they were in full retreat, Rosecrans drove on in pursuit of them.

Alarmed at the loss of this key point, President Davis rushed General Longstreet with 11,000 men to reinforce Bragg. General Bragg in the meantime concentrated his forces at Lafayette, Georgia, where he received the reinforcements. Rosecrans realized that Bragg was getting ready to strike, so he ordered his army to regroup near Chickamauga Creek. Now the stage was set, and the Battle of Chickamauga was fought September 19-20, 1863. The Union line cracked and broke, but General George H. Thomas used the bayonet to hurl back Confederate attack until reserves saved the day.

Following Rosecrans' defeat, he withdrew to Chattanooga, and Bragg took positions on Missionary Ridge, Raccoon and Lookout Mountains. From these heights he was able to besiege the entire Army of the Cumberland, by his command of the railroad, the river, and the shortest and best wagon roads both south and north of the Tennessee River, between Chattanooga and Bridgeport.

In answer to Rosecrans' urgent demand for reinforcements, General-in-Chief Halleck ordered Grant and Sherman and the Eleventh and Twelfth Corps under Major General Joseph Hooker to Chattanooga. Grant received orders on the twenty-second and immediately instructed four divisions under Sherman to march from Vicksburg to Chattanooga. Major General Joseph Hooker's army was to leave the Army of the Potomac and be rapidly transported to Bridgeport. On September 24 Oliver Otis Howard's Eleventh Corps and Henry Slocum's Twelfth Corps received their marching orders. These troops marched to Manassas Junction, entrained on September 25, and five days later on September 30, the first trains arrived at Bridgeport.

BRIDGEPORT BECOMES A BASE FOR THE UNION ARMY

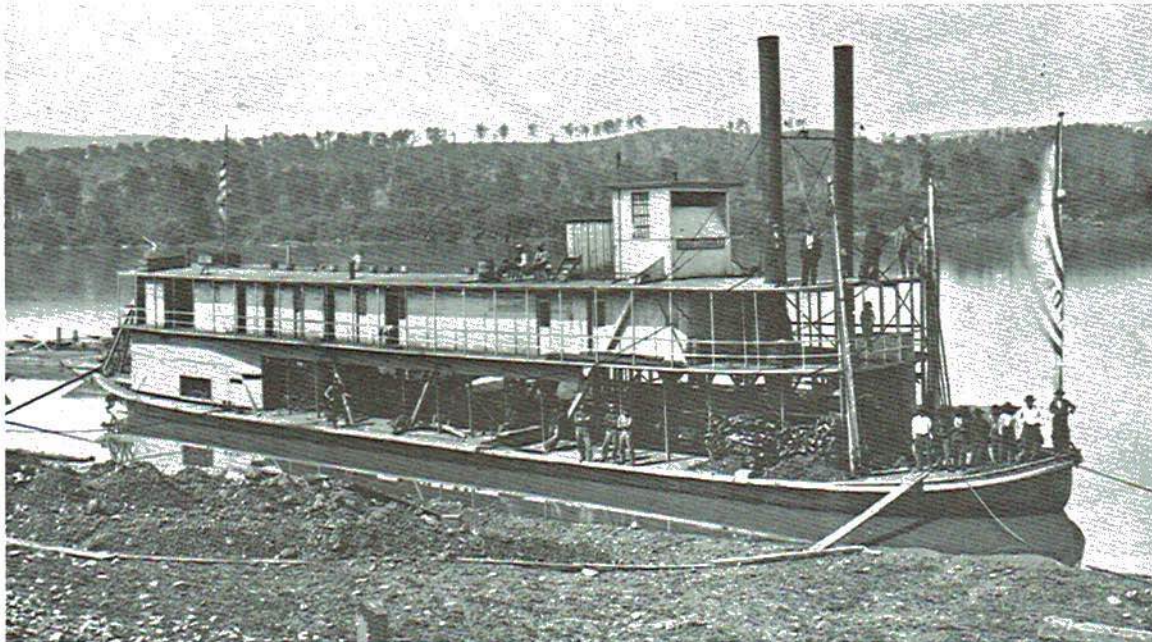
These two corps, comprising 20,000 troops and more than 3,000 horses and mules had traveled 1,157 miles. At Bridgeport, the Eleventh and Twelfth corps were ordered to guard the depots of supplies and the lines of communication between Bridgeport and Nashville, since all Rosecrans' supplies had to be sent from Nashville over the railroad.

From Bridgeport to Chattanooga, Rosecrans had to depend exclusively upon a long and mountainous wagon road for all of his supplies. The distance between Chattanooga and Bridgeport by rail was only twenty-six miles, but the mountainous wagon road increased the distance to over sixty miles, starting at Bridgeport and following the river to Jasper,

Tennessee. In the early part of October it started raining, and the roads became almost impassable. Travel over the part of the road to Jasper, Tennessee, was comparatively easy, by comparison with that from Jasper up the muddy Sequatchie River Valley, a distance of about 20 miles. Heavy rains had made most of the fords unusable, and the roads were axle deep in mud. From Sequatchie Valley the road turned southeast across Walden's Ridge, where it was hardly better than a trail, and the wagons had to be half pulled and half carried. Sometimes as many as 16 mules were harnessed to a wagon, one man with a whip assigned to each mule. As many foot soldiers as could find room around the wagon shoved or worked with the muddy spokes of the wheels.

Rosecrans' situation was worsened when General Bragg sent General Joe Wheeler to destroy Federal supply trains as they moved over Walden's Ridge to and from Bridgeport. On October 3 General Wheeler captured a supply train that was moving through Sequatchie Valley to Chattanooga. The Confederates made the best of the opportunity to fill their haversacks. Wagons were burned and the mules were shot or sabered. General Rosecrans placed the loss at five hundred wagons. Conditions already bad within Chattanooga became increasingly worse. The Federal soldiers received less and less food. Horses and mules were on a starvation diet and many died each day.

At Bridgeport Captain Arthur Edwards, Assistant Quartermaster from Detroit, had been striving, since the siege began, to build a steamboat. He had under construction a 150-foot flatbottomed scow that he was building from lumber that was cut at the sawmill in Bridgeport. He planned to mount a stern paddle wheel, a boiler and an engine taken from a



The *U. S. S. Chattanooga* was built at Bridgeport by Federal troops. The steamer was the first steamboat built at Bridgeport and the first boat built by Federal troops themselves. The boat was christened October 24, 1863, and on the thirtieth she made her first voyage, weathering a violent storm on that voyage.

Courtesy, National Archives

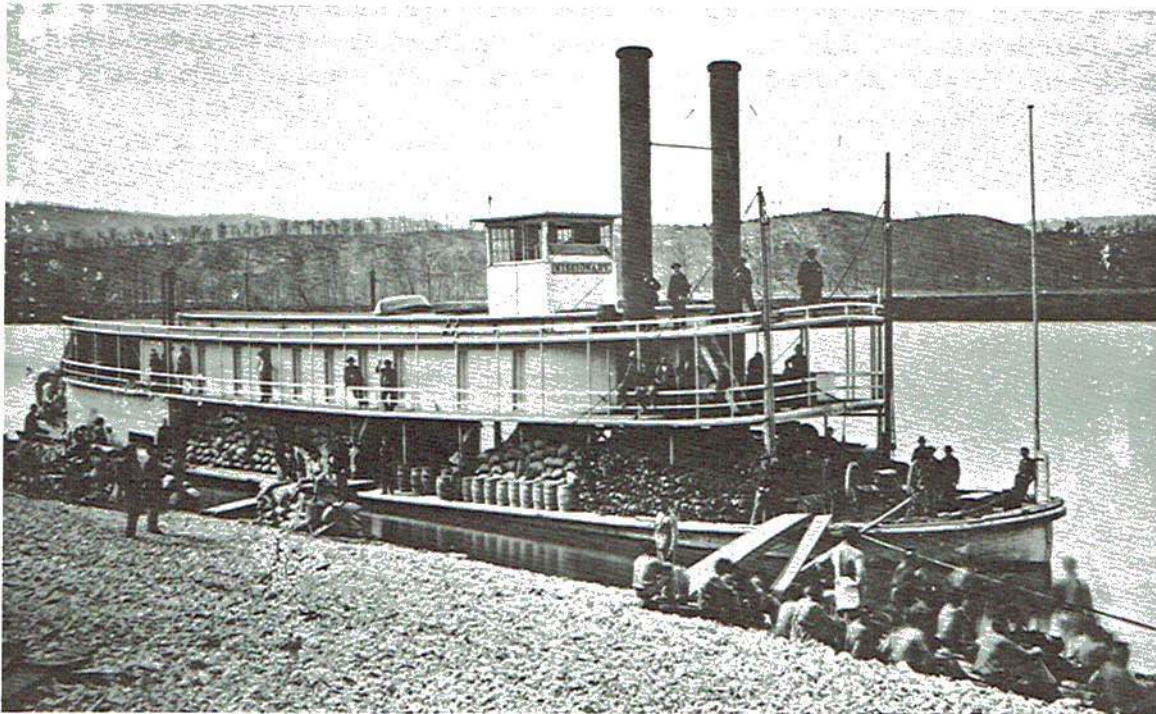
nearby factory. The diary of Brigadier General William G. LeDuc has this to say about it:

October 5, 1863 – General Hooker was over yesterday . . . and examined the little scow. He appreciated the probable importance of the boat, and ordered me to take it in hand personally and see that work was crowded on it as soon as possible . . . Captain Edwards has employed a shipbuilder from Lake Erie – Turner, an excellent mechanic, who is not so familiar with the construction of flat-bottomed, light-draught river steamers. . . . The frame of the boat is set on blocks, and is only five or six feet above the present water of the river. This mountain stream must be subject to sudden floods which may make trouble for the boat.

The rain that had made Rosecrans' supply road impassable was now making trouble for Turner at Bridgeport. LeDuc's diary has this entry:

October 16 – . . . I found Turner, the master mechanic, in trouble with the hull of the little boat. The planking was nearly all on, and he was getting ready to calk and pitch her bottom when I went to Stevenson. The water had risen so rapidly that it was within sixteen or eighteen inches of her bottom planks when I returned, and Turner was loading her decks with pig-iron that the rebels had left near the bridge-head. He thought he would thus keep the hull down on the blocking, and after the water went down would then go on and finish.

"But," I said, "Turner, if the planking gets wet, you cannot calk and pitch until it dries." "That's true; and it would take two weeks, and may be four, to dry her after she was submerged, and who knows how high it may rise and when it will abate?"



The *U. S. S. Missionary* was completed and launched at Bridgeport on January 2, 1864. The many steamers built at Bridgeport kept supplies steadily moving to Chattanooga. This river line was the only line of communication to Chattanooga in the latter part of 1863 and the early part of 1864. The railroad was in complete shambles between Bridgeport and Chattanooga. The bridges at Bridgeport and the 780-foot-long and 116-foot-high trestle-bridge at Whiteside, Tennessee, were completely destroyed.

Courtesy, National Archives

BRIDGEPORT, ALABAMA

Date	Action, Skirmish Reconnaissance or Scout.
 1862	
April 23	Skirmish
April 27	Skirmish
April 29	Action, West Bridge
May 1	Skirmish
August 27	Skirmish
 1863	
July 29	Skirmish
August 27	Skirmish
October 20	Reconnaissance
 1864	
March 31-April 2	Scout
April 12-16	Reconnaissance

LeDuc suggested raising the hull by cross-timbering the blocks, but Turner said that the water was rising faster than the hull could be cross-timbered. LeDuc, staring vacantly toward the pontoon bridge, saw a number of pontoons tied to shore. These boats were 10-12 feet wide and 30 feet long; the sides were 18 inches high. LeDuc wrote:

I counted them, and then started double quick for the boat-yard, hallooing to Turner, "Throw off that iron, quick! Detail me three carpenters; one to bore with a two-and-a-half or three-inch auger, and two to make plugs to fill the holes. Send some laborers into all the camps to bring every bucket, and find some careful men who are not afraid to go under the boat and knock out blocks as fast as I bring them down a pontoon."

The pontoons were put under the boat, and by 2 o'clock on the morning of October 16, the boat was riding safely on the rising water.

General Grant was informed that Rosecrans had considered falling back from Chattanooga. A retreat at this time would have been the loss of a most important strategic position to the Federal Army, and it would also have been the loss of all the artillery still left with the Army of the Cumberland. General Grant realized this. He telegraphed the order from Washington to Rosecrans, relieving him of duty at Chattanooga and assigning Thomas to the command of the Army of the Cumberland. Grant sent an additional wire to Thomas telling him to hold Chattanooga at all hazards. He also asked Thomas how long his present supplies would last. Thomas gave a prompt reply saying that he had five days' rations on hand, with about two days' rations expected the next day. He ended his reply, "I will hold the town till we starve."

To supplement their meager rations, the Federals were forced to hunt in the woods for acorns. Some of the soldiers stole the ears of corn that were occasionally given to the horses

and mules, but when they were ordered to stop, they combed the ground for kernels that the animals might have overlooked.

Grant reported:

On the morning of the 21st (of October 1863), we took a train from the front, reaching Stevenson, Alabama, after dark. Rosecrans was there on his way north. He came into my car and we held a brief interview, in which he described very clearly the situation at Chattanooga and made some excellent suggestions as to what should be done. My only wonder was that he had not carried them out. We then proceeded to Bridgeport where we stopped for the night. From here we took horses and made our way to Jasper and over Walden's Ridge to Chattanooga. . . . The roads were strewn with debris of broken wagons and the carcasses of thousands of starved mules and horses. . . .

When Grant reached Chattanooga on October 23, he found that Brigadier General William F. Smith had devised a plan to open a new supply line. This plan depended upon the terrain and the configuration of the river between Chattanooga and Bridgeport, the railhead and base of supplies for the Federal Army.

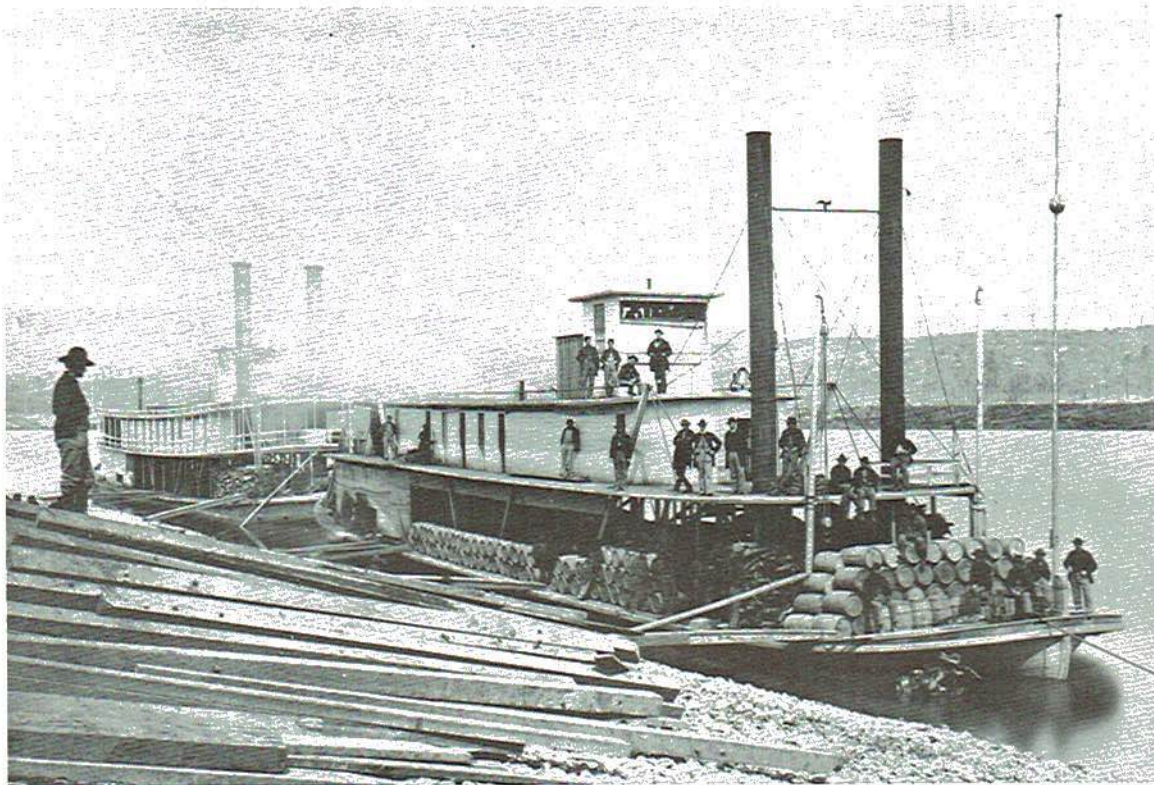
On the night of October 24, Grant issued orders for opening this line of supply. The plan called for 1,800 men on pontoons to float down the river from Chattanooga at 3 o'clock in the morning of October 27, while another force marched across Moccasin Point to support the landing of the river-borne troops. The pontoon-borne troops struck the west bank at Brown's Ferry and drove off the Confederate Pickets. Other troops that marched across the land came up to the east side of the ferry, joined the group, and constructed a pontoon bridge.

Hooker advanced from Bridgeport coinciding with this action. He marched along Raccoon Mountain into Lookout Valley, and there he met a Confederate brigade. He drove it back. Major General O. O. Howard's Eleventh Corps marched to Brown's Ferry, while Brigadier General John W. Geary of the Twelfth Corps remained at Wauhatchie to guard the road to Kelley's Ferry.

This line of supply known as the "Cracker Line," ran from Bridgeport to Kelley's Ferry by boat. From there it went by road to Brown's Ferry, and crossing the pontoon bridges there and at Moccasin Point, finally landing in Chattanooga. From Kelley's Ferry to Chattanooga, there were only eight miles of good road. In the river between Kelley's Ferry and Brown's Ferry there was a vortex or whirlpool called the "Suck." To cross its rapids, steamboats had to be pulled over by ropes from the shore. This condition made it impossible for steamers to go all the way to Chattanooga from Bridgeport.

The trial trip for the *Chattanooga* (christened name of the boat built at Bridgeport) was set for October the 29th, but that date found it unfinished. All that night the mechanics worked on the pilot house and boiler deck while the boat and two barges were being loaded for the trip. At 4 o'clock in the morning of October 30 she set out on the 45-mile journey, against unfavorable winds. Excerpt from LeDuc's letter dated November 1, 1863, says:

And in due time we tied the steamboat and barges safely to shore, (at Kelley's Ferry) with 40,000 rations and 39,000 pounds of forage, within five miles of General Hooker's men, who had half a breakfast ration left in haversacks; and within eight or ten miles of Chattanooga, where four cakes of hard bread and a quarter pound of pork made a three days' ration. In Chattanooga there were but four boxes of hard bread left in the Commissary warehouse on the morning of the 30th. About midnight I started an orderly to report to General Hooker the safe arrival of the rations. The orderly returned about sunrise, and reported that the news went through the camps faster than his horse, and the soldiers were jubilant, and cheering "The Cracker Line open. Full rations, boys! Three cheers for the Cracker Line," as if we had won another victory; and we had.



The *U. S. S. Chattanooga* and *U. S. S. Missionary* shown loaded with supplies. The *Chattanooga* was the most famous and popular army transport on the Tennessee River. The *Missionary* was completed about two months after the *Chattanooga*.
Courtesy, National Archives

That night General Hooker, in the battle of Wauhatchie, definitely established control of the "Cracker Line" from Kelley's Ferry to Chattanooga.

There was already one steamer at Chattanooga, upstream from the Confederate artillery, on Lookout Mountain. Grant ordered Thomas to get this boat down to Bridgeport at once, and before daylight on October 30 the steamer made the trip. This gave two steamboats to run supplies from Bridgeport to the Union Army in Chattanooga.

The four divisions under Sherman, which Grant instructed to march to Chattanooga, were at Bridgeport by November 15. Their route of travel was by boat to Memphis, then by railroad and overland marches to Chattanooga. From Memphis, the troops followed closely the Memphis & Charleston Railroad, which Sherman was ordered to repair as he advanced.

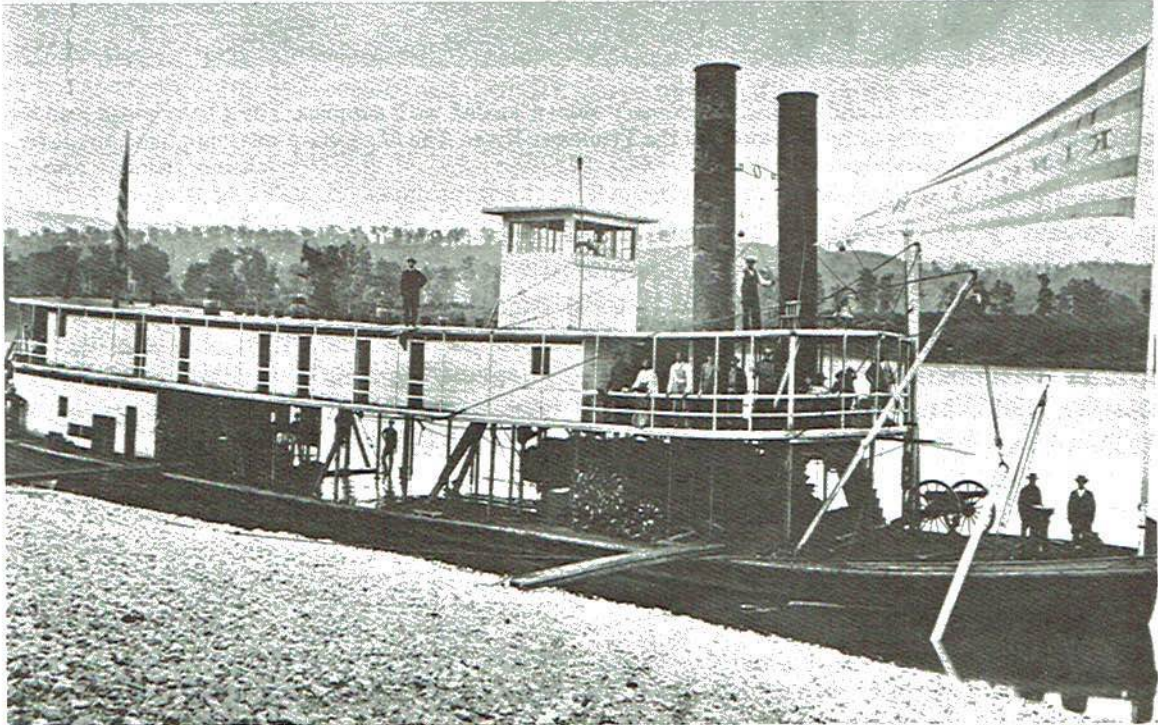
On November 23rd the two armies came to grips in the Battle of Chattanooga, Lookout Mountain and Missionary Ridge. Thomas had replaced Rosecrans, and by reinforcements, he was now ready for the offensive. Hooker drove Bragg off Lookout Mountain, but he soon concentrated his forces on Missionary Ridge. The heavy fog which covered the mountain side most of the morning while Hooker and his men were in skirmish gave the name of "The Battle above the Clouds" to this attack. On the 25th Thomas cleared the Ridge to the crest and put Bragg to rout.

After the Confederate defeat at Chattanooga, General Sherman started to prepare for his drive for Atlanta. His success in this drive depended upon a steady line of supply, and this meant building storehouses at Bridgeport and Chattanooga, rebuilding the railroad from Nashville to Bridgeport and on to Chattanooga, and having a fleet of steamers on the upper Tennessee River.

After the sawmills at Bridgeport and Chattanooga started operation in August 1863, they had been kept busy cutting lumber for cross-ties and the building of steamboats and warehouses. Storehouses were under construction at Bridgeport in the early spring of 1864, and by May 1, 1864, the following military storehouses had been completed:

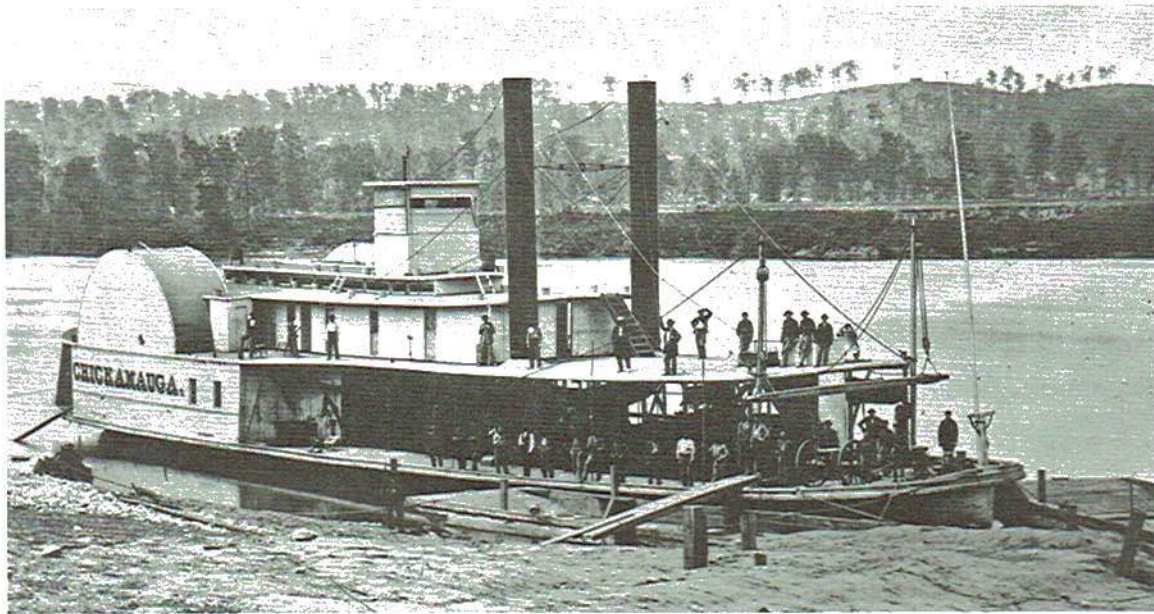
Transfer storehouse	450 x 30 feet
Transfer storehouse	315 x 30 feet
2 storehouses	100 x 30 feet
2 storehouses	300 x 90 feet
Ordinance Storehouse	256 x 30 feet
Depot building	65 x 30 feet

Following the success of the *U. S. S. Chattanooga*, the boat-building yards at Bridgeport had been enlarged and spurred to great activity. Captain Edwards started building steamboats, gun-boats, and barges. The engines for the steamboats were sent from



The Army transport *Kingston* was captured incomplete at Kingston, Tennessee. She was then sent to the Bridgeport shipyards where she had her engines installed. The Federal Army immediately put her into service in the spring of 1864, plying the Upper Tennessee River.

Courtesy, National Archives



The side-wheeler *U. S. S. Chickamauga*, and one other steamer, the *Wauhatchie*, were possibly the only two side-wheelers that were built by the Federal Army at Bridgeport. The steamer *Chickamauga* was completed in early 1864.

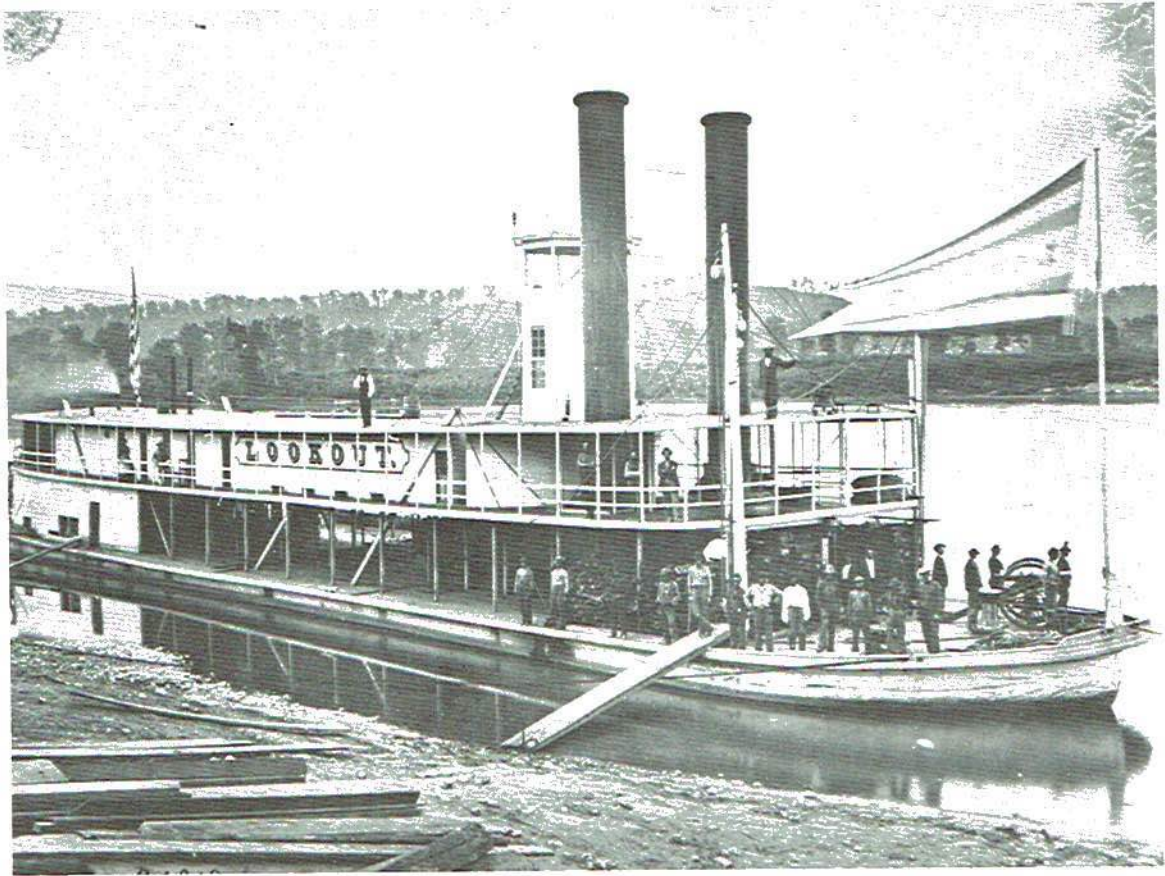
Courtesy, National Archives

Louisville and by May 1864, in addition to the *Chattanooga*, the *Chickamauga*, the *Lookout*, and the *Missionary* had all been built and completed at Bridgeport. The *Kingston* was sent partially built from Kingston, Tennessee, to Bridgeport where it was completed and had its engines installed. In addition to these steamboats, fourteen barges and two gun-boats, Gun-boat A and Gun-boat B, had been built at Bridgeport by May 1864.

During April 12-16, 1864, General John W. Geary, with 800 men, made a bold reconnaissance down the Tennessee River from Bridgeport to Triana and back on a steamboat with two scows in tow. He had four pieces of artillery on the deck of the boat. His purpose in this expedition was to destroy ferry and other boats and to warn the citizens of the penalty for permitting boat-building on their land. Geary was fired upon several times by Confederate scouts.

The railroad from Bridgeport to Chattanooga was completely destroyed by the Confederates in a desperate effort to cut off supplies to the Union Army. Only three of the nine spans in the 1,500-foot truss bridge at Bridgeport were left, and the 800-foot trestle bridge at Running Water Creek, near Whiteside, Tennessee, was destroyed. The railroad had to be completely rebuilt. The credit for its rebuilding goes to Colonel Daniel C. McCallum, who was appointed by the War Department on February 11, 1864, as military director and superintendent of railroads in the United States.

Colonel McCallum went to work with 285 men, and two weeks later the track had been replaced from Nashville to Chattanooga, and the bridges were ready for trains to cross. Even then, supplies from Nashville came to Bridgeport and Chattanooga with no regularity.



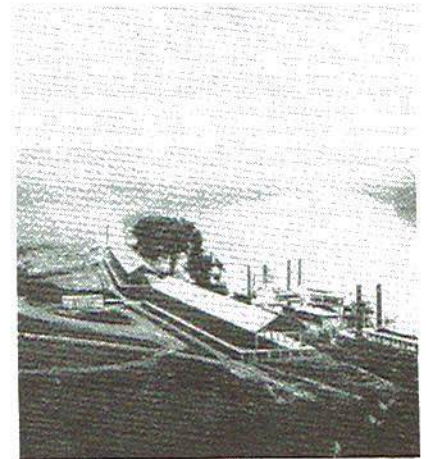
The *U. S. S. Lookout* was built in the fall of 1863 at Bridgeport. This steamer, along with the other steamers on the Upper Tennessee, supplemented the Federal supplies that came by rail from Nashville to Bridgeport by running steady forage parties up and down the river.

Courtesy, National Archives



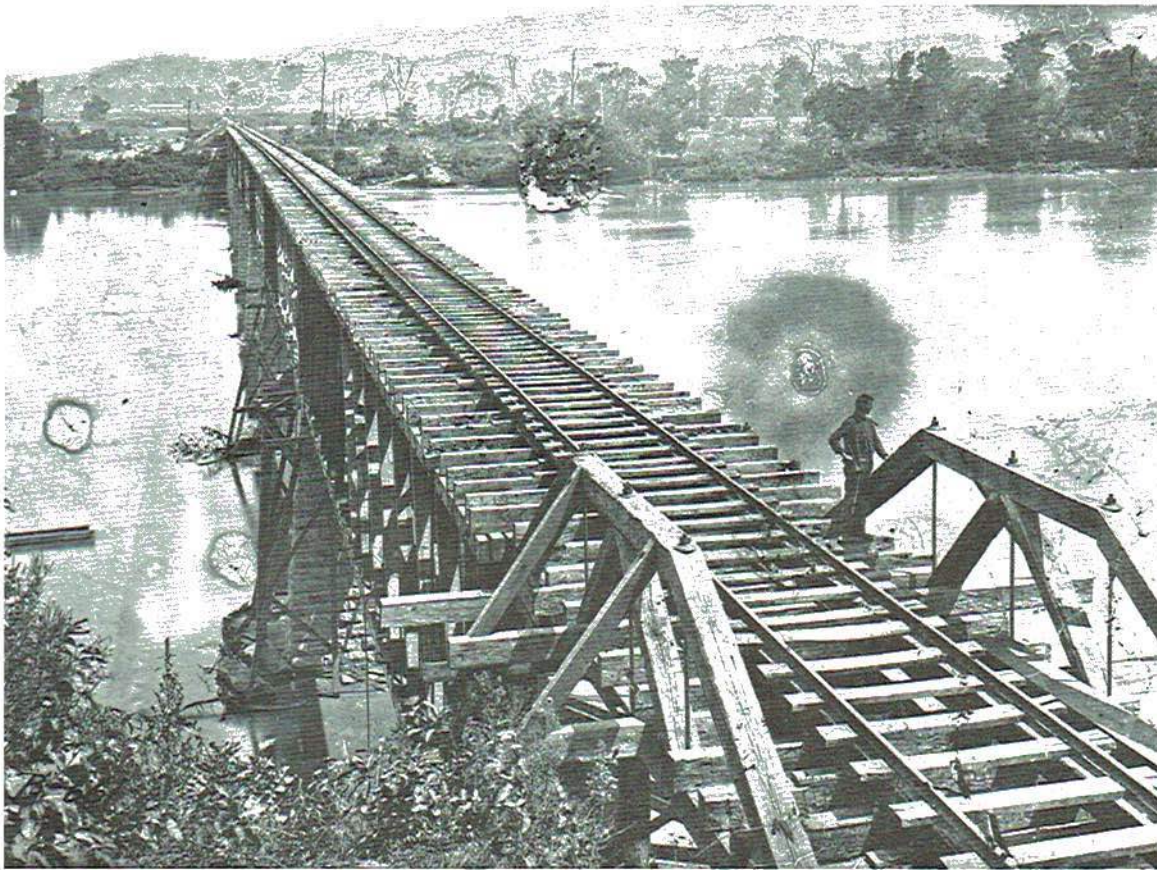
A view of the truss bridge after its completion in 1864. Notice the wagon-way below the railroad tracks on the bridge.

Courtesy, A. S. Barnes and Company



Union storehouses at the foot of Battery Hill in 1864.

Courtesy, A. S. Barnes and Company



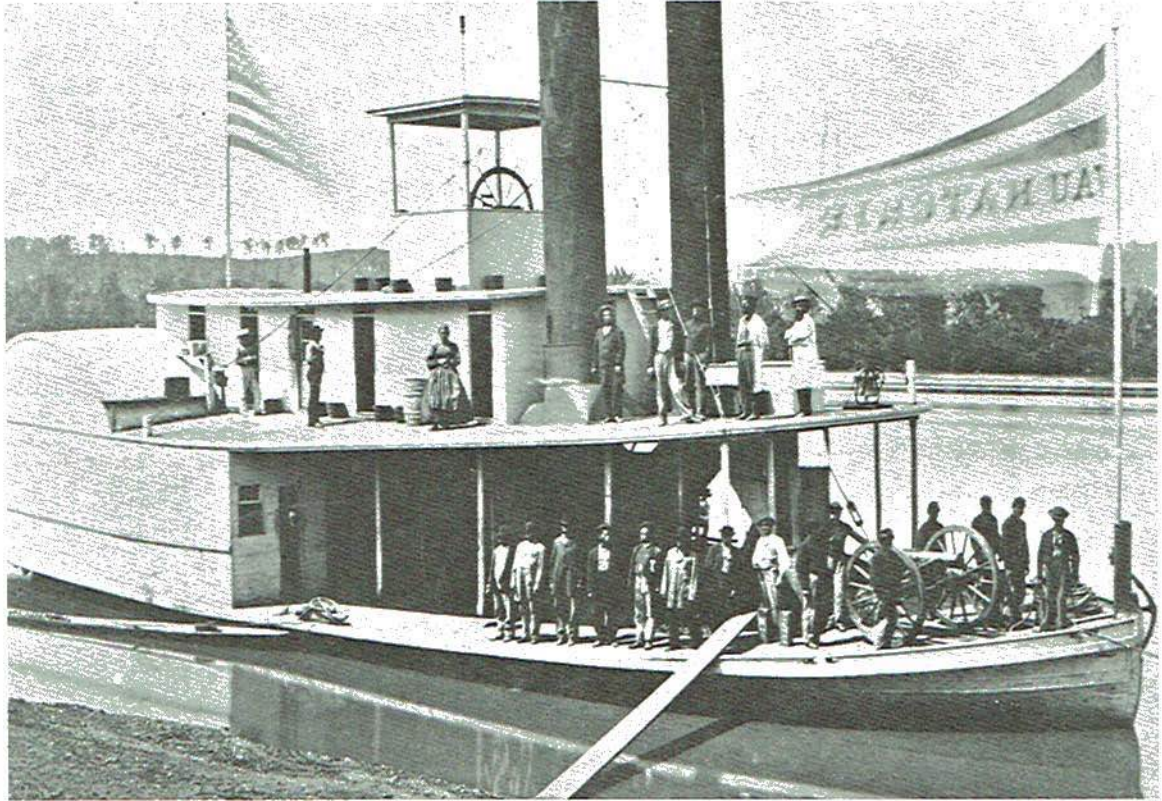
Major General Phillip H. Sheridan took full advantage of the sawmill at Bridgeport. Starting in early August, he began rebuilding the truss bridges destroyed by Bragg. By September 2, 1863, he had the two bridges at Bridgeport completed and serviceable as shown in this picture taken soon after the completion of the two bridges.

Courtesy, National Archives

Many of the cross-ties were so decayed that the spikes barely held the rails, and derailment was frequent. To make this rail supply line more efficient, Colonel McCallum relaid 115 miles of track toward Nashville. Supplies then arrived in Bridgeport and Chattanooga on schedule.

After General Grant was placed in command of the Army of the West and ordered to the relief of Chattanooga, he quickly discerned the strategic importance of Bridgeport to the Union Army besieged in Chattanooga. Its location where rail and water routes converged could be of vital value as a supply depot and means of transporting both supplies and men; the facilities of the river, if used for building ships for this purpose, could determine the success of this military campaign.

So construction went forward with feverish haste, fulfilling its carefully planned purpose of assuring a Union Victory at Chattanooga and on to the sea.



U. S. S. Wauhatchie. Federal steamboat built at Bridgeport in 1864.

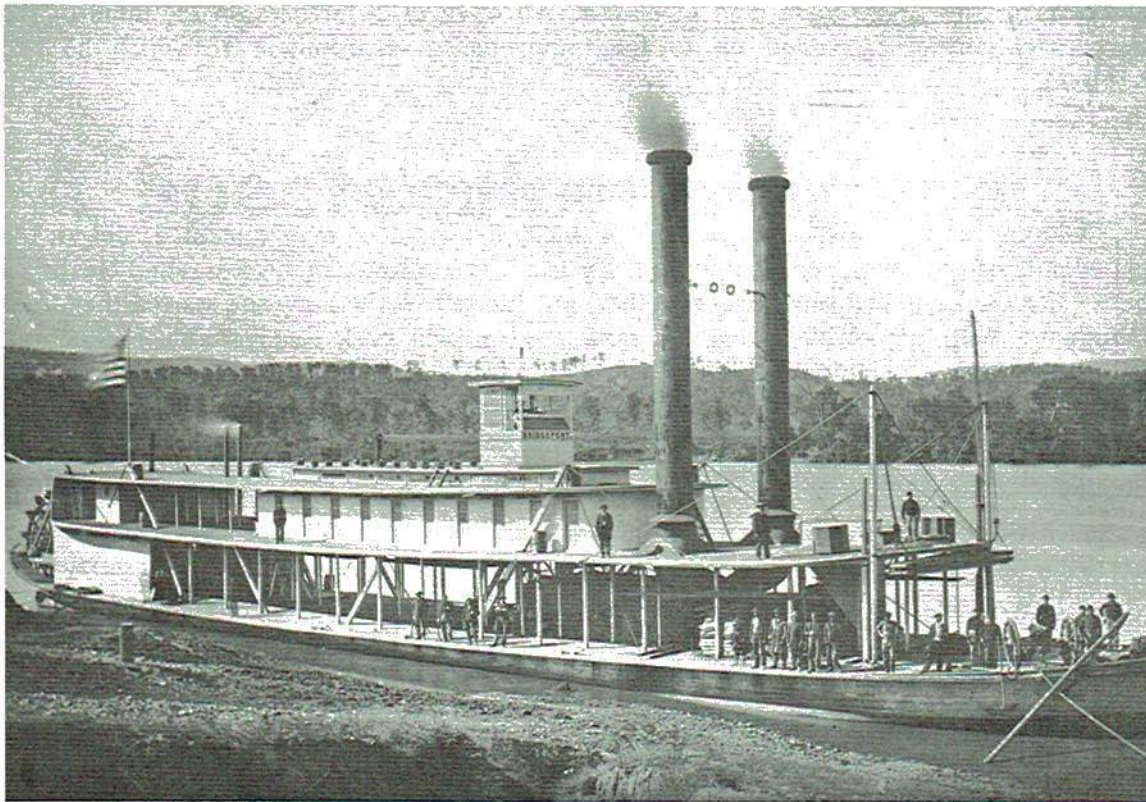
Courtesy, National Archives

After military operations turned toward Richmond and the Peninsula, activity at Bridgeport was less hectic, but the base was held intact until the end of the war.

The Southern Armies were quickly demobilized after General Lee's surrender. Those who returned to Bridgeport found the land denuded of every object of civilized life. Long occupation by an army that had appropriated all the substance of the earth to its own needs had left little more than the indestructible earth behind.

UNION SOLDIERS LIVE OFF THE LAND

In a petition to the Commissioner of Claims, Washington, D. C., Mr. James Williams, who lived about one mile southwest of Bridgeport, listed the things the Union Army took from his farm during 1862-1865. In this petition, Mr. Williams stated that he could not, nor did not always get the information to enable him to know what particular division of the Union Army his property was carried. Many times such information was unwillingly offered, so many other times not offered at all. Very few vouchers were ever given or received for the goods taken. Such things were taken from his farm as barley whisky, buckets, pork,



The Federal transport *Bridgeport*. Completed at Bridgeport in 1864.

Courtesy, Library of Congress

beef, corn, rye, wheat, saddles, bridles, horses, mules, fodder, wagons, harnesses, blacksmith tools, grindstones, lime, counter balances and weights, window glass, sheep, and hay. In addition to these things taken were such things as bees and honey, potatoes, onions, all poultry, turkey, pea fowls, and guinea fowls, household and kitchen furniture, books, pictures, bookcases, trunks, and clothing, "in fact everything in the house and out of the house" was taken. Rail fences were torn down and used as firewood. The army did not take only what was ripened and harvested, but they went into the fields taking not only the corn, but also the stalks which were used for forage. The houses on the farm were torn down so that the building materials could be used to build quarters for soldiers and shelters for stock. With the ending of the war, Mr. Williams, like so many other people in and around Bridgeport during the war, was left with nothing but his land.

What could not be taken by pillage and plunder was laid bare by continual skirmishing between opposing forces. Stories handed down are rife with encounters of the women against enemy soldiers on foraging visits to their homes.

Feeling ran feverishly high in various directions. The black men not yet certain of their new freedom exchanged suspicions with the returned veteran; certain hostilities were shared with Union sympathizers who were comparatively numerous here, and the Confederate

defectors to the Union were held in disdain. All of these differences, in the mind of the war-weary Southerner, added up to the impoverished environment to which he had returned.

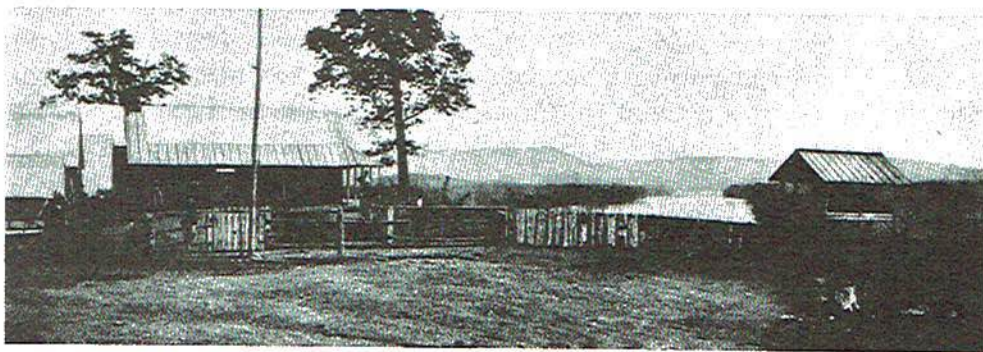
THE GRADUAL COMEBACK

Gloomy as the prospect must have seemed, the spirit of man remained, and all the ingredients of the earth were still present for man's use in restoring his losses and creating a better life. So he pulled the pieces together, put himself to the plow and started the job of rebuilding. With unyielding effort the land was brought back to profitable production. Increased farm products and the great need for consumer goods again stimulated transportation by water and rail. Local trade led to the gradual appearance of various small businesses. Growing railroad traffic required more employees who came in with their families. As they bought their homes and settled here, the town began to grow.



Supply train shown crossing the truss bridge in 1864. This bridge was the last one that the Federals built at Bridgeport before the end of the war. The Confederates destroyed the bridge three times during the war.

Courtesy, A. S. Barnes and Company, Inc.



Federal fort atop Battery Hill as it appeared April 2, 1865. Prince Felix Salm-Salm was the Commander of this post at Bridgeport.

Courtesy, A. S. Barnes & Company, Inc.

A Spectacular Interlude

The old exclusive economic order of industry in the North and East and agriculture in the South, toward the turn of the century, was beginning to feel the winds of change. As Southern factories began opening at the very fountainhead of their raw materials, Eastern competitors, separated hundreds of miles from raw resources, were faced with losing the race in competition. This prompted business promoters to make exploratory trips into the South with a view toward the relocation of old plants or the building of new ones. Some idea of the industrial potential of Bridgeport had spread during its occupation by the Union Army and attention was drawn here.

Such a group of promoters came to Bridgeport during the latter part of 1887 for a general survey of its possibilities. Their conclusion favored it for industrial development. The men were impressed by its location in the midst of abundant raw resources, its cheap and easy transportation, its mild climate and scenic charm, and by the friendly attitude of the people toward the intrusion of Eastern Capitalists.

The situation seemed right for immediate planning. The basic forces of production were present: abundant capital and reputable "know-how" on one side and a wide variety of raw resources, rail and water transportation and friendly labor on the other.

The prospects reported by this group began to take shape immediately. The following year Frank J. Kilpatrick and his brother, with a group of wealthy businessmen from New York and Boston, came to Bridgeport to initiate plans of development.

With local participation the Bridgeport Land and Improvement Company was incorporated in 1889 with offices in New York City and Bridgeport.

The first officers and directors of the Bridgeport Land and Improvement Company were:

OFFICERS

David Bonner, President
Arthur B. Claflin, First Vice President
Jesse E. Brown, Second Vice President
Eugene A. Hoffman, Jr., Secretary and Treasurer

EXECUTIVE COMMITTEE

George N. Messiter J. V. V. Olcott
A. L. Soulard R. C. Johnson
E. J. Nellis



A 1900 photograph of Frank J. Kilpatrick. Mr. Kilpatrick, a New York investor, was the builder of the Kilpatrick Residence and Clubhouse, and Kilpatrick Row on Hudson Avenue; he was the general manager of the Bridgeport Land and Improvement Company, and Bridgeport's first mayor in 1891.

Courtesy, Miss Ida McFarlane

GENERAL MANAGER

Frank J. Kilpatrick

BOARD OF DIRECTORS

David Bonner	William M. V. Hoffman
Arthur B. Claflin	Edward Kilpatrick
Jesse E. Brown	George M. Hahn
Eugene A. Hoffman, Jr.	Edward J. Nellis
J. Van Vechten Olcott	John H. Gunter
Hamilton Busbey	J. W. Hudson
Andrew L. Soulard	R. C. Johnson
James A. Roberts	William Hamlin
George N. Messiter	S. H. Chisholm
A. Newbold Morris	David Giles
H. N. Longstreet	

Bridgeport was laid out within broad limits to accommodate the magnitude of expected growth. Streets were opened and stretches of native flagstone sidewalks were put down along the most highly frequented streets. A water system was installed in 1891. The city's water supply was provided by a pipeline from a spring on Summerhouse Mountain and was supplemented during the summer months by a pumping station near the river. A 750,000-gallon steel reservoir was built below the spring giving water pressure of 110 pounds per cubic inch in the business district.

Fire insurance was comparatively low in the 1890's because the city was well equipped with a fire department and double fire-plugs along its streets. The water pressure from these plugs was sufficient to throw a stream of water over the highest building.

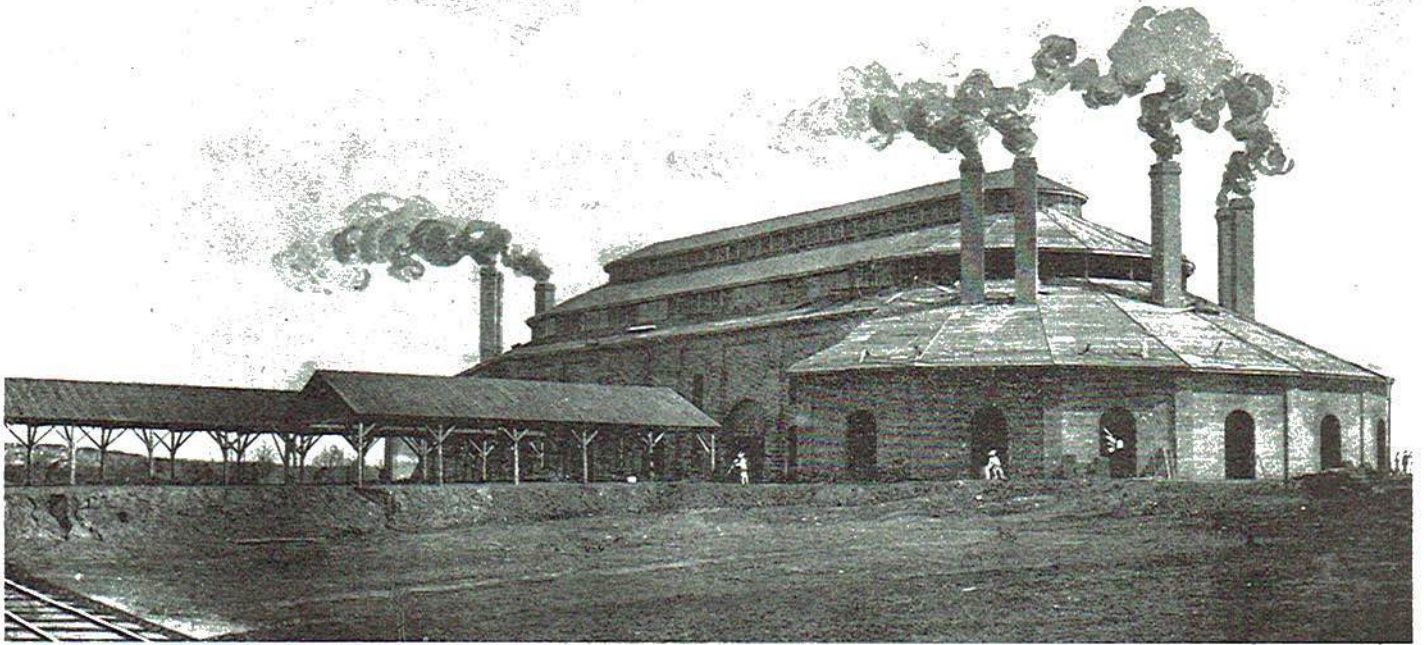
A sewer system was planned. A terra cotta works in Bridgeport made the pipe and the system was completed in 1892. The city expended \$60,000 on the grading of the roads and installation of the sewer system.

The Sweeny building was erected during this active building period. It was built of locally manufactured bricks and consisted of a line of connected but separate units each with a basement. The first floors were appropriate for stores, and the second floor was built for apartments. This building lay at a right angle from Alabama Avenue, the main thoroughfare.

As this building program proceeded, the river front was a place of unrivalled activity as industry was lining the banks.

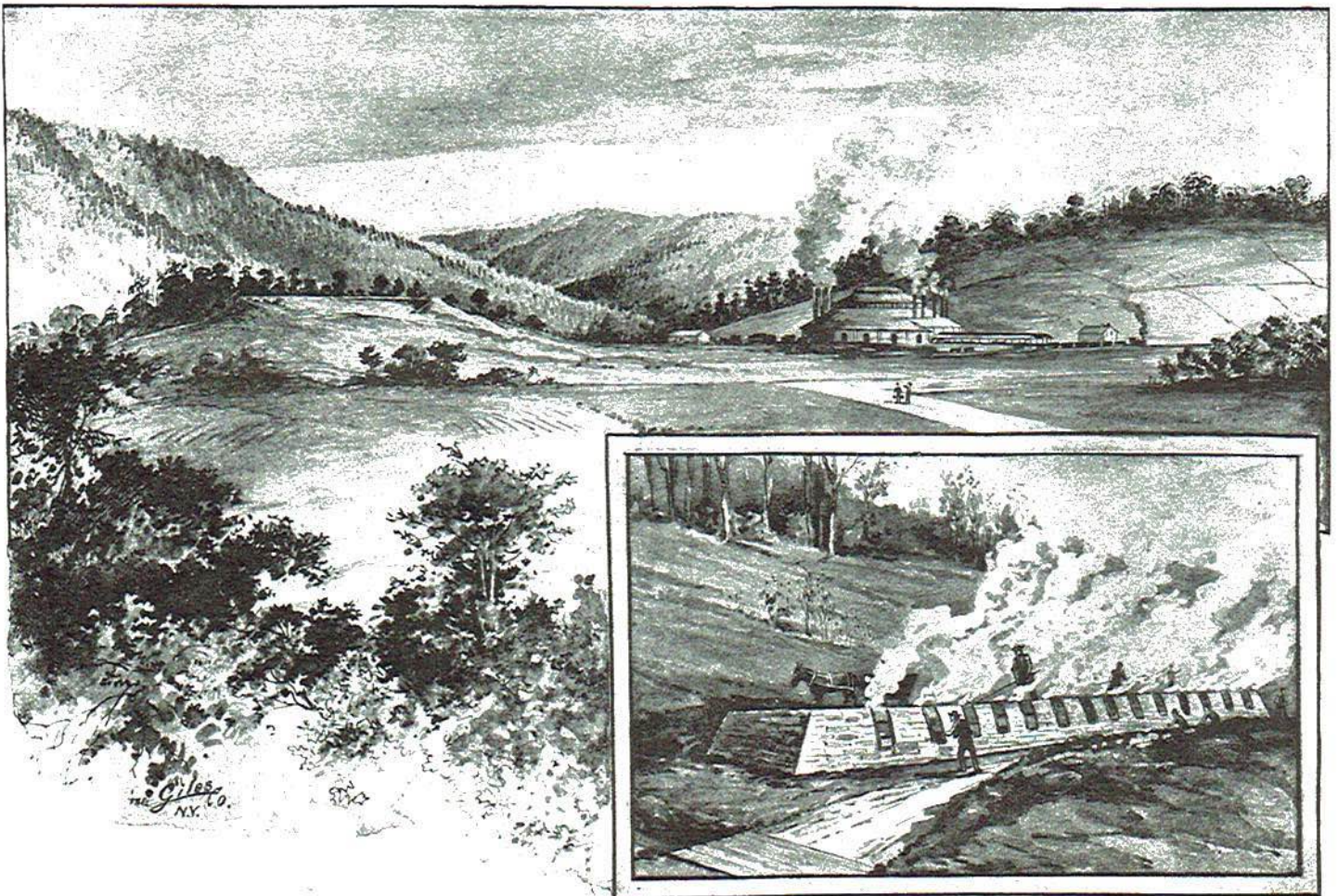
The Chattanooga Pipe Works started production in 1890. It employed 300 men and shipped its products as far west as California and eastward to Connecticut. This industry made the pipe that was used in Bridgeport's water system. O. A. Giles, president of the Chattanooga Pipe Works, was responsible for the installation of the Bridgeport Water Works. This plant made all sizes of water and gas pipes up to 40 inches in diameter.

In 1890 the American Handle Company built a plant in Bridgeport, and in 1891 it employed 30 workers. It won an award for excellence at the Chicago World's Fair in 1893.



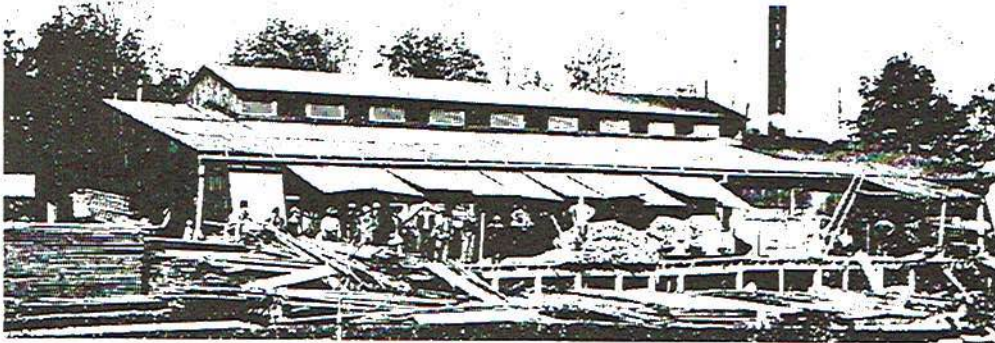
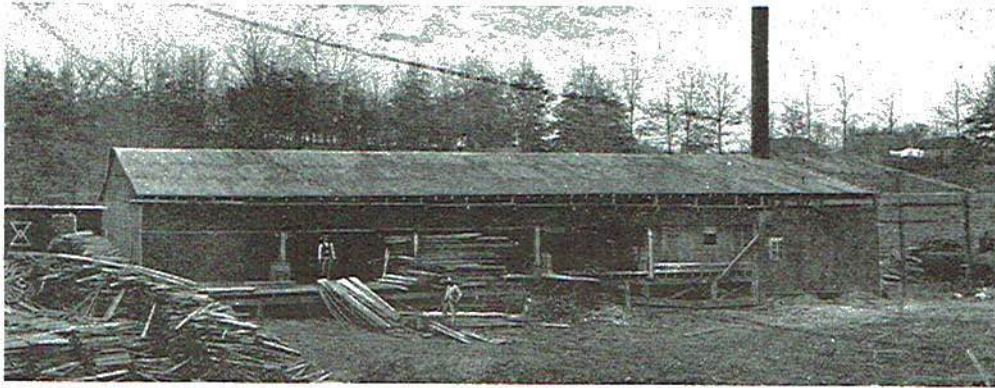
The Chattanooga Pipe Works started production about 1890. It employed 300 men. This industry made the pipe that was used in Bridgeport's water system. The water system was completed in 1891. Mr. O. A. Giles, president of the pipe works, was responsible for the installation of the Bridgeport Water Works. This plant moved, and by the late 1890's the U. S. Cast Iron Pipe and Foundry Company had started operation in this building. Later it was operated as the De Loach Mfg. Co. with W. D. Scarbrough and C. W. Crymes in charge.

Courtesy, Mr. Perry Morgan



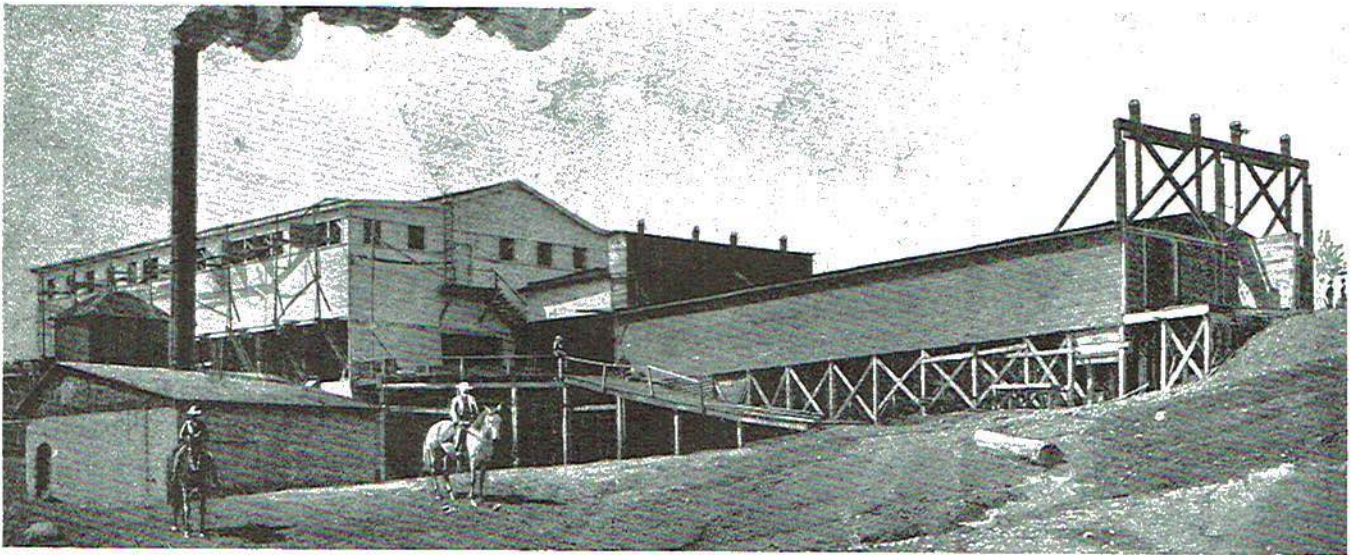
Chattanooga Pipe Works and Old Federal Fort, and Coke works nearby. 1891.

Courtesy, Mr. Perry Morgan



The American Handle Company was established in 1890. It manufactured hickory handles of all kinds, porch columns, newels, and banisters. The company received first award at the World's Fair at Chicago in 1893. In 1897 this company leased its facilities to Nixon Handle Company.

Courtesy, Mr. Perry Morgan



This planing mill was in production by 1890. It probably started production much earlier.

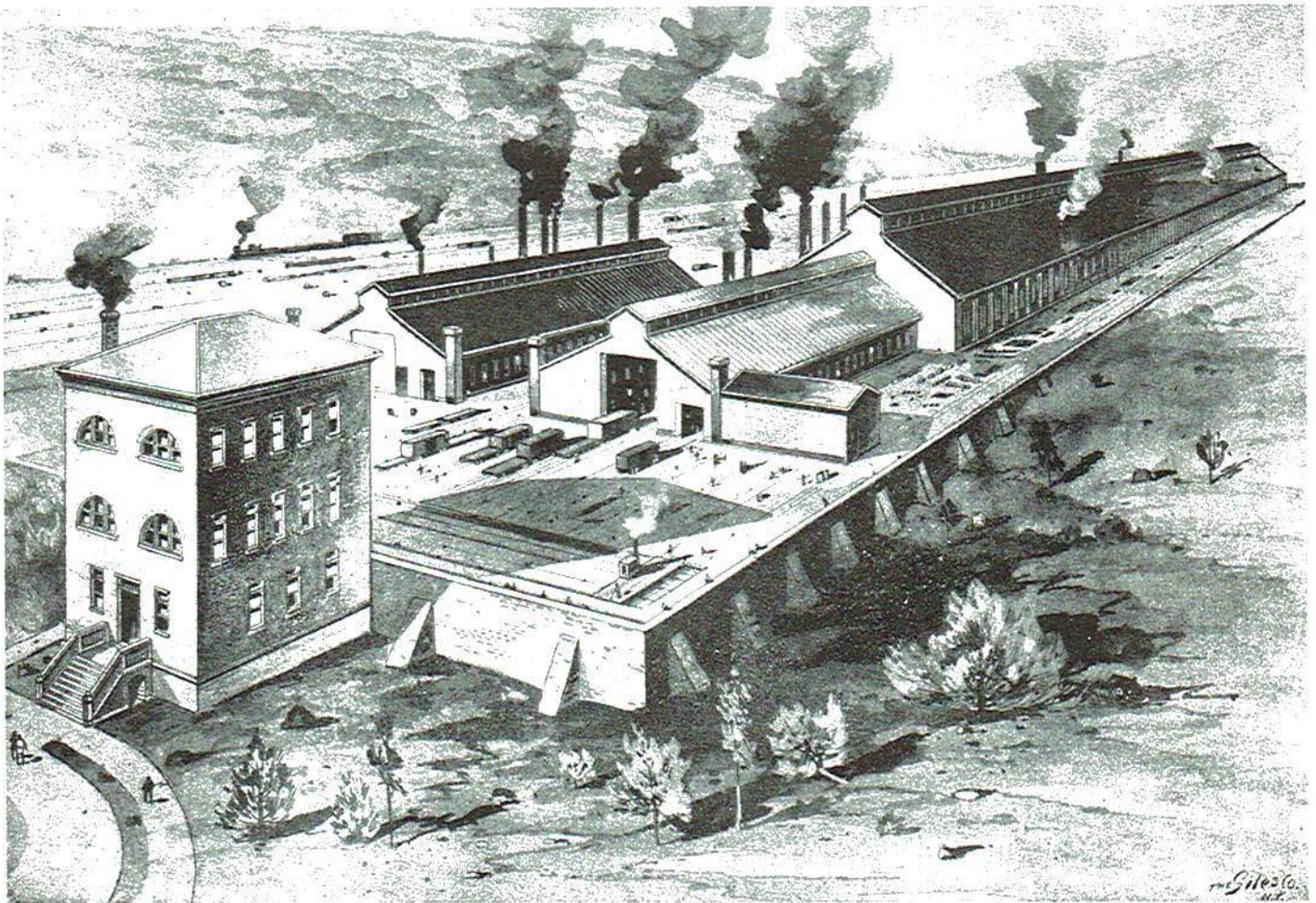
Courtesy, Mr. Perry Morgan

Early in 1900 the Crystal Springs Carbonating Works, advertising the manufacture of all kinds of temperance drinks, was operating with H. J. Renker as lessee.

The Bridgeport Electric and Ice Company was probably in production by 1891. It was the first ice plant between Chattanooga and Huntsville. A. L. Soulard was president, E. J. Nellis was treasurer, and J. W. Hudson was manager of the company. Later this company was bought by the Mountain Spring Ice Company,

In 1891 the Bridgeport Land and Improvement Company advertised the following: "The Steel Car Works, where 500 men will find employment, is underway and will start up as soon as the machinery is in place. This great concern will construct steel passenger, postal and freight cars, a novelty which by reason of its exemption from the disastrous fires which often add to the horrors of railway wrecks, must commend itself to the railroad world and the general public."

The Steel Car Works was built about one and a half miles from the depot, down the Jasper branch railroad line. And it was equipped for work with track laid and connected



This is a drawing of the Steel Car Works, Bridgeport, as it appeared after completion in 1891. The foundation and walls are still standing today about two miles down the Jasper Branch railroad line.

Courtesy, Mr. Perry Morgan



Employees of the Bridgeport Basket Factory about 1910. Notice the children employed at that time.

Courtesy, Mr. G. C. Barham

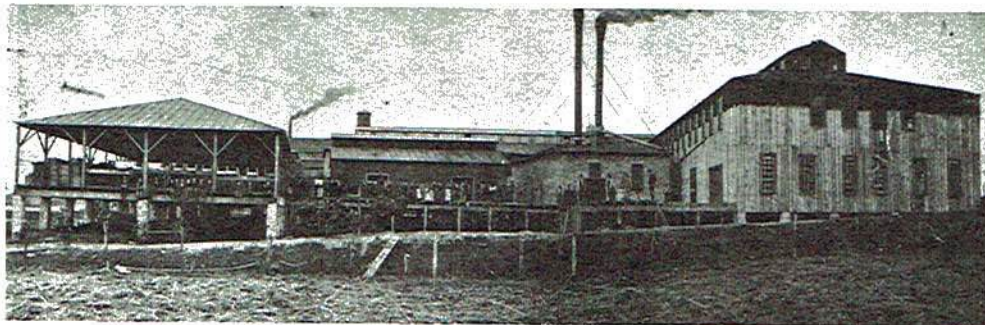
with the railroad, but for some reason work was never started. The buildings were probably moved to another location.

W. A. Willingham moved to Bridgeport in 1892 and built the Willingham Manufacturing Company which manufactured furniture. He built a handsome residence in front of the present Methodist parsonage where his family lived until decline in profits drove him away.

The Basket and Crate Factory was owned by Dietzen Brothers. In February 1893 it had a payroll of 175. Since employment here was seasonal, the number of employees fluctuated. After February 1893, employment reached 225 men, women and children.

The Baxter Nail Factory was the first wire nail factory in the South. It started production in March of 1893, and was owned and operated by T. T. Baxter. The factory was unable to compete with other wire nail factories after the Panic of 1893, and it therefore closed in the fall of that year. Mr. Baxter then formed the Bridgeport Milling Company.

The Gunter Stove Works, later known as the Bridgeport Stove Works, started operations in 1890. Before many years it had an extensive trade throughout the South and as far west as California. The plant was sold in 1910 to J. C. Jacobs and was placed under the management of E. P. Jacobs. The name was then changed to Jacobs Manufacturing Company, and the business gradually developed into one of widespread dimensions.



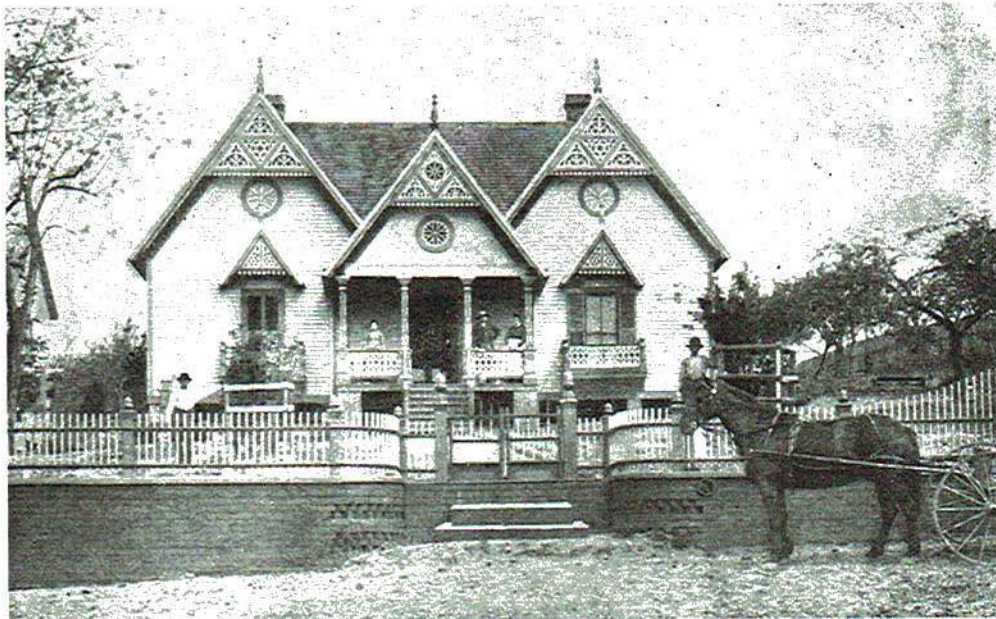
Basket Factory as it appeared in 1900. Courtesy, Mrs. Nero Atkins

Bridgeport was said to be the most important shipping point on the main line of the N. C. & St. L. Railway between Nashville and Chattanooga. In connection with the Southern Railroad, traffic lines were open to all parts of the country. Added to this was the local advantage of being the only outlet for the shipments over the Jasper Branch railroad. In 1891, 18 passenger trains were cleared through the Bridgeport depot daily, and by 1900 there were 28.



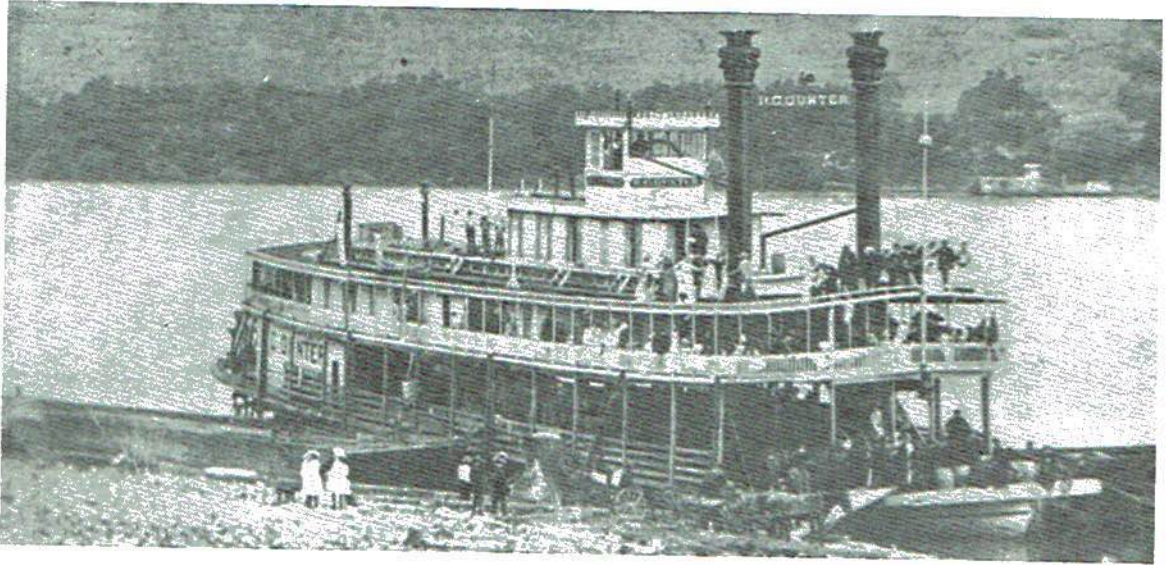
The Bridgeport Stove Works was established in 1890 by John H. Gunter. The stove works had an extensive trade throughout the South and West. In 1910 the stove works was sold and became known as the Jacobs Manufacturing Co. with Mr. E. P. Jacobs, Sr., as manager.

Courtesy, Mrs. Nero Atkins



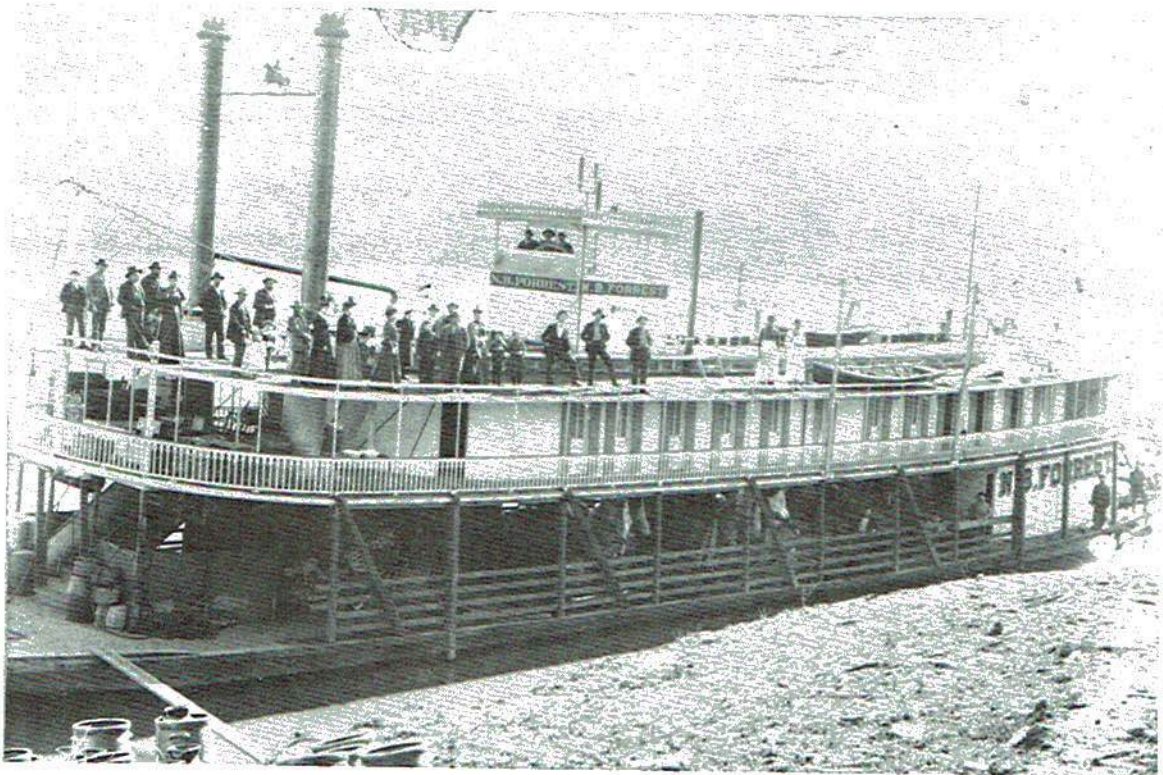
The R. C. Gunter residence was built several years after the Civil War. This house was built near the railroad bridge. Photograph taken in 1891.

Courtesy, Mr. Perry Morgan



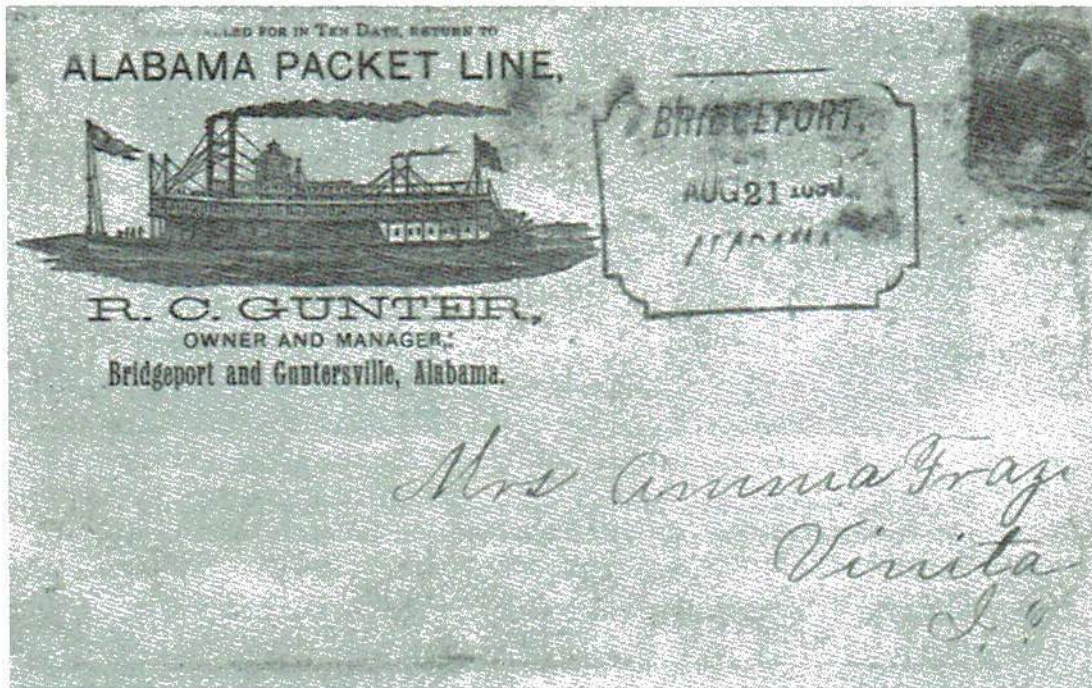
Steamer *R. C. Gunter* owned and operated by the Gunter brothers ran regular trips up and down the Tennessee River, and also made frequent trips up and down the Mississippi and Ohio Rivers in the 1880's and 1890's. Its capacity was rated as 565 tons.

Courtesy, Mrs. Flossie Carmichael

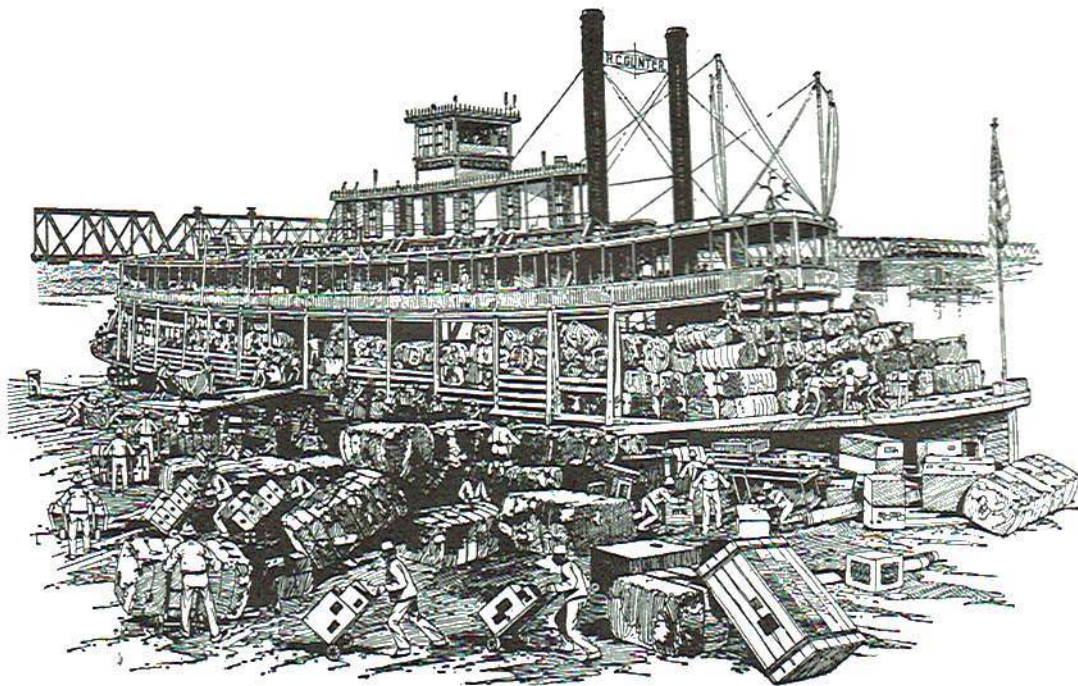


Steamer *N. B. Forrest* was owned and operated by the Gunter brothers. This picture was taken in the early 1890's. Notice the slabs of meat hanging from the main deck.

Courtesy, Mrs. Flossie Carmichael



This letter written on Packet Line stationery in 1890, to the Indian Territory, is reminiscent of a half century of slow but sure progress.



Loading Cotton at Bridgeport



R. C. Gunter



John H. Gunter

These two brothers were involved the greater part of their lives in the development of this area, and they directed their various business interests to that end.

During this time of rapid freight movement, the Gunter steamboat lines, which had started operation in 1886, expanded service to meet the increasing needs for handling heavy freight. The three Gunter brothers, W. M., R. C. and John H. owned and operated a fleet of steamboats from Decatur, Alabama, to Chattanooga. Sometime later W. M. sold his interest to his brothers and went to Texas where he invested in land. The largest of these boats, the *R. C. Gunter*, *Wyeth City*, and *N. B. Forrest* had capacities of 565, 255, and 134 tons respectively. These were supplemented by smaller craft.

A grain elevator was completed by 1892 to facilitate the transfer of river freight to rail cars. Another grain elevator was built about 1907 but burned several years later.

On February 18, 1891, Bridgeport was incorporated under the laws of the State of Alabama, and on March 24, 1891, a city election was held with R. E. Alley, Frank J. Kilpatrick and John H. Gunter in charge. A mayor and four aldermen were elected for a term of two years. Frank J. Kilpatrick was elected mayor, and R. B. McBryde, city clerk.

To accelerate business, the First National Bank was opened in 1890 with R. A. Jones, President, and Thomas R. Patterson, cashier.

In 1893 this bank had a capital stock of \$50,000 and surplus of \$4,000. Officers at this time were: Dr. E. L. Lee, President; R. C. Gunter, Vice President; Thomas R. Patterson, Cashier. Directors were Dr. E. L. Lee, R. A. Jones, R. C. Gunter, R. A. McFarlane, George W. Messiter, John H. Gunter and J. C. Morgenthau.

In 1891 the following statement was given wide circulation:

The Bridgeport Land and Improvement Company is now ready to negotiate with firms and corporations for the establishment of industrial works at this point. The early completion of extensive works will augment the considerable population already gathered here, and merchants who wish to open stores will find a good patronage assured. Bridgeport is not a transient speculation; it is not an experiment of uncertain solution. It is the nucleus, at present, of a populous, busy, intelligent city, the product of an era of progress, in the creation of which those who are early in the field will always have occasion to be proud. The gentlemen who are now engaged in this company are nearly all resident here, and are building tasteful homes for permanent occupation. They have not been identified with any former enterprises in the South, nor is there any "boom" whatever at Bridgeport. Real estate operators are not permitted to

inaugurate a speculative impulse at this point. Lots are sold at moderate prices upon the condition only that they are to be utilized for the location of building of a substantial character within a reasonable period.

The Alabama College of Dental Surgery was opened for students about 1890. This was the first one of its kind in Alabama, and was said to have been sustained by more financial help than any college of its kind in the country.

The president of this college was a Mr. Holmes. Drs. W. K. Spiller and J. S. Hill were the deans, and Dr. Samuel Lutz Zurmhley was professor of Anatomy and Physiology.

Dr. Spiller was a general practitioner in Bridgeport for many years.

Dr. Zurmhley moved his family to Bridgeport in 1900, and he also did local practice for many years.

Dr. J. S. Hill was born in Courtland, Alabama, and educated at Barton Academy in Mobile and at St. Louis College of Physicians and Surgeons where he graduated in medicine in 1886. He practiced his profession in Courtland until 1888. From there he went to Huntsville where he practiced until March 1892 when he was elected dean of the Alabama College of Dental Surgery at Bridgeport.

The first commencement of the Alabama College of Dental Surgery was on Friday, February 24, 1893. President of the graduating class was S. W. Allen; Vice President was H. C. Stephens, and secretary was Miss A. Irene Yokum who was also valedictorian.

The dental college moved from Bridgeport shortly after 1900.

A second city election, held in 1893, reelected Frank J. Kilpatrick as Mayor, with the following aldermen: R. A. Jones, Dr. E. L. Lee, C. P. Shook and O. W. Whitcher.

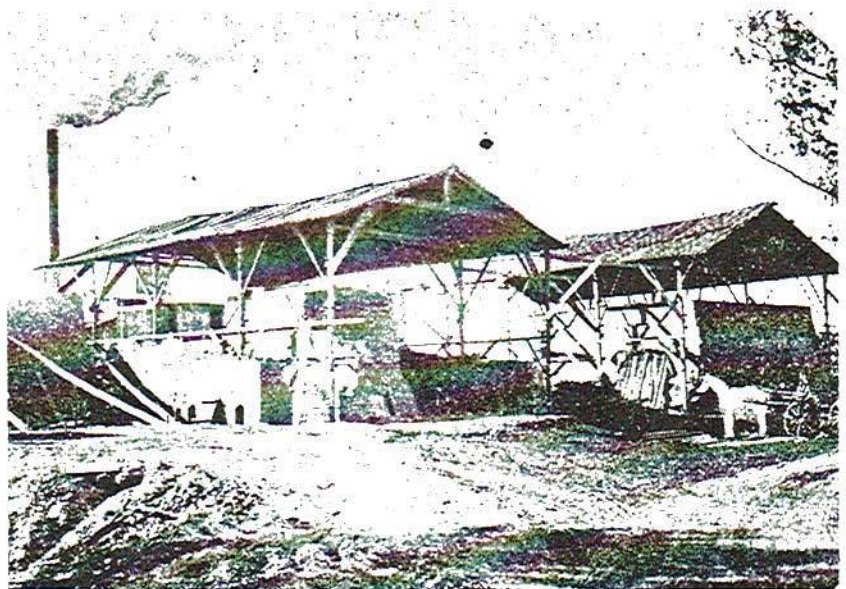
This was a period of explosive population and full employment and construction moved rapidly in two directions: toward industry and toward the housing of an alien tide of transient residents. Hotel accommodations became urgent with the rapid influx of people.

Three brick yards were opened and additional sawmills were erected to maintain a steady flow of building materials.



Alabama College of Dental Surgery. This photograph was taken in 1893. This was the first one in Alabama.

Courtesy, Miss Dessie Roth



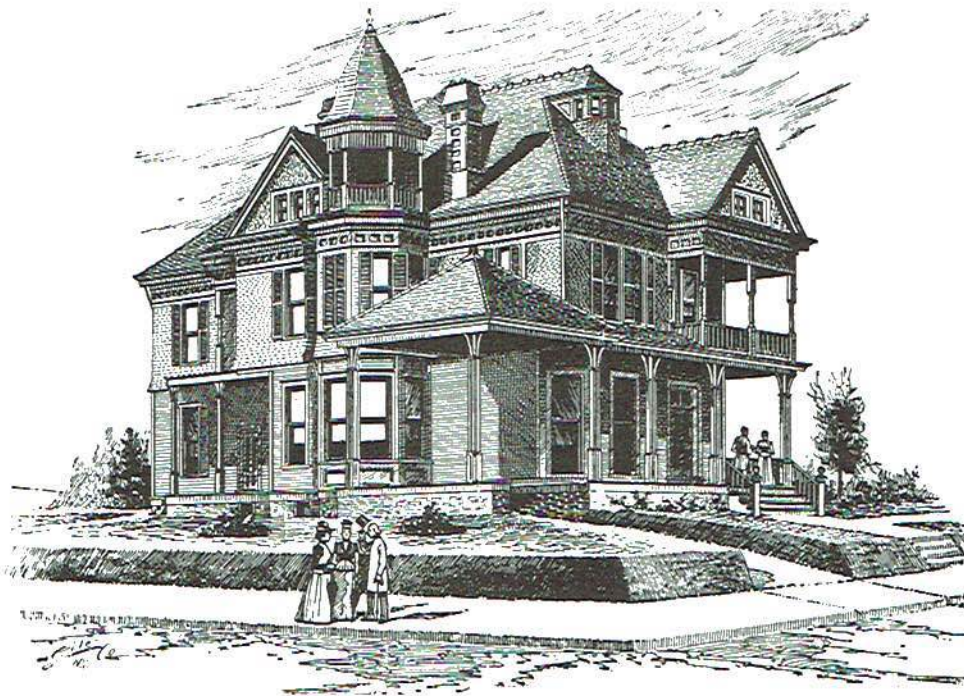
This is one of the three steam brick plants that was in operation at Bridgeport in the early 1890's.

Courtesy, Mrs. Nero Atkins



The Hudson Hotel as it appeared about 1912. This hotel had a restaurant, and in the days of the silent movies, it had a theatre. The hotel burned December 26, 1931.

Courtesy, Mrs. Dessie Roth



The J. W. Hudson residence was built on Battery Hill about 1891. Notice that it conforms to the general type of modified Victorian architecture that prevailed in Bridgeport at that time. The house burned Friday morning, February 3, 1893.

Courtesy, Mr. Perry Morgan

In the period 1890-1893, downtown Bridgeport was taking on the appearance of a metropolitan center, the river front was being lined with manufacturing plants and residential requirements were taking over choice property.

Among the principal downtown buildings these were ready for use by 1893.

The Hudson Hotel, built in 1891, was a large brick structure provided with rooms for stores on the first floor, and offices, halls and lodge rooms on the second and third floors.

The massive triangular, three-story Whitcher building, built in 1890 by Mr. O. W. Whitcher, was adaptable to various kinds of business. The basement served for storage space, the first floor for stores, second floor for offices, and the third for clubrooms. The Ala-Ga-Tenn Club, comprised of active businessmen of the tri-state area, Alabama, Georgia, and Tennessee, maintained a clubroom here.

The Aldhous building was dedicated February 3, 1893. It was built by Frederick Aldhous of New York. This imposing, native sandstone building of four stories was modeled after the triangular architecture of the Flatiron Building in New York City. The interior was finished with native-grown wood paneling. The basement was used for a bowling alley, the ground floor for a bank and stores, the second and third floors for apartments, offices, and lodge rooms. The fourth floor was reserved for the Masonic Hall. It was on the fourth floor that many balls were held during the "Gay Nineties."

Construction of the large and costly Hoffman House was begun in March 1891. This hotel was built by the Reverend Dr. Charles F. Hoffman of New York, owner of the Hoffman House in New York City. It was built of brick and trimmed with stone. The



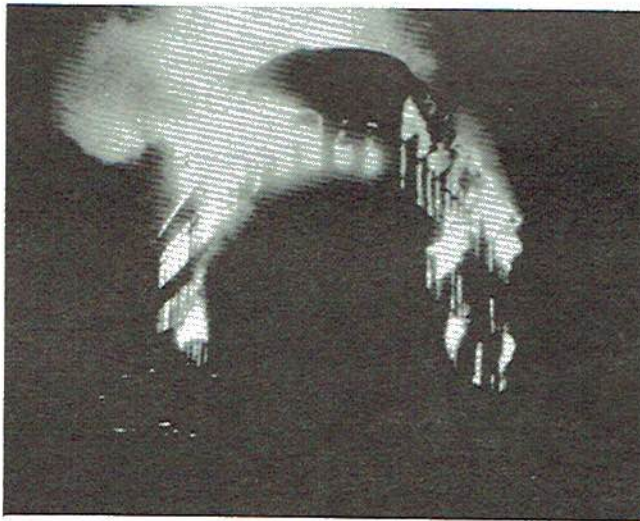
The Whitcher Block was built in 1890 by O. W. Whitcher of Boston. This building was built of pressed brick and trimmed in stone; it contained a full basement, store frontage on the first floor, offices on the second, and rooms for the Ala-Ga-Tenn Club on the third. The building was torn down in 1960.

Courtesy, Mr. Perry Morgan



The Aldhous Building was dedicated February 3, 1893. Its builder was Fredrick Aldhous. A bowling alley was located in the basement; the First National Bank, Bridgeport's first bank, occupied part of the ground floor. Apartments were on the second and third floors, and on the fourth floor was the Masonic Hall. The stone for the building came from the Bonner Stone Company that had quarries at Bridgeport and Pikeville, Tennessee.

Courtesy, Mrs. Nero Atkins



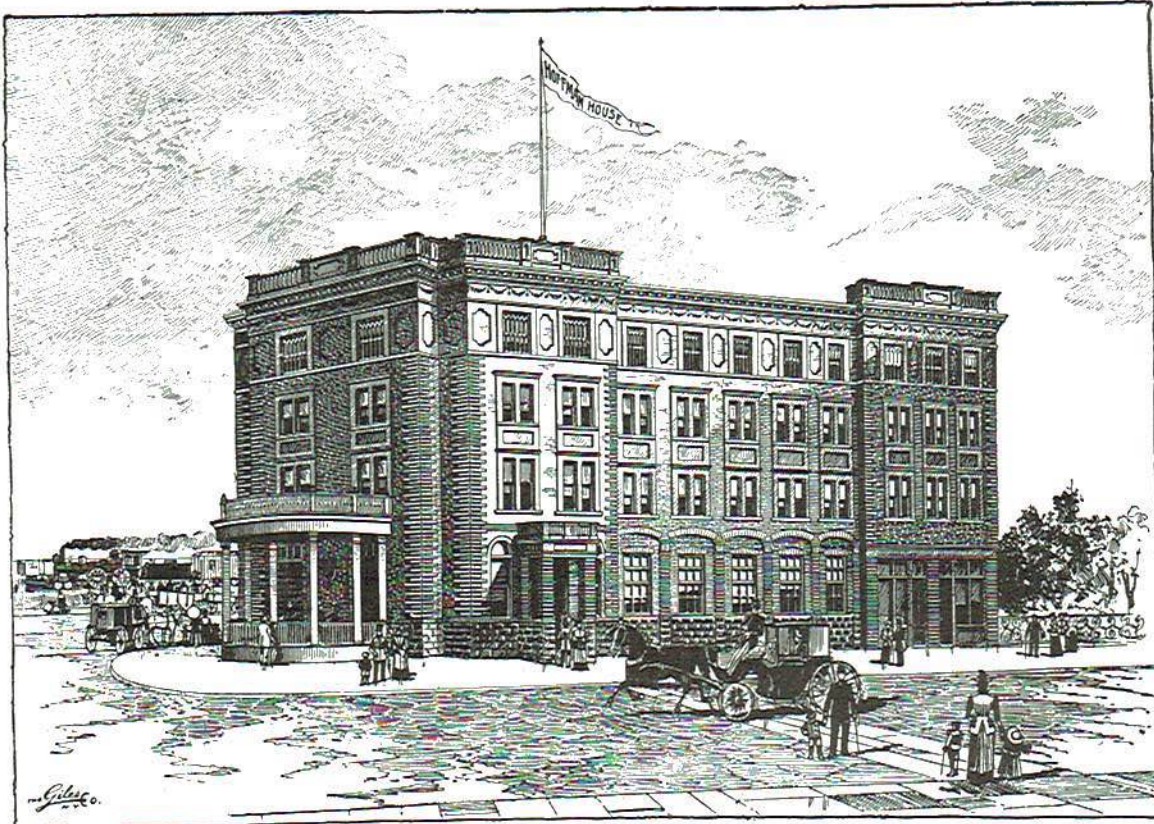
The Aldhous Building burned early Saturday morning, January 23, 1937. Trapped on the top floors, one person was killed and five others received burns and injuries in jumping to safety. The loss was estimated at \$200,000. Alabama Avenue was closed to traffic Saturday and Sunday. The vault of the American National Bank was reached Saturday afternoon, where scorched and water-soaked records were recovered, and the money, safe in the vault, was lifted out and moved to safety. Dorothy Toliver, who jumped from a third-story window onto the pavement below, died in a Scottsboro hospital Saturday night.

Courtesy, Mr. and Mrs. F. W. Carr, Jr.



The Aldhous Building, Saturday morning, January 23, 1937, after the fire. The building was rebuilt to one story.

Courtesy, Mr. and Mrs. F. W. Carr, Jr.



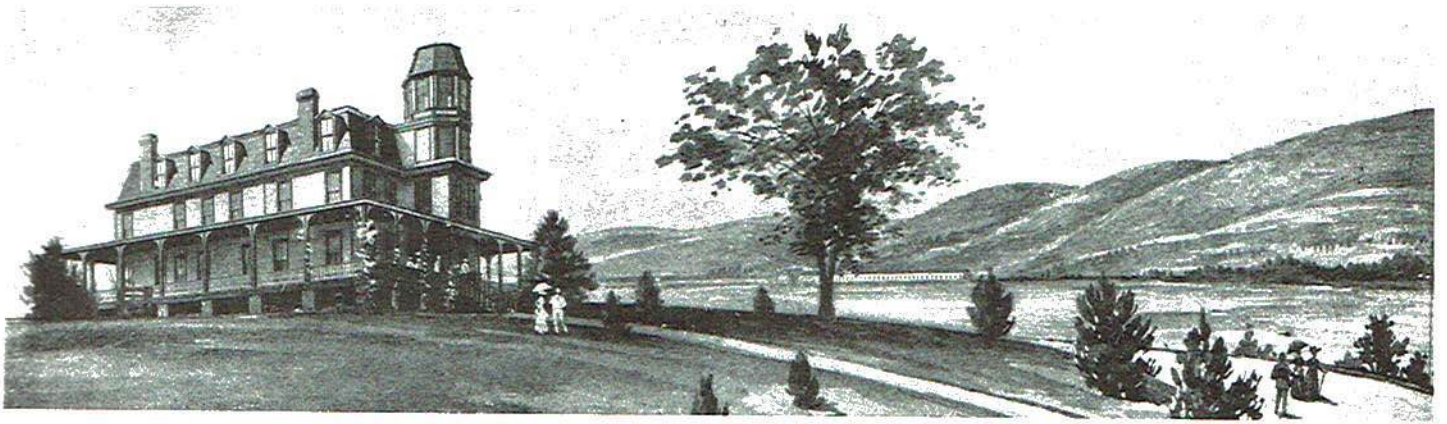
This is a drawing of the elegant Hoffman House after its completion in 1891. It was built by Reverend Dr. Charles F. Hoffman of New York. The hotel was equipped with electric lights, steam heat, baths, and large sample rooms. This \$90,000 hotel was torn down and moved in 1898 to Sewanee, Tennessee, where the materials were used in building a boys' dormitory, Hoffman Memorial Hall, for the University of the South.

Courtesy, Mr. Perry Morgan

Hoffman House when finished would "... not only be completed and furnished in the most substantial manner, but will be kept as regards its menu, fully up to the metropolitan standards of excellence." The hotel was equipped with electric lights, steam heat, baths, and large sample rooms. This building also conformed to the triangular plan of architecture and was fitted into the corner at the convergence of Hudson and Alabama Avenues.

In 1888 Frank J. Kilpatrick built the beautiful Kilpatrick Residence and Clubhouse at the Point on Battery Hill, overlooking the Tennessee River, from the heights which were fortified during the Civil War. This majestic view of the river, the mountains, and the valley was made visible to the public by the construction of a scenic road around Battery Hill. The building was erected to serve jointly as a hotel and a clubhouse. Its enthusiastic builder was keenly aware of what was required to attract guests and make them comfortable during their visit to the town. Most elegant entertaining was carried on here, for capitalists and celebrated guests who visited Bridgeport.

The first floor of the 40-room, three-story, frame building contained a large ballroom, reception and reading rooms, office, dining room and kitchen. The guest rooms were on the second and third floors. The interior walls were finished with gum, oak, walnut, and maple paneling. The building was heated by steam. One of the most popular areas of the hotel was



The Kilpatrick Residence and Club House was a three-story building of frame construction and contained forty rooms. The building was built about 1890. The first floor of the building contained a large ballroom, dining room, reading room, and kitchen. On the second and third floors were the guest rooms. The interior walls of the building were furnished with native oak, walnut, gum, and maple paneling. The building was owned by Mr. Frank J. Kilpatrick and was torn down shortly after 1920. Steel Car Works in background.

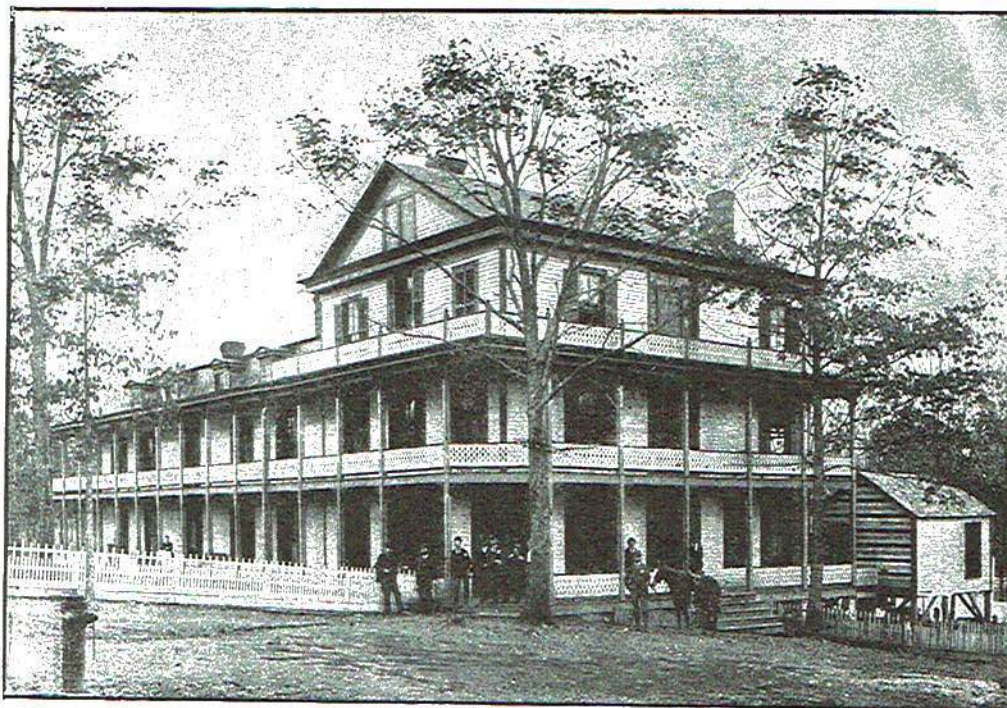
Courtesy, Mr. Perry Morgan

the observatory above the third floor from which there was an extraordinary view of the river valley and the adjacent mountain ranges.

Housing was provided for horses, tally-hoes and phaetons which were the mode of travel before the automobile.

At the foot of the hill along the river's edge, boating docks were constructed for private boats which plied up and down the river daily.

In 1890 R. A. Jones built a three-story frame hotel for the general flow of passenger traffic on the railways. This was the Cottage Inn, and it was visible from the N. C. & St. L.



The Cottage Inn was built in 1890 by Mr. R. A. Jones. It was located directly across from the old N. C. and St. L. Depot. The building was torn down about 1925.



Olcott Avenue, Battery Hill, about 1905

Courtesy, Mr. Perry Morgan

depot, a distance of only a few yards across the tracks. All space was regularly occupied during the high tide of activity. J. W. C. Critchell was general manager of the inn during this period.

The demand for living quarters was being met simultaneously with other construction.

Olcott Avenue, the scenic street around both sides of Battery Hill, was soon lined with handsome residences with full basements, two main floors and huge attics.

O. W. Whitcher, one of the heavy investors, built his home on the west side of this drive. It consisted of a handsome Stanford White residence and carriage-house complex. The latter burned, but the residence is still a stately reminder of that historic period.

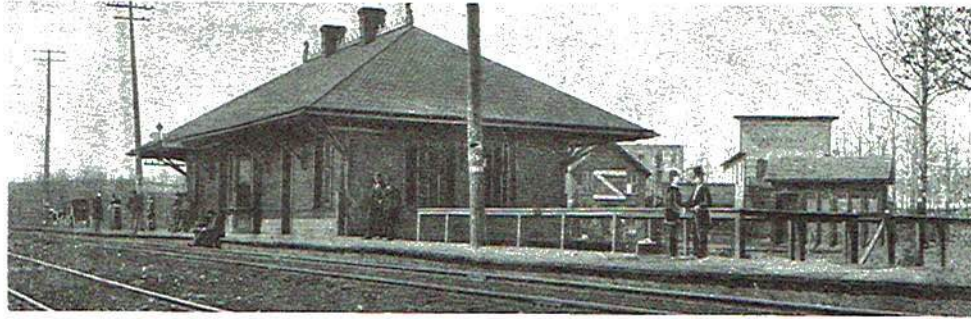
The *Bridgeport News* was organized in 1890 by W. W. Douglas and E. L. C. Ward. The paper was issued by the Bridgeport Publishing Company and edited by Mr. E. L. C. Ward. In



This home of John H. Gunter, on Olcott Avenue, Battery Hill, was built in the 1890's and burned May 25, 1919.



This house, built by O. W. Whitcher of Boston, was completed in June 1892. The home and carriage house complex was designed by Stanford White of New York.



An 1891 view of the N. C. & St. L. Depot at Bridgeport. There were 18 passenger trains that arrived daily in that year. The building was torn down in the summer of 1966.

Courtesy, Mr. Perry Morgan

1891 the *News* was a four-page weekly that was issued every Thursday. George R. Van Arsdale owned and edited the paper for several years; then C. D. Cargile, once owner of the *Stevenson Chronicle*, was editor of the *Bridgeport News* in 1915. The paper was later known as the *Bridgeport News-Herald*. R. C. Hornbeak was editor and manager for several years, and F. W. Carr, Sr., was owner and publisher. The paper was later edited by Miss Eleanor Whitcher until its last publication in the early 1940's.

Church building, but not church services, moved more slowly than business and residence plans. Ample auditorium space in several of the large new buildings plus the limited capacity of existing small churches, allowed for regular worship until separate buildings could be provided.

Social life was varied, active and gay. Ample space had been included in the downtown buildings for dances, club meetings and lectures, some of which occurred almost nightly. The hotels were prepared to serve the most lavish banquets. Clubs reserved permanent



The Peyton Building was built about 1893. The first floor contained six stores; the second and third floors were for apartments. This building was built on Hudson Avenue facing the railroad.

Courtesy, Mrs. Nero Atkins

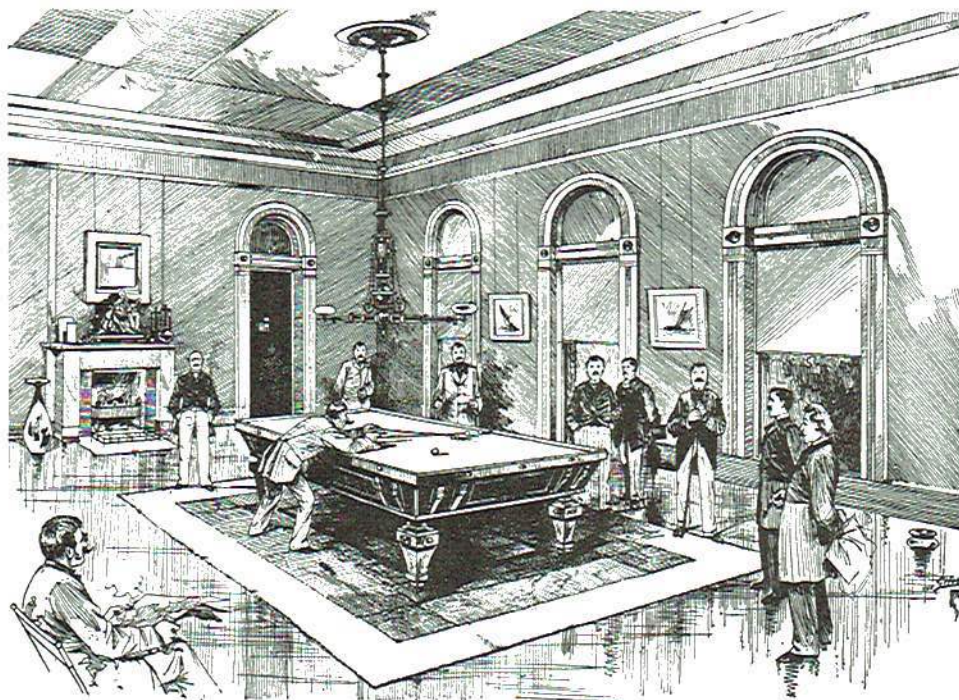


The eight duplex houses on Hudson Avenue, designed by architect Stanford White, in Victorian Style, were completed in 1896. They were built by Frank J. Kilpatrick.

quarters for their own meetings and entertainment. The Hunter's Club met in the Hoffman House. This club was made up of active sportsmen, and one of their favorite pastimes was hunting deer in the mountains around Bridgeport. Water sports were highly popular including boating, swimming, picknicking, and fishing.

The Ala-Ga-Tenn Club, an organization of active businessmen, held regular meetings in their club room in the Whitcher Building.

In the midst of this gigantic undertaking a financial alarm was sounded. President Cleveland had entered his second administration in 1893 with an ill-fated treasury problem. The high tariff of McKinley's administration had cut down the inflow of gold from exports



The Ala-Ga-Tenn Club had this club room on the third floor of the Whitcher Building. This drawing was made in 1891.

Courtesy, Mr. Perry Morgan

while draining the country of gold for imports; President Harrison's heavy pension bill had added another drain on the gold supply, and the Sherman Silver Purchase Act requiring the treasury to purchase 4,500,000 ounces of silver each month at market price and to pay for it in notes redeemable in gold, constituted an endless drain on the U. S. Treasury. The total effect was a threatened depletion of the country's gold supply.

People, fearing a panic, rushed in to exchange their notes for gold and the depression was on. Eastern financial groups feared that the country might be pushed off the gold standard by cheap silver. This forced a tightening of money and curtailed further spending. This was the plight of the Bridgeport promoters. So as the depression became evident, work slowed to a stop and many of the investors returned to the East to protect their interests there.

The First National Bank was closed to business after the depression forced northern businessmen home.

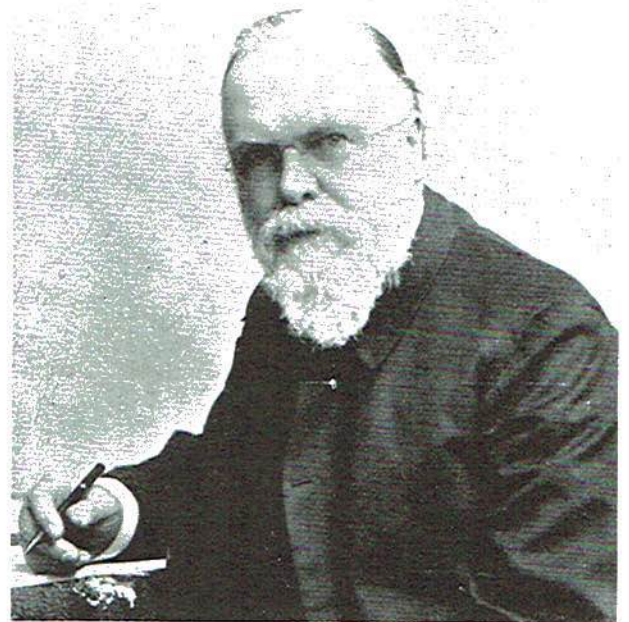
Mr. Frank J. Kilpatrick resigned as mayor on December 2, 1893, and left for New York. He later returned to Bridgeport and built eight duplex houses, designed by Stanford White, on Hudson Avenue. These houses were completed in 1896. He started building his home on Battery Hill, but this was far from completion when he finally left Bridgeport in 1907. The framework was covered and boarded up for protection against the weather until his possible return.

Bridgeport development never again seemed practicable to these New England businessmen, so disposal of their property for whatever it would bring proceeded. The dream had been too big. There was no local demand for it, so many of the businesses closed out with little better than total loss.

With a few exceptions every businessman returned to his home, chiefly in New York, and Bridgeport felt the trembling effect of economic collapse.



Hoffman House, 1893. Manager, J. M. Adams



The Reverend Dr. Charles Frederick Hoffman, the great Episcopal philanthropist, who built the magnificent Hoffman House in Bridgeport in 1891.

Bridgeport Adapts to The Changed Economy

The formidable buildings stood as memorials to a glorious and magnificent interlude. Some were left closed, others almost empty, and still others were torn down and moved away.

The elegant Hoffman House with all its equipment was offered to the University of the South for a grammar school at Bridgeport. The University expressed disapproval of such a project but said that the material and furniture of the hotel might be used in building a dormitory at Sewanee. Reverend Dr. Hoffman died March 4, 1897, but in his dying moments requested his son to carry out his wishes in building a dormitory at Sewanee.

After some delay because of an injunction filed by the Bridgeport Land and Improvement Company, the Hoffman House was dismantled in the early part of 1898 and loaded on 82 train cars for transport to Sewanee where most of the material was used in building a dormitory. This elegant 5-story 105-foot dormitory, Hoffman Memorial Hall, was dedicated Thursday, May 11, 1899. It burned to the ground April 5, 1919.

With a loss of adequate fire equipment and protection in Bridgeport, one fine home after another went up in flames, as time passed, leaving a snaggy space in lines of beautiful residences.

The town of Bridgeport was again catapulted into a change. As it had flexed its muscles to climb the rising tide of growth in the past, it now had to use this strength to avoid disaster from the undertow of financial withdrawal. But this was not the first look at reality. Twice before these people, who had hacked their community out of the wilderness and then restored it from the ravages of war, had faced raw nature with a determined spirit and had won. So after the first shock, an assessment of resources revealed that all the natural assets that had attracted men from the earliest times, plus a residue of know-how, facilities and culture left by the wealthy promoters, were still here, and, with renewed effort, they started on a scale that could be supported by the local economy.

New industry was sought for the town, and it was found on a smaller scale for a few years. By 1900 there were such industries as the U. S. Cast Iron Pipe and Foundry Company which had a capacity of 150 tons daily; Nixon Handle Company which had an extensive export business; Bridgeport Woodenware Company which manufactured a full line of baskets, fruit packages, and butter dishes; and the Bridgeport Stove Works which was founded by the Gunters in 1890.

The Bridgeport Board of Trade advertised the following in 1900:

Life in Bridgeport has its sunny side, for means of recreation are abundant. Horseback riding is especially enjoyable, and there are innumerable shady roads in valley and over mountain to afford endless



Frank J. Kilpatrick was in the midst of building this large three-story home, designed by Stanford White, when he was finally forced to return to New York City. Only the framing was completed; and in order to protect it from the weather, it was covered and boarded up with rough lumber during his absence. It turned out that this absence was for the rest of his life, so the house remained in this state for almost 15 years. About 1913 J. W. Jones, owner of the Bridgeport Lumber Yard, purchased the unfinished house and completed it. This complex arrangement included a carriage house and servants' quarters and a smokehouse of co-ordinating architecture.

variety of scene to add to the interest in the sport. The mountains abound in game and offer many charming bits of scenery to tempt the lover of Nature. Cascades, rocky glens and weird caverns lend objectives for excursion parties. Steamboat excursions on the Tennessee will disclose some of the most impressive sights to be found on any American waterway. The Flora of the country is peculiarly diversified and attractive. No regular boating club has been formed yet, although it is hard to understand why the straight, broad course of the river here should not tempt the athletes of aquatic sports. All about is historic ground. Chickamauga, Mission Ridge and Lookout Mountain are within an hour's ride by rail.

In 1907 the Southern Bell Telephone and Telegraph Company installed an exchange, telephone lines, and telephones in Bridgeport. The same year the stock of the Bridgeport Realty and Trust Company was purchased by a St. Louis Syndicate. The company was reorganized with the following personnel: Rudolph Shellhammer, President; Frank Dameron, Vice President and Manager; Charles H. Currens, Second Vice President and Financial Agent, and C. J. Ward, Secretary. Offices were to be maintained in St. Louis, but Mr. Dameron was to have charge of offices in Bridgeport.

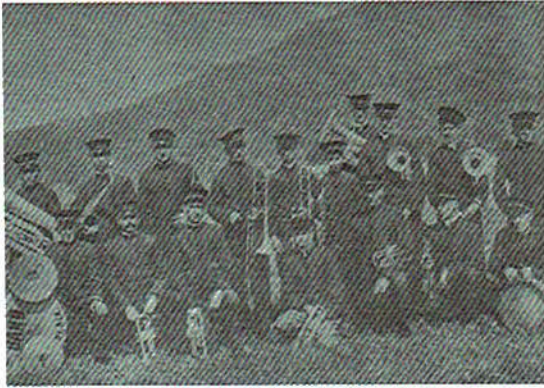
Interviews by *Bridgeport News* officials of DeLoach Mill Manufacturing Company, Lea Brothers, the Basket Factory, Planing Mill, Modern Canner Company, N. C. & St. L. freight agent, all expressed an increase in business that year and much optimism for the future.

In 1908 the First State Bank was organized with Luke R. Lea as president and Wyeth Rorex as cashier.

The L. H. Hughes store which was opened as a partnership business between L. H. Hughes and J. E. Johnson in 1904 was by 1908 the private enterprise of Mr. Hughes who started dealing in general merchandise, fertilizers and farm implements. It reported increasing business at this time.

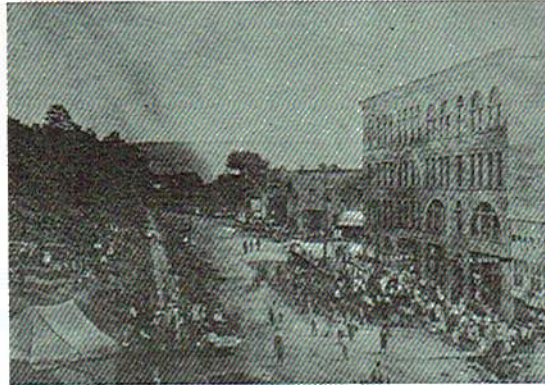
In 1910 J. C. Jacobs Banking Company was opened in the Aldhous Building with F. P. Jacobs as president and J. A. Sentell as cashier.

J. W. Jones came to Bridgeport and set up a sawmill in 1912. One of his projects was the completion of the Kilpatrick home which had been boarded up when Mr. Kilpatrick made his final return to New York. The residence was completed about 1918, and shortly afterward Mr. Jones moved to Florida, after selling both sawmill and residence to E. P. Jacobs.



Bridgeport Military Band. This band was organized by George R. VanArsdall in 1911.

Courtesy, Miss Evelyn Jones



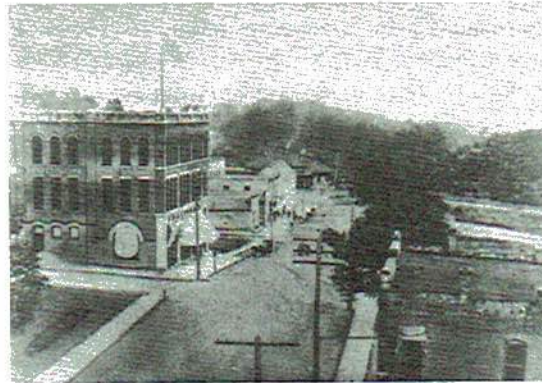
This photograph was taken about 1914 from the roof of the Witcher Building. King's Park is on the left and the Aldhous Building is on the right.

Courtesy, Miss Evelyn Jones



Scene in King's Park, Labor Day, 1914. The park was located in the middle of Bridgeport's business district.

Courtesy, Miss Evelyn Jones



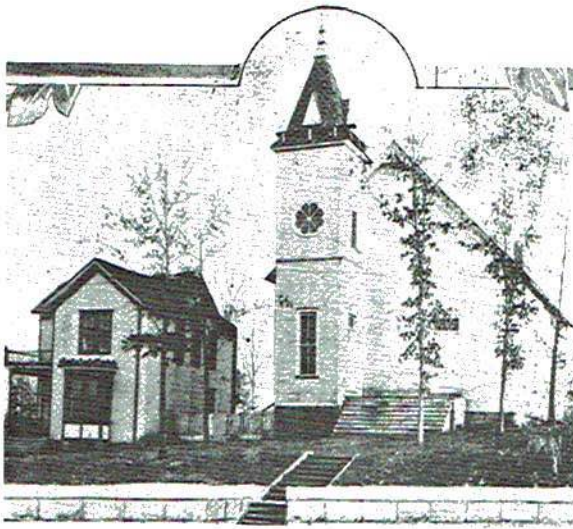
Street scene looking northeast on Alabama Avenue in 1908. King's Park is on the extreme left.

Courtesy, Mr. Bill Hughes

In 1914 the *Bridgeport News* advertised the following: "In the manufacturing line we have the Ketner Mill, producing a fine line of cereal products; the Hickory Spoke Works; J. W. Jones Lumber Company, producers of rough and dressed lumber; Bridgeport Broom Works; the E. P. Jacobs Manufacturing Company, turning out a complete line of stoves, and the DeLoach Mill Manufacturing Company, manufacturers of the celebrated DeLoach Sawmill."

J. Luther Troxell, real estate dealer and mayor in 1914, built a two-story brick building across from the Hudson Hotel in about 1925. The first floor was used for stores and a restaurant, the second for offices. Dr. J. P. Lasater practiced dentistry there for many years.

For several years after 1914 Bridgeport had three physicians, Dr. C. F. J. Hartung, Dr. W. C. Williams and Dr. D. C. Haggard. They traveled over this entire area visiting patients in their homes before automobiles had come into general use. Many roads were impassable in winter, so these trips had to be made on horseback and sometimes on foot. Pay for services



Methodist Church and parsonage as it appeared in 1900. This was the second Methodist Church in Bridgeport. This church was built in 1890.

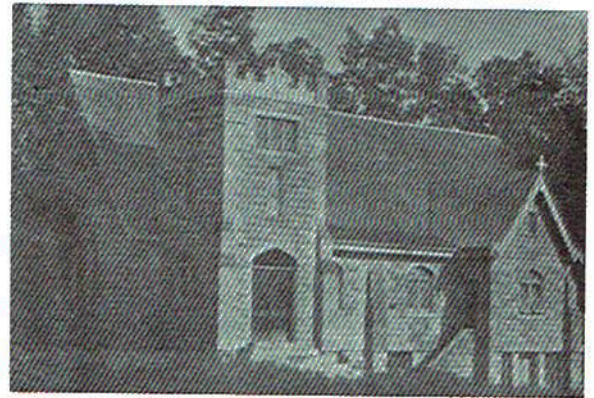
Courtesy, Mrs. Nero Atkins



The United Methodist Church was completed in 1925.



The First Baptist Church was completed in 1914.



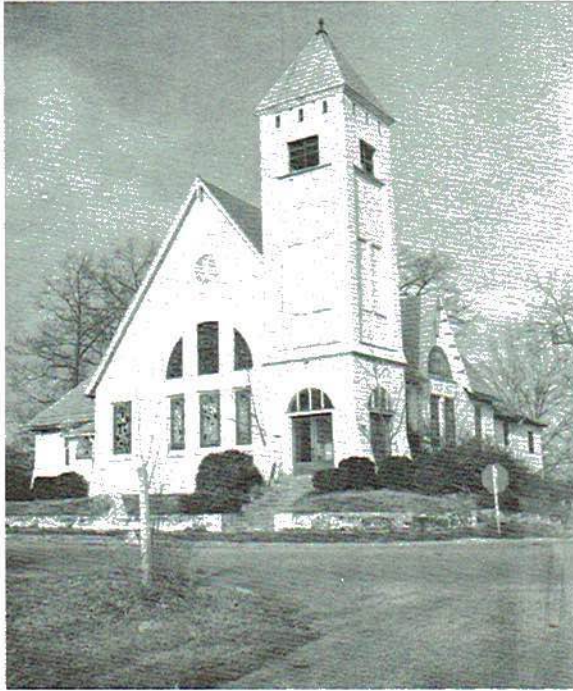
Episcopal Church, 1914. This building was later occupied by the Adventist Church, then by the American Legion Post, and it is now occupied by the Bridgeport Junior Jaycees.

Courtesy, Miss Evelyn Jones

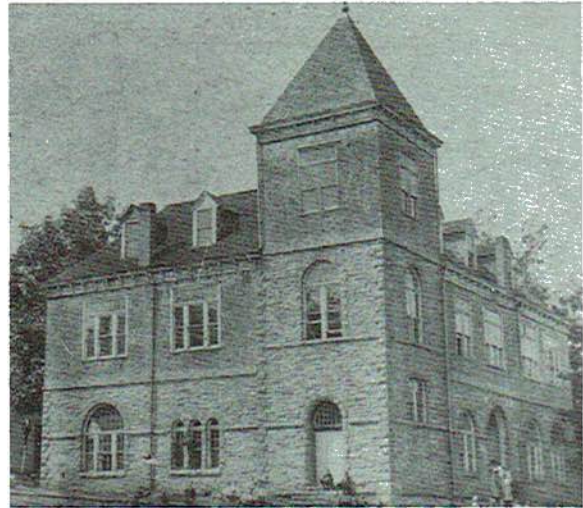
was often produce or barter. A good horse and buggy were indispensable for doctors on these trips, but as soon as the roads permitted, this method was abandoned for the Ford Roadster.

In 1925 John R. Loyd built the three-story brick building directly across the street from the Hudson Hotel and opened a general merchandise business. The first floor was used for general merchandise, the basement and second floor for storage and the third floor as a Masonic Hall.

So business moved ahead according to the economy. Farm income was increased as



This church, originally built by the Presbyterians in 1896, was used by the Church of Christ until April 1966.



The Alatennga College was built in 1902. This four-story building was built of Pikeville brown sandstone, finished above in shingles, with a mansard roof. The building's interior was finished in oak. An auditorium equipped with a stage covered the entire third floor. The building was later occupied by the Tennessee River Institute, a Baptist school, and about 1932 the building was bought by the city of Bridgeport for the public school system.

Courtesy, Mrs. Katherine Riggs

more land was opened and better farming methods were used. For the benefit of both the surrounding farmers and the town, the Albino Mills and Cotton Gin went into operation under the management of E. T. Boyd about 1914.

The convulsive change, felt by business during the long depression, seemed to spare schools and churches. If anything, it seemed to promote their growth. Plans that had been dormant while church groups worshipped in the commercial buildings now began to develop churches by various denominations. The Methodists had already moved into a building of their own on Cunningham Avenue in the late 1890's, but moved into a new one on Alabama Avenue in the heart of town in 1925. In 1914 the Baptists built and moved into the church they are using today. The Episcopal Church, at the corner of Alabama Avenue and Seventh Street, was built shortly after 1900, and the Church of Christ moved into the Presbyterian Church that was built in 1896.

Three of these churches had regular ministers, but the Episcopal ministers came from the University of the South by regular appointment as the local membership was too small to provide for a resident minister.

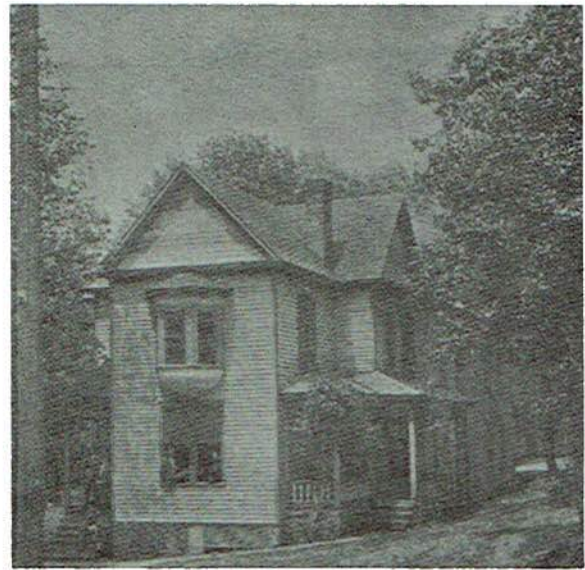
Methodist ministers served a circuit including Concord Church a few miles below town.

Both ministers and qualified laymen from the churches gave freely of their service to rural churches without regular pastors.

C. W. C. Hall, for many years an elder in the Church of Christ, made regular visits to Christian Home Church on Sand Mountain and preached to the congregation.



This building was built in 1908 as a girls' dormitory for the Alatennga College. It was used by Tri City Hospital which opened in September 1951. Now it is occupied by Lou Ann Apartments.



The Alatennga Boys' Dormitory as it appeared in 1914.
Courtesy, Miss Evelyn Jones

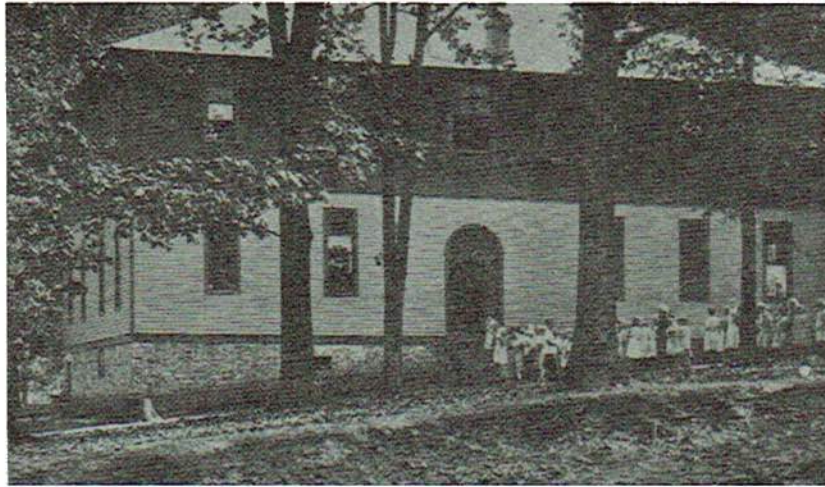
Schools likewise moved on without interruption. In 1902 the Alatennga College was opened with J. W. Grant as President; Professor A. B. Blazer as Vice President and Secretary; and the following faculty: Miss Alda Camborn, B. A.; Honorable J. S. Benson; Miss Canna Wynne; Miss Lula Burger; Miss Ollie V. Hughes and Miss Mattie Holder. The school was located in a new four-story sandstone building that was built on the corner of Alabama Avenue and Eighth Street. The course of study was included in five departments: Collegiate, Preparatory, Commercial, Primary and Intermediate. Optional courses were offered in Bible, Art, Elocution and Music. The college closed about 1908 when Alatennga sold its property to the Southern Baptist Association. They promptly opened the Bridgeport Academy to local and boarding students. A few years later this became the Tennessee River Institute, offering college courses. It was widely publicized and well attended. Ample dormitory space for boys and girls accommodated the boarding students. When the TRI closed, the property was purchased by the Adventist Church and a school was administered under that sponsorship until it closed in 1933.

In 1913 Bridgeport Elementary School was built to provide for the increasing number of young school children. This was a two-story frame building with six rooms and an auditorium. It was located on the present football field of the high school.

Vanderbilt Training School was organized in the 1890's to prepare students for college entrance.

In 1923 the first state-supported high school was opened in the Whitcher Building. The faculty consisted of O. C. Chisom, Principal, and Daisy Parton, Ruth Daniels and Juanita Kelly as teachers.

The senior class was made up of only two students, Maurine Hughes and Leslie Quarles. They were graduated at the end of the term.



The city of Bridgeport built this school in 1913. The building was located on the present high school football field. The building was torn down about 1935.

Courtesy, Miss Evelyn Jones

The elementary school faculty for the 1923-24 term was composed of A. S. Hill, Principal; Katherine Riggs, Ruby Deese, Kathleen Lassater, Lucille Jenkins and Millie Sue Gentry as teachers. This school occupied the old frame building which was built in 1913.

In 1925 the high school moved into a new brick building on the back side of the present high school. This building was never completed and never adequate, so, about 1933, the Home Economic Department was moved into the girls' dormitory of the old TRI building. When this property was purchased by the city, much of the furniture was left in



Vanderbilt Training School about 1900.

Courtesy, Miss Ida McFarlane

the building. Miss Jewell Carmack was in charge of the department, and under her guidance the interior was redecorated and the dilapidated furniture was so well renovated by the students, that the department was soon classed as one of the best in the state by federal and state supervisors. The rest of the high school and elementary grades occupied the TRI administration building.

The next high school building was made possible by federal financing through the Public Works Administration. It was opened for the 1939-40 term with Wilson Gonce as Principal. The deteriorated brick building was renovated and used for elementary pupils.

The full list of high school principals from 1923 were as follows: O. C. Chisom, 1923-25; O. C. Robinson, 1925-26; Wesley McLeod, 1926-27; H. T. Foster, 1927-29; H. T. Standefer, 1929-36; Wilson Gonce, 1936-37; J. Lincoln Hall, 1941-48; John C. Lewis, 1948-53; E. Rudder Knox, 1953-58; Neil Knox, 1958-59; E. R. Knox, 1959-63; J. E. Edmonds, 1963-65; James Warren, 1965-69.

The following list includes elementary school principals from 1913 when the frame building on the present site of the high school football field was opened: Margaret Ehrensperger, 1913-15; Mr. Vann, 1915-19; Fletcher Wade, 1919-21; Stanton Hill, 1921-25; Baldwin Wyley, 1925-27; H. V. Kuykendall, 1927-31; Wilson Gonce, 1931-36; W. R. Riley, 1936-37; Stanton Hill, 1937-40.

In 1940 the office of elementary principal was discontinued, and the school was placed under direct supervision of the high school principal.

The high school building burned just before the 1967-68 term closed. The following year, 1968-69, the school was housed in emergency quarters, but the 1969-70 term found the modern new brick building ready for occupation. It is located on the foundation of the one that burned in 1968.



Bridgeport's L. & N. Railroad Depot of Spanish design was built in 1917. The freight department of the depot was torn down in 1968.



The railroad draw bridge that crosses the "slough." Photograph taken in 1968.

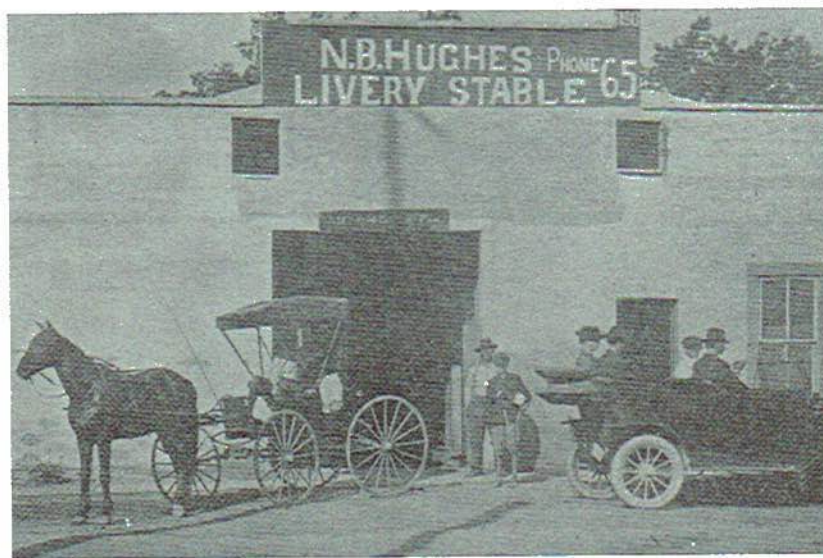
World War I and Its Aftermath

At this time Bridgeport was feeling the effects of World War I. Men of military age were regularly enlisted in military service and formerly unemployed persons were offered many kinds of employment. Groups of volunteer women were kept busy with Red Cross activity. The continuous rumble of long troop trains and the regular departure of local boys to military encampments kept the war spirit high with a driving hope for peace.

Business kept an even course during the war, feeling the distant effects of the tide of war spending. Here and there a small service was added, but anything, beyond what the local economy would bear, soon withered away.

When the war ended in 1918, Bridgeport joined the rest of the country for a period of relaxation as a prelude to further effort toward domestic growth.

While the aftermath of war was mild compared with that of the whole country, it took on the same tone. The war had been so costly and seemed so brutal and useless that certain doubts about old beliefs and customs began to appear in every activity and in various ways. Cigarette smoking by women came into the open, music turned to jazz, and dancing from the former waltz and two-step to the Charleston and Black Bottom.



Livery Stable in Bridgeport in 1913.

Courtesy, Miss Evelyn Jones

The appearance of the radio in 1920 opened this small corner to the outside world. The first radio in this area was at the Dixie Inn in Richard City, Tennessee. This attracted Bridgeport groups who sat, passing the ear phones from one guest to another, until KDKA went off the air.

Youngsters filled the local theater enraptured by silent pictures which were becoming bolder as they were superseded by the talkies. In these the changing image of the time was dramatically portrayed by sexy characters and swaggering heroes.

The Flapper, a new type of woman, with free swinging figure, short hair and short dress appeared.

The bold and restless spirit of the Bridgeport community was reflected in the Trans-Atlantic flight of Ruth Elder, a former teacher in the Tennessee River Institute, shortly after Lindbergh's successful trip. Her plane landed on the Azores after almost finishing her flight.

In the business world, prosperity was catching on. Many new consumer goods were being turned out. An automobile agency pushed out the old livery stable. Refrigerators improved preservation of foods and ended the task of moving the pan from under the old ice box and mopping its overflow.

Credit was made easy by installment buying, and the standard of living rose to new levels. The automobile brought paved roads and made the population more mobile. This in turn created a need for gas and lodging for travelers, so filling stations with auto parts and motel accommodations sprang up by the roadsides.

This social and economic revolution opened an era of unprecedented materialism, and Bridgeport contributed its small part.



After a picnic at Russell Cave, these people posed inside the cave for this picture which was taken in the summer of 1906. From left to right they are: Albert Raulston, Ethel Ferguson, Edward Thomas, Mary Cantrell, Charlie Johnson, Anna Belle Potts, Maggie Ridley, James Alby, Ida Raulston, Sam Berry Wynne, (standing) Jeff Abbott, Tennie Raulston, Ada Ferguson, and Hillery Barnes. Courtesy, Mrs. Nero Atkins

The Depression Crisis

During this time, in 1928, the Aycock Hosiery Mills began operation in Bridgeport, and the following year the Jacobs and Spivey Hosiery Mills, Inc., started the manufacture of silk hosiery which had come into great demand. But the year 1929 sounded the alarm to business. By 1932 the whole country was in the death throes of the greatest of all depressions. Such businesses as could not stand still and wait perished.

Bridgeport and surrounding territory were fortunate in the abundance of good earth within easy reach of everybody. As money passed out of circulation, people looked more and more to themselves for survival. Almost every backyard had a garden, a few chickens, a pig or two and a cow. The table was supplied in this way and nothing but minimal clothing was provided for the duration of the depression. Rationing orders were strictly observed by most people.

But even so, much of the population felt hunger and the illnesses of malnutrition. Many were underclothed and barefooted. The prevailing conditions were typical of the whole country, and this took priority over every other public issue in the nation.

Such a crisis led to a national survey to study the causes and devise plans for the alleviation of hunger and distress. The election of President Franklin D. Roosevelt in 1932 initiated action in that direction with the broad purpose of alleviation of present distress and the prevention of its return. Bridgeport stood in direct line for participation in the programs that followed.

One of the first agencies set up by Congress was the Federal Relief Administration which provided work programs for the unemployed. This made it possible for able bodied, unemployed men to work and earn regular wages for their dependents. This wage was supplemented by surplus commodities consisting of staple foods which were delivered once a month.

Work training programs were created for younger men and women. One of these was the Civilian Conservation Corps which provided training in forest conservation, prevention of soil erosion, and road construction to trainees under the supervision of army officers. This covered jobless needy young men of ages 18-25. They were paid regular wages which were shared by their dependents. Academic studies were available in the accompanying school program. The National Youth Administration was the other youth program. It included both needy young males and females who were out of school and without work. The eligible age range was 16-25. This program set up schools in which lifetime skills were taught. It also placed young trainees in various agencies and institutions where their training very often led into careers. The money earned was shared with dependents.

Many young people in Bridgeport helped to stem the depression tide for their families as a result of these youth programs. One of the NYA schools was opened in Bridgeport about 1938 and continued with good attendance until it was absorbed by the War Manpower Commission which began training for war work.

The Social Security Program had the widest coverage of relief needs. It was designed to meet current distress and to prevent its return in the future. Under it, the aged, the blind, and otherwise handicapped and dependent children received cash grants each month. Old Age and Survivors Insurance and Unemployment Compensation were included as preventive measures. Vocational Rehabilitation placed disabled persons with certain skills on remunerative projects. Finally, the S. S. Program gave free service through the Public Health Department for maternity and infant care, and through the Crippled Children's Service it diagnosed, hospitalized, and treated needy children with certain physical defects.

It would be impossible to estimate the value of these programs to the people of this community in the financial income, in health and in the development of skills, by which many of them earn a living today. Whatever they received in money was put into circulation, and was pumped through every local business.

Perhaps no federal program has done so much to improve the standard of living all over this area as the Rural Electrification Program. Through the North Alabama Electric Co-op, electric power lines have criss-crossed the country, placing the current within reach of every rural family. This has provided them with heat, light, refrigeration, radio and television and every labor-saving device that their budgets will stand.

The Fair Labor Act improved the standard of living for labor employed in interstate work. This set a floor of forty cents an hour, later raised to seventy-five cents, then to \$1.25 and presently to \$1.60 an hour with a 40-hour work week with overtime pay of time and a half. Child labor was forbidden for children under 16, and under 18 in hazardous work.

Tennessee Valley Authority, an invaluable asset to Bridgeport and the adjacent farming area, was provided by an Act of Congress in 1933. Its flood control program has saved farmers vast amounts of money from loss by flood water. Its system of locks and dams have made navigation possible the year round, and the construction of power plants has been of infinite value to industry. The Widow's Creek Plant, the largest generating plant in the world, is located four miles below Bridgeport, and it carries a payroll of 420.

The value of all these programs cannot be limited to any one purpose since their services, in whatever form, cover the whole area, and the money they provide circulates through the whole economy.

With the help of government subsidies, soil improvement plans and the scientific aid of county agents, farming in the adjacent coves and valleys has completely changed in the past few years. The boll weevil helped to destroy the profit in cotton growing, but diversity has led to the year-round pastures covered by fine herds of cattle. The countryside is largely green all year round.

World War II and General Prosperity

The Depression which was weakened by all the New Deal programs completely disappeared when America entered World War II. Activity in war industries was so great that every person who wanted to work could find a job. Military service called for able bodied young men from nearly every home. Money poured into circulation.

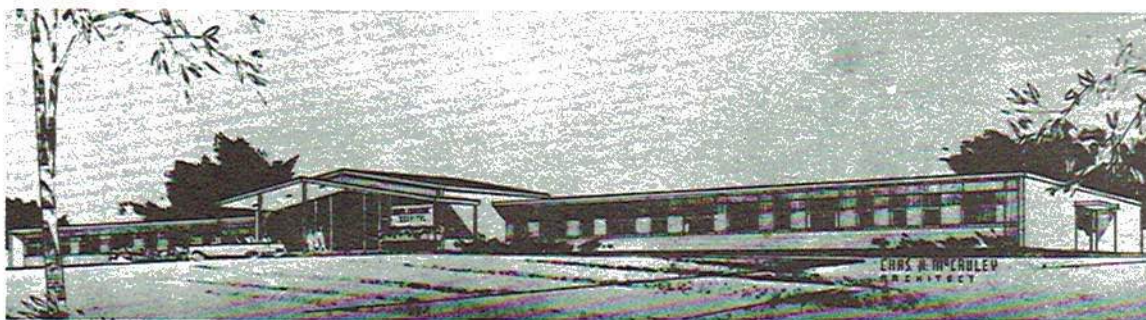
The end of this war was followed by continuous undeclared wars, both hot and cold, so that defense spending on a big scale has never stopped. The race for material goods has never been equaled. Even in this remote corner, two or three cars to a family has become a necessity, boats and even airplanes are longed-for possessions of the majority of families. Installment buying is rampant and materialism is at an all-time high.

Throughout this period Bridgeport has been moving out of the eddy waters into the mainstream of progress as these developments will indicate.

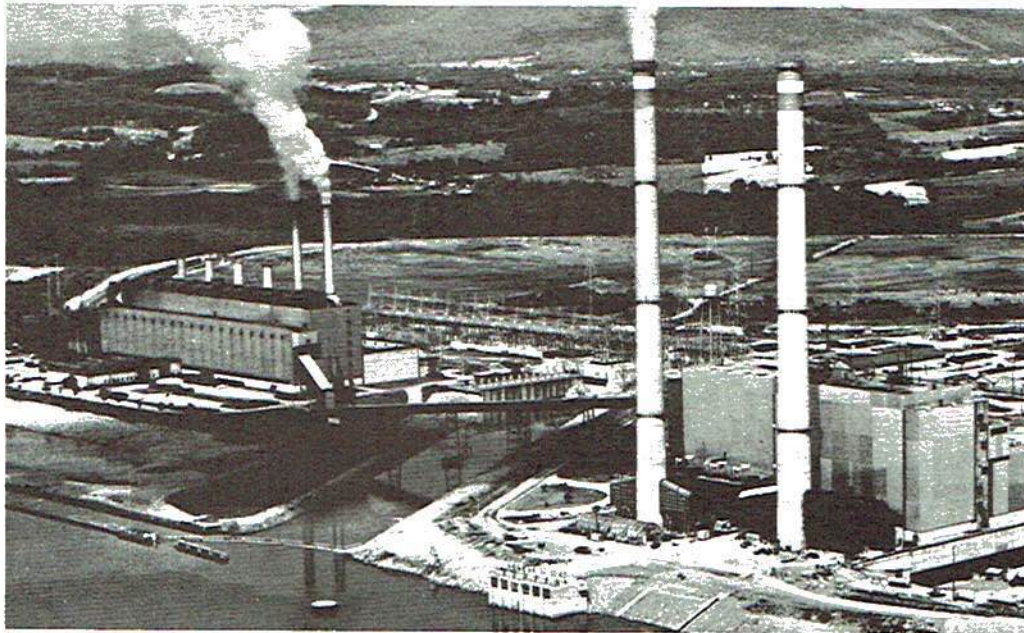
Since 1950's an active Lions Club, Junior Jaycees and a Chamber of Commerce have been busy promoting the welfare and growth of the town. Committees from these organizations have looked for new industries, planned for library facilities and have recruited patients with eye defects for examination and treatment.

Cultural programs have helped to enrich life in both town and country. Some of these are the Bridgeport Literary Club, active since 1920; Bridgeport Woman's Club, and Home Demonstration Club. An enthusiastic Parent-Teachers organization and Band Booster's Club are powerful assets to the schools.

Much credit goes to Mr. C. J. Smith who has promoted and coached a Pee-Wee baseball team each summer for many, many years. Water sports have become very popular since the advent of TVA and the affluent period.



North Jackson Hospital, Bridgeport-Stevenson, Alabama



Widow's Creek Steam Plant, with eight units rated at a total generating capacity of 1,977,985 kilowatts, is one of the largest steam electric plants in the nation. The Widow's Creek Plant is located on Guntersville Lake in northeastern Alabama, four miles from Bridgeport.

Courtesy, TVA

In 1959 this corner of the county secured federal and state financing for the establishment of a hospital as provided under the Hill-Burton Act. Its licensed capacity has grown from 25 beds to 65 beds and 8 bassinets. It is located about halfway between Bridgeport and Stevenson on Highway 72 and serves a wide area.

A modern air-conditioned post office building was opened to serve the Bridgeport area on February 22, 1963. The official dedication of the building was held on May 25, 1963.

The National Guard Armory was completed in 1963 by means of federal and state financing and the city's contribution of the site. This building consists of a spacious drill hall, three classrooms, a locker room and an arms vault. Its location on one of the highest hills in Bridgeport gives it a formidable appearance. Its ample space was designed to meet mobilization and emergency needs.

Junior Jaycees concluded an elaborate Civil War Centennial observance in 1961 with a program commemorating Bridgeport's role in the Civil War. Mr. James Sulzby, Secretary of Alabama Historical Society, presented the town with a bronze marker which was accepted by Mayor J. J. Williams and placed on the west side of town on Highway 72. The historic marker was provided by the Junior Jaycees in commemoration of the strategic role played by Bridgeport during the Civil War.

In 1966 the local congregation of the Church of Christ built a handsome new brick church in modern ecclesiastical style on the west side of town. Dedication services were held on Sunday, May 15, 1966, with an address by the Reverend Mr. Athens Clay Pullias, former pastor of the congregation, now President of David Lipscomb College in Nashville,



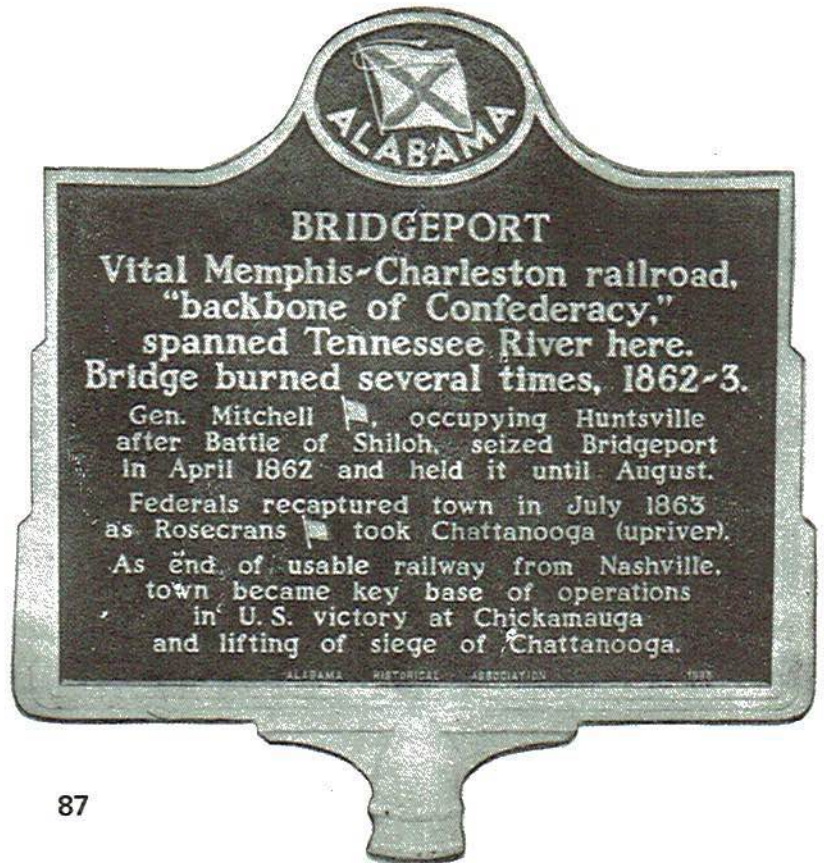
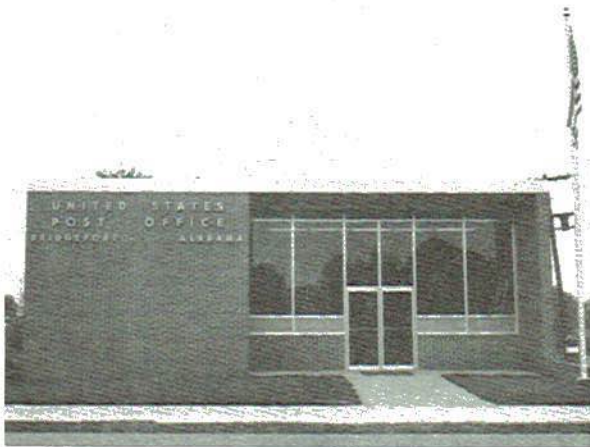
Alabama National Guard Armory

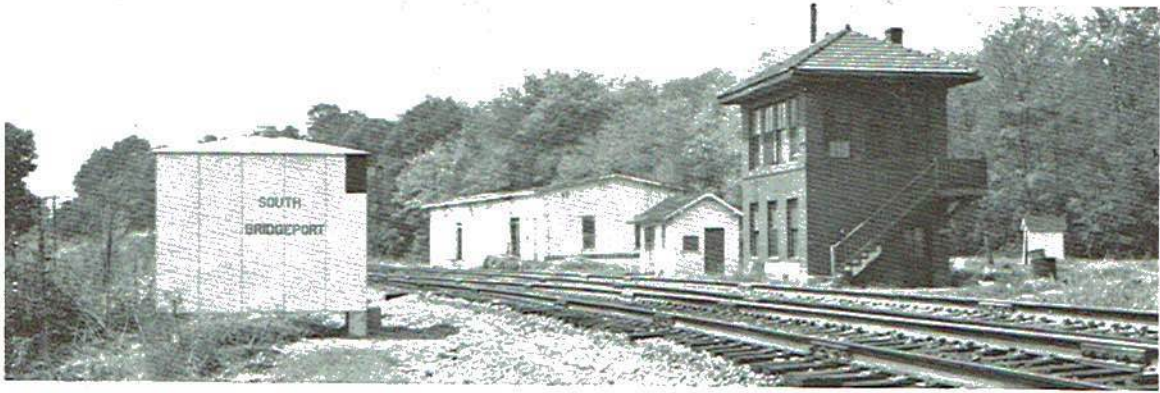
Tennessee. Officers of the church were: Elders: Arthur Reeves, J. Bedford Beck, R. W. Melton, and Marion F. Loyd. Deacons: John Hall, Curtis Allison, Lawrence Crabtree and Leon Hughes. Pastor: Eldon W. Rogers.

A municipal Airport serving both Bridgeport and Stevenson was opened for air traffic July 24, 1967. The first plane to roll over its paved runway was flown by Senator Dan Stone. Officials who attended opening ceremonies were: Mayor J. J. Williams of Bridgeport; State Representative Bill Williams; Chairman of Board of Revenue, Gordon Sebring; Oliver Williamson of the State Highway Department.

The River Mont Cave Historic Trail was opened in 1967 as a result of the tireless efforts of the local scout troop. This trail meanders over some of the most beautiful and interesting landscape to be seen anywhere. The purpose of the trail is to promote greater interest in scout hiking and in Bridgeport history. Its inaugural hike was held August 26, 1967, with over 462 boy scouts and their scoutmasters hiking. Since then it has remained a very popular trail, being hiked by scout troops from all parts of the South and East.

February 23, 1963, was the first day business was conducted in this post office building which was dedicated May 25, 1963.





The railroad switching tower on the right was built in 1917. It was removed in 1968 when it was replaced by the electronic switching unit shown on the left. The white building, in the center, was formerly used as a freight depot.

During 1969 a new high school building complex was begun and made ready for September school opening. This new modern building replaces the one that burned in April 1968. It provides capacity for 800 students in junior and senior high school. It is equipped with central heating, a modern cafeteria, gymnasium, band rooms and football stadium.

The elementary school building has been expanded with several classrooms. It has a spacious dining room, cafeteria, and new playground equipment contributed by the Bridgeport Firemen.

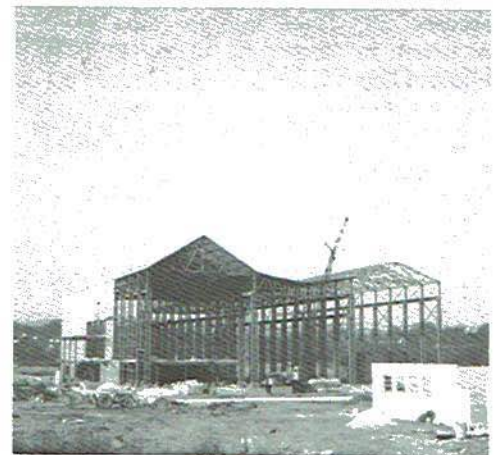
A new Civic Center was completed in May 1969. It occupies the ground of the building that burned the previous year. This building will accommodate approximately 200 guests. It is equipped with central heating and cooling and a fully equipped electric kitchen.

The Bridgeport Manufacturing Company, a plant that finishes prefabricated children's



Dr. Melville B. Grosvenor, President of National Geographic Society and Editor of *The National Geographic Magazine* is shown delivering the dedicatory address of Russell Cave National Monument Visitor Center. The Visitor Center was named after his father, the late Gilbert H. Grosvenor. The dedication took place May 7, 1967.

Courtesy, South Pittsburg Hustler



Facilities for Tennessee Alloy Corporation are shown under construction, November 12, 1967. Production was started Monday night, March 4, 1968.

garments began operation in 1969 with a payroll of 65 employees. Increased orders are now demanding an increase in the number of workers and facilities.

The U. S. Stove Manufacturing Company which started operation in 1968 assembles gas heaters and manufactures electric stoves.

The Allison Poultry Farm and Hatchery with Curtis Allison owner and operator started out as a family enterprise in 1940 hatching 800 baby chicks a week. By 1960 this business had grown to the extent that 135,000 baby chicks were being hatched each week, and there was a peak employment of 22, with chicks being shipped to five states. An outgrowth of this successful enterprise has been a very fine stock farm of registered black angus cattle, and the farm itself is one of the show places of this area.

Bridgeport is in the process of installing a city sewerage system at a cost of approximately \$1,000,000 from federal loans and grants. The plan calls for completion by 1970. When finished, this system will remove much of the source of river water pollution.

State docks are under construction along the industrial site on the banks of the Tennessee River. This will be of great value to industry by providing barge facilities for import and export transportation.

Alabama's 150 years of statehood was commemorated with a Sesqui-Centennial celebration in Bridgeport on August 23, 1969. After an all day celebration which included a parade, various contests, the docking of the steamboat, *Delta Queen*, the observance was climaxed with a grand ball at the National Guard Armory.

Because of its location, Bridgeport is a direct beneficiary of the Tennessee Valley Authority which was created in 1933, with a multiple program of flood control, navigation, reforestation, power development, and soil improvement.

In 1949 the site of Widow's Bar, four miles south of Bridgeport, was approved by the Tennessee Valley Authority Board as a site for Widow's Creek Steam Plant. This announcement was made in December of that year and construction started March 28, 1950. The first of its six initial units began operation July 1, 1952, and the sixth unit began operation July 17, 1954. Work started on units seven and eight in March 1958.

Widow's Creek Steam Plant is now rated as the largest steam plant in the world with a plant capability of 1,750,000 kilowatts.

Russell Cave National Monument was established May 11, 1961. The National Geographic Society purchased the cave and the surrounding 310-acre farm and presented it as a gift to the people of the United States.

On May 7, 1967, it was officially dedicated by the National Park Service as Russell Cave National Monument. Its Visitor Center was named in honor of the late Dr. Gilbert H. Grosvenor, former President and Editor of the National Geographic Society.

The cave's importance was first discovered in 1953 by these members of the Chattanooga Chapter of the Tennessee Archaeological Society: Paul H. Brown, J. B. Graham, LeBaron W. Pahmeyer, and Charles K. Peacock. They informed Dr. Matthew W. Stirling, Director of the Smithsonian's Bureau of American Ethnology, of their discovery. Dr. Stirling asked archaeologist, Carl Miller, to go to Bridgeport and check out this discovery.

This summary of increasing growth manifests renewed vision of the real, natural potential that no past crisis has changed in this corner of the county. General prosperity has

aroused local interest and effort that have already started the race toward great industrialization. Faith in the future portends that this is the lucky try for the revival of growth. Already the image of the mythical Phoenix is rising out of the ashes of its past.



Visitor Center, Russell Cave National Monument. The exhibits inside the Visitor Center interpret the life of early man dating from 6,000 B. C.

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Appendix A

This section is dedicated to that small group of first settlers who endured all the hardships of clearing a wilderness for their homes and families. Through their efforts in this small corner, they not only opened its area to its future growth, but they acted well their small part in that mightier pioneering tide that opened America for civilization.

TENNESSEE VALLEY PROPER

The Tennessee River Valley, in this corner of Alabama, is the vast uninterrupted stretch of alluvial land into which all smaller valleys or coves spread. It is drained by the Tennessee River which splits at Bridgeport to hold the long, slender, insular land of Long Island. The men in the following sketches realized its potential.

JAMES WILLIAMS (1807-1877)

James, son of Sherrod and Polly Looney Williams, was born May 28, 1807, in Maury County, Tennessee. He was a member of a family of eighteen children. When he was three years old, his father moved to Franklin County where he lived until his marriage in 1827 to Katherine Talley, daughter of Jacob and Mourning Talley and sister of Honorable J. B. Talley, Sr., all of Jackson County, Alabama. The same year, Mr. Williams and wife purchased farm land along the Tennessee River, a few miles below the present site of Bridgeport, and built a home which they called "Bowling Green." There they reared ten children.

At the age of twenty-seven, Mr. Williams was elected Justice of the Peace, an office which he held until 1836, when he was inducted into the United States Army as Orderly Sergeant of Captain Henry Norwood's Company of "Mountain Men." This company was organized to help suppress the Indian uprising which occurred in 1836.

After a brief military service, Mr. Williams had a long political career. He was elected representative to the Alabama Legislature for seven terms. After his first term which was held in the state capitol at Tuscaloosa, he was asked by one of his constituents how he compared with the other members of the honorable body. His answer was, "Well, I was just an average hog." This was familiar language to farmers, and it won the lifetime sobriquet of "Common Hog" Williams for him.



James Williams, 1867
Courtesy, Mrs. Katherine Riggs



Katherine Talley Williams
Courtesy, Mrs. Katherine Riggs

After his term in the 1847-48 legislature, Mr. Williams retired from public life and devoted his full time to the duties and pleasures of home and farm life. He was said by his neighbors to be a "Good Liver" and a fine entertainer. Once a year he opened his home to a family reunion, and he enjoyed the sports of fishing and hunting deer on Sand Mountain with friends. These peaceful years were short lived, however, because of the growing threat of secession and war.

In April 1860, Mr. Williams was a delegate to the Democratic National Convention in Charleston, South Carolina, where Governor William Lowndes Yancey presented the famous Alabama Platform, denying support to any candidate favoring the exclusion of slavery from the territory taken from Mexico, and disapproving the permission of settlers within the territory to vote for or against slavery. This platform was rejected by the Northern Democrats, whereupon the delegates of seven southern states walked out of the convention.

Having no majority left, the convention adjourned to meet in Baltimore on the following June 18.

The Southern Democrats also met in Baltimore, adopted the Alabama Platform, and nominated John C. Breckenridge for the Presidency. When the question of secession arose, Mr. Williams used all his influence against it, submitting only when the convention adopted the Ordinance of Secession. He then gave his full support to the Southern Cause. Two of his sons served with honor in the Confederate Army.

In 1865 Mr. Williams returned to the legislature for a two-year term, during which time he and W. J. Padgett represented Jackson County in the Constitutional Convention of 1865.

Mr. Williams died in May 1877 in his home at "Bowling Green" and was buried in the family cemetery on his estate.

JOHN GUNTER (1793-1852)

When John Gunter was three years old, his father, Augustus Gunter, moved his family from Buncombe County, North Carolina, to Warren (now Cannon) County, Tennessee. Sometime after his marriage to Lavinia Thomason in about 1827, John came to Jackson County where he entered land and built a log house just inside the state line, in sight of what later became Copenhagen (now Richard City), Tennessee. The house site can be located today by a clump of scrubby trees left there to warn of the old well. It lies between the Jasper branch railroad track and today's U. S. Highway 72.

When the Federal Land Office opened in Huntsville, Alabama, Mr. Gunter purchased the land ranging along the Tennessee River from the present railroad bridge to the state line, thence westward to the foot of the Cumberland Mountains. Ten children were born and reared on this farm. As they reached maturity and married, most of them moved westward with the pioneering tide.

One son, Thomas Montague Gunter, born 1826 in Warren County, Tennessee, went to Arkansas in 1852, and settled at Fayetteville where he practiced law. He married Marcella Jackson in Missouri and they had one son, Julius Caldien Gunter, in 1858.

Thomas Montague was a member of the Arkansas Constitutional Convention in 1861. In 1864 he was elected Lieutenant Colonel of a Confederate battalion of cavalry known as Gunter's Battalion which he commanded until the war ended (Confederate Cavalry West of the Mississippi). After the war he represented his state in the United States Congress from 1873 to 1883.



Augustus Gunter and Elizabeth Hobbs Gunter

John Gunter's grandson, Julius Caldien, finished law school at the University of Virginia and went to Colorado where he served as President of the State Bar Association., as Governor of Colorado, 1916-1920, and as Chief Justice of Colorado Supreme Court. He died in Denver in 1940.

Augustus Gunter was the one son who remained on the John Gunter estate. He was born in Jackson County, March 9, 1815. He served in the Florida War, 1835-36. He then returned to his farm and married Elizabeth Hobbs February 9, 1843. They lived near the present river bridge until the Civil War. They had three sons, William Montague, Rufus Caldien and John Haley.

When Bridgeport was occupied by the U. S. Army, the land of Augustus was taken over. His two older sons volunteered for military duty. W. M. enlisted in Company G. Third Confederate Cavalry, R. C. joined Fourth Tennessee Cavalry, and their parents left, with their youngest son, John Haley, and went to Georgia for the duration of the war.

After the surrender, the family returned to Bridgeport where they found nothing left on the farm, not a fence rail, not a house, not a horse nor a mule. That year, however, they started farming and soon opened up a business for furnishing other farmers.

In a few years' time the three sons owned and operated a steamboat line from Decatur to Chattanooga. They continued in this business until early 1900's, after which they devoted their attention to their other interests and to the promotion of the fabulous growth of Bridgeport at that time.

Augustus Gunter was for many years agent for the N. C. & St. L. Railroad in Bridgeport. He was a loyal member of the Methodist Church for which he gave much of his time as a lay preacher.

He died in 1894 and was buried by the side of his wife in Mount Carmel Cemetery, which was given in 1888 along with a fully equipped church by his three sons for use by all denominations.

WILLIAM TERRELL KIRKPATRICK

W. T. Kirkpatrick and his wife Nancy Ann McFarlane Kirkpatrick were among the pioneers who settled in the big river valley. Their land lay in the area of Newton Hill about a mile from the Tennessee-Alabama state line.

Here they had a family of eleven children, most of whom grew to adulthood on the "Old Kirkpatrick Homestead."

One son, Washington LaFayette ("Dick") Kirkpatrick remained on the old homestead where he reared a large family. As a young man he taught school in Jackson County, worked as a section hand on the new N. C. & St. L. Railroad and then as a carpenter and contractor. From his earnings he purchased more land, and in 1877 he joined the mercantile firm of McFarlane and Company; shortly after this he started his own business. Two years later McFarlane moved his merchandise to his farm near Bridgeport. With Mr. Kirkpatrick as the sole merchant, and with the coming of Southern States Coal, Iron & Land Company, and the establishment of machine shops and furnaces on the present site of South Pittsburg, his business prospered. About this time he plotted the town site of Copenhagen (now Richard City), Tennessee, and secured a post office for the community. He was the town's first postmaster. He served two years as agent for the N. C. & St. L. Railroad, but resigned to give full time to the mercantile business which had become a successful enterprise.

W. L. Kirkpatrick was a bright and energetic citizen. He was keenly aware of all the changes that occurred around him, and he participated in every effort toward the progress of his community. He was the youngest Justice of the Peace ever chosen in Jackson County up to the time of his death.

Later in life Mr. Kirkpatrick wrote commentaries on conditions in the community as he had known them. These papers were entitled "From One Who Knows," and they are choice reminiscences of his time and location.

Mr. Kirkpatrick died July 22, 1923, and was buried in the family burial grounds on his estate.

ALEXANDER McFARLANE
(1794-1856)

Pioneer sketches in this story would be incomplete without some account of the McFarlane clan. Alexander McFarlane and his wife Susan Gaines McFarlane (1800-1856), settled here sometime around 1830. Family records reveal that Mr. McFarlane came to Jackson County from Kentucky. His wife was a member of one of the earliest pioneer families in this section. This couple had five children: Washington LaFayette, William, Margaret, Nancy Ann and Mary Malinda. The two sons acquired fine farm lands along the Tennessee River and built their homes near a big spring, a short distance from the present Concord Church. This property is still in possession of their descendants.

William married Margaret Long, member of another pioneer family. He represented Jackson County in the State Legislature in 1876, but later moved to Missouri where he spent the rest of his life.

Washington L. McFarlane was married twice. His first wife was Judith Price, member of an early family of the Rocky Springs Community. They had two children; one son died early, and the other, Richard ("Dick") Alexander, spent his life in and around Bridgeport. Washington's second wife was Mary E. Hughes, of another old family here. He died in 1896 and was buried with his two wives in Rocky Springs Cemetery.

Richard ("Dick") A. McFarlane established a mercantile business known as McFarlane and Company near the Tennessee-Alabama State Line in 1876. His business associates were W. C. Glover, A. McFarlane and W. L. Kirkpatrick. In 1879 he closed out and moved his merchandise to his farm near Bridgeport where he opened a new store. There he and his wife



Washington LaFayette McFarlane and Judith Price McFarlane

Courtesy, Miss Ida McFarlane



R. A. McFarlane

Courtesy, Miss Ida McFarlane

Sarah Emeline Hembree McFarlane and their two children lived until the 1890's when he purchased a home on Hudson Avenue in Bridgeport.

Mr. McFarlane engaged in various business pursuits, but his prime interest was in fertile land, and there he made his heaviest investments. At the time of his death in 1934, he was one of the large land holders of Jackson County. His body was interred in Rocky Springs Cemetery in the family plot October 22, 1934.

CHARLES SMITHSON JONES (1800-1850)

Charles Smithson Jones was born in Richmond, Virginia. He came into Madison County as a young man. He served in the Florida War. After his return, he married Delia Jones by whom he had seven children; Jasper J., who served as captain of Company A. Thirty-third Alabama Infantry and afterward as Registrar in Chancery; Marion N. served as Lieutenant in the Thirty-third Alabama Infantry; Bradley C., who served in the Fourth Alabama Cavalry; P. P., who died in service as a member of the Thirty-third Alabama Infantry; R. A.; Mary J.; Sallie E., wife of Thomas Dickens of South Pittsburg, Tennessee.

Mr. Jones held land grants signed by various Presidents of the United States, as follows: one by Andrew Jackson in 1835, one by Zachary Taylor in 1849, another by Franklin Pierce in 1852, and one by James Buchanan in 1858.

Mr. Jones came to Jackson County from Madison in 1842. He was a trustee of Alabama University until his death in 1850.

Mr. Jones' son, R. A. Jones, was born December 10, 1842, and he was brought to Jackson County as an infant. Leaving school at 19, he entered the Confederate Army as a private in Company A. Thirty-third Alabama Infantry. He fought in eleven battles, was wounded and captured at Franklin, Tennessee. He was imprisoned at Camp Douglas and held until the war closed. After his release, he returned to Jackson County where he

followed farming for a year. Then he went into the mercantile business at Bridgeport until 1890 when he concentrated his interests in the Bridgeport Land and Improvement Company of which he was a director.

R. A. Jones was a member of the Methodist Episcopal Church where he served as a steward and trustee. He married Eliza C. Glover, daughter of Samuel and Jane Copeland Glover, December 9, 1869, and to this marriage four children were born: Charles, Ollie May, wife of F. H. Edmonds, and Lillie who died in infancy.

Much credit is due Mrs. Jones and Mrs. Tom Glover for their earnest efforts which led to the establishment of the Methodist Episcopal Church in Bridgeport. Five generations of Glover and William descendants have been affiliated with this church.

WILLIAM C. GLOVER
(1828-1903)

William Culford Glover was a son of James C. Glover who migrated into Tennessee and settled on a hill later called Glover's Hill, near the present site of Kimball in Marion County, Tennessee. He and his wife had five children, William C., Samuel, Thomas, Katherine and Margaret. When the father died, William helped his mother rear his younger brothers and sisters. He then came to Jackson County looking for good land for a home site. This he found and purchased on the east side of the Tennessee River, near the end of the drawbridge, across the "little slough" of the river. He built a home there, and the family moved in and opened up the farm. As the farm population increased, Mr. Glover opened a small general store.

During the Civil War, Mr. Glover was loyal to the Confederacy. He volunteered for military service and was raised to the rank of Captain.

Mr. Glover later came into possession of land around Copenhagen, and went into mercantile business with Alexander and R. A. McFarlane and W. L. Kirkpatrick.

In 1882 his brother, Samuel H. Glover, served a term in the state legislature.

The Glover family adhered to the Methodist faith and helped in the founding of the Methodist Church in Bridgeport.

PATRICK E. DALY, SR.
(1817-1892)

Mr. Daly owned a farm west of Bridgeport around a point on U. S. Highway 72 called Daly's Crossing, in his honor. He was born in Limerick, Ireland, in 1817, but came to the United States by way of Charleston, South Carolina, when he was nineteen years old. While in South Carolina he married Martha Henson, a descendant of Huguenot refugees. She joined him in the Catholic Church and soon became a devout supporter of that church. They had fourteen children.

Mr. Daly was employed for many years here as a section foreman on the N. C. & St. L. Railroad. He was generally popular for his Irish wit and genial personality.

Among Mr. Daly's children was a daughter, Martha, who married Mason Thomas, C. S. A. Veteran.

Five generations, descendants of Mr. Daly, have lived in and around Bridgeport.

Mr. and Mrs. Daly died in the 1890's and were buried at Rocky Springs.

SAMUEL PRICE JAMES
(1795-1862)

Samuel Price James came to Jackson County from Virginia and entered a large tract of Tennessee Valley land, across the river from the upper end of Long Island. His wife was Mary Whited James and their home was built near the present day railroad tracks. Of their ten children only one, Meridith Price James, fastened down on the estate and lived his life out there. This son married Susan Christian, daughter of a prominent neighboring family. Descendants of the James families have been some of the county's foremost citizens.

Samuel James died in 1862 and his wife died in 1887. Both were buried in a family cemetery on a hill overlooking the estate. Five generations of these pioneer parents have lived on this fine estate while many have moved into other states.

W. H. CHRISTIAN
(1817-1888)

Mr. Christian served as a Lieutenant in the United States Army against the Seminole Indians in Florida. He was born in Lynchburg, Virginia, and he came to Jackson County to make his home in 1836. He married Martha A. McMahan, member of an early family in the cove of that name, near Stevenson, Alabama.

Mr. Christian was the owner of very fine farm land along the east side of the Tennessee River from the railroad to the Tennessee state line. He built his home in the little community of Carpenter where he and his wife had ten children.

Mr. Christian died in 1888, and was buried in the James family cemetery because of his connection with that family. His wife died a few years later and was buried beside him.

After their deaths the family moved away and the estate passed into other hands.

BENJAMIN WINSLOW DUDLEY HILL

Son of Irving and Millie Morgan Hill, Benjamin was born in Warren County, Tennessee, on May 17, 1829. His brother, John Hill, was killed in the Mexican War at Monterey. His brother, Jesse, served as a surgeon during the Mexican War and later practiced medicine in Warren County, Tennessee. Another brother, Lawson, was killed in California during the Gold Rush in 1849.

B. W. D. Hill was a veteran of the Civil War, serving with the Army of Tennessee. The census of 1850 lists him as 21 years of age with the occupation of school teaching. After the Civil War, he settled on his farm at the mouth of Widow's Creek. He married Nancy Jane Dillard in 1849. Five children came from this marriage. His second marriage to Melvina Allen in 1877 resulted in three children, Benjamin, Jonathin, and Stanton.

Descendants of Benjamin and Stanton still live around Bridgeport. This family has contributed a great deal to the culture and development of this part of the county, and wherever they have gone they have taken a civic interest in their location.

PETER BOONE

In 1831 Peter Boone held a grant to 79 and 85/100 acres of land in Section 34, Township 1, Range 8E. This grant was issued by the U. S. Government and signed by President Andrew Jackson, June 15, 1831.

Mr. Boone and his wife Mariah Boone sold this land with the exception of one acre in the northwest corner. This acre was reserved for a Baptist Church, New Hope, a few miles from Bolivar in the vicinity of the old Baptist cemetery.

Minutes of the Mud Creek Association of Primitive Baptists, held at the Union Meeting house in Marion County, Tennessee, October 13, 1826, show that Mordecai Boone, L. Russell and James Troxell represented New Hope Church there.

Mordecai Boone owned 120 acres of land near the mouth of Jeffries Cove in 1830. He is said to have been a brother of Daniel Boone, but this claim has not been verified.

No further trace of either of these men has so far been found, but maps of the county show the exact location of the church.

HOG JAW VALLEY

The following families were well known in Hog Jaw Valley largely during the early period of its settlement, but detailed information is not available at this time. They are Ladd, Troupes, Reece, and Gilliam.

BENJAMIN FRANKLIN HEMBREE

(1793-1864)

Among the earliest settlers in this corner of the state was Benjamin Franklin Hembree. Like most of the other pioneers who came here, he came directly from Tennessee. His wife's name cannot be recalled, but one descendant remembers that he had twelve children, two of whom were early and influential citizens of this area. These were Robert Liles (1825-1892) and James Whitton.

Mr. Hembree entered an extensive body of land in Hog Jaw Valley and built his home a short distance from the present site of Harris Chapel. He died in 1864 and was buried in Harris Chapel Cemetery where his grave is marked by a huge pile of rocks directly behind that of his son, Robert Liles.



Robert Liles Hembree and Elizabeth Emaline Hembree

Courtesy, Mrs. Ellis Couch

The management of the estate, or a great part of it, seems to have passed largely to Robert Liles after the father's death. In 1848 he married Elizabeth Emaline Glasscock and settled down in the old homeplace where they had a family of ten children; three boys and seven girls. As time passed, all the girls married and left home except Susan Alabama, who married Jefferson Lee Gentry and remained on the Hembree estate. (See Jeffries Cove sketches.) Later two of the sons moved away, leaving only Isaac Shiloh who married Sarah Webb and had five children. His home was built at the foot of Sand Mountain, in view of his extensive valley farm. He spent all his active life as a farmer with much success. A short time before his death he purchased a house on Hudson Avenue in Bridgeport, and he died there in 1927.

Since the first Hembree came into this valley, six generations have spread out sharing their talents with many parts of the country.

KING COVE

This beautiful, rich valley lying near the Tennessee-Alabama state line is walled in by two peaks of the Cumberland Mountains. As it reaches out to join the big river valley of the Tennessee, it broadens to include a vast stretch of fertile land, broken, around the Rocky Springs area, by hills and ridges. Its mountain watersheds drain into Jones Creek which flows through and irrigates the land all the way to the Tennessee River.

The first white men to settle in this cove are included among the following sketches.

WILLIAM KING

It has been the opinion of many that William M. King was the first white man to settle in this cove, because it bears his name and has a very old grave which is said to be his. This grave bears no inscription, but it has been well preserved under a heaped-up pile of native rock, characteristic of burial practices of the time. It lies within the grounds which are said to have been the King property. A giant oak tree growing from it attests to its approximate age.

Land records in the courthouse at Scottsboro, however, set a question as to which man came into this cove first. According to a land transaction recorded in Deed Book D and dated April 7, 1831, W. D. Gaines sold 400 acres of land to William M. King, and the description of this land seems to fit that held by Mr. King, alleged first settler. The implication here is that W. D. Gaines preceded Mr. King in the cove. It is possible, though, that this purchase was in addition to the land adjoining the King estate.

No reliable evidence has been found that Mr. King had a family, but Antioch Church records in 1827 reveal that William M. King, Elisha M. Price and Andrew Russell were elders in the church at that time.

Since this church is credited with being the oldest Church of Christ to be established in Alabama, its achievement must have required unyielding zeal and intensity of effort such as is urged along by family interest.

See
1827
Census
p. 4

COLONEL JAMES ROULSTON
(1778-1844)

Colonel James Roulston was born in Richmond, Virginia, in 1778. He married Jane Simmons of South Carolina, January 8, 1802, in Jefferson County, Tennessee. A copy of an honorable discharge issued in Nashville, Tennessee, May 15, 1815, and signed by Major-General William Carroll, Second Division Tennessee Militia, certifies that Colonel Roulston of his division of militia, "performed a tour of duty of six months in the service of the U. S., and that his good conduct, subordination and valor, under the most trying hardships entitle him to the gratitude of his country."

While living in Tennessee, Colonel Roulston represented Jackson County, Tennessee, in the State Legislature, and in 1829-30 he represented Jackson County, Alabama, in the State Legislature.

Shortly after he was mustered out of military service in the United States Army, possibly 1816 or 1817, he came to Jackson County, Alabama, and took over a tract of land in the head of King Cove. He built a house which still stands on the farm, and there he and his wife had a family of fourteen children, nine of whom were boys and thus able to continue the name. (For further record, see Doran Cove sketches.)

Colonel Roulston died in 1844, and was buried in Doran Cove cemetery. An 1812 War Memorial inscription appears on his tombstone.

On June 11, 1853, the widow of Colonel Roulston, who was then living in Marion County, Tennessee, filed application, with the County Clerk for additional Bounty Land to which she might be entitled under the act approved March 3, 1835, declaring that she had previously applied for and received land warrant Number 52-686 for eighty acres, that this had been legally disposed of and could not be returned. She further declared that Colonel Roulston had never applied for the Land Bounty to which he was entitled.

Colonel Roulston's wife died in Marion County, Tennessee, and was buried in Beene-Raulston Cemetery.

L. B. WYNNE

In 1861 L. B. Wynne bought the Colonel Roulston farm, including the old home, from the heirs of the estate and moved into King Cove. Mr. Wynne was born in Tennessee about 1823. He was married twice, first to Kizziah Long and later to Abigail Tate, by whom he had a son, John Berry. This property remained in the Wynne family for about a century. Included in the cemetery of William M. King, rest the bodies of John Wynne (1800-1864) and his wife, a son, L. G. Wynne (1820-1879) and his wife, John Berry Wynne (1869-1935) and his wife, Julia Lassater Wynne (1872-1937). Three generations have descended from John Berry and Julia Lassater Wynne. The family has widespread connections who exert great influence in the county.

ROCKY SPRINGS COMMUNITY

The land around Rocky Springs ranges over the ridges at the mouth of King Cove and acts as a partial barrier between that cove and the Tennessee Valley proper. Although much of the land is less fertile than that along the river, it seems to have held a special attraction for early settlers.

In the early 1800's much of the land was held under white occupation, and it soon became one of the most cohesive neighborhoods in the whole area. As early as 1820, it was included for postal service on the mail route from Huntsville to Washington, in Rhea County, Tennessee. This service consisted of mail delivery once every two weeks by a postman on horseback.

As the popular demand increased, a stage road was constructed along this route, providing for a public carrier. The stage coaches carried passengers, luggage and mail, and made regular runs. This service brought new kinds of business to some communities, including taverns and ferry boat service across the streams, and it added great interest and color along its route. The accommodation of an inn or tavern was supplied at Rocky Springs by one of the established settlers in his big log house. There the passengers rested, and the drivers changed their horses for the rest of the trip.

In 1827 the first Church of Christ in Alabama was opened at the foot of the mountain at Rocky Springs. This was used for regular worship until 1847 when it was abandoned for a larger structure. This congregation was integrated with Negro adherents from the beginning.

During the Civil War the latter church burned after occupation by Federal soldiers, and it was not replaced until after the War, about 1875.

The United States mail service was discontinued throughout this area with the declaration of the war.

The sketches that follow show something of the settlers who developed this extension of King Cove.

WILLIAM JAMES PRICE
(1793-1868)

Mr. Price came into this community in the early 1800's and purchased land ranging over the hills at the mouth of King Cove. He married Malinda Gaines, member of one of the early families in this area, and they built a large log house on their farm. When the stage road was built through Jackson County, it passed in front of their home. Because of its suitable location and adequate space, it was used as the inn for stage coach traffic and care of horses. It was here that Mr. Price and wife spent their lives and reared a family. They were faithful members of the Church of Christ. This loyalty led to their donation of eight acres of land to be used for the building of a new church and the development of a cemetery at Rocky Springs.

Mr. and Mrs. Price both died in 1868 and were buried in the cemetery that they had provided.

WILLIAM JAMES HUGHES
(1813-1882)

William James Hughes, a nephew of William Price, was born in Richmond, Virginia. He entered Alabama by way of Tennessee and went directly to the Price farm where he was given a home and employment. Sometime later he married Mr. Price's daughter Sallie, and they received a part of the Price estate. He had several children by this wife.

Mr. Hughes was a loyal member of the Church of Christ where he served as elder for many years. After receiving his part of the Price property, he gave a deed for the land previously informally donated by Mr. Price for a church and cemetery at Rocky Springs.



William James Hughes and wife

After the death of his first wife, Mr. Hughes married Lucy Virginia Johnson, daughter of Berry and Lucy Blalock Johnson. By her he reared a second family. A son of this union, L. H. Hughes, lived his entire life in Bridgeport where he was known as one of its most honored citizens. This son gave freely of his time and service to many local civic programs, and to school improvement, and he served as city mayor and as state legislator from this area.

Descendants of William James Hughes have given much to public service.

William J. Hughes died in 1882, and he was buried in Rocky Springs Cemetery as were his two wives.

BERRY JOHNSON (1794-1855)

Berry Johnson, a cousin of President Andrew Johnson, came to Jackson County from Tennessee. His wife was Lucy Blalock Johnson. They reared a large family on their farm on the edge of the Rocky Springs Community.

According to relatives, Mrs. Johnson was a very active and loyal member of the Church of Christ. It is said that she worked hard in establishing their first church at Antioch in 1827, and later for the first Church of Christ at Rocky Springs in 1847.

When the Civil War ended, two veterans of the Confederate Army came into the community, married into the Johnson family, and settled around Rocky Springs. These were James Whitton Hembree and Alexander "Sandy" Loyd. Through their posterity the influence of these early couples was widely spread.

Mr. Johnson died in 1855 and was buried in the Mount Carmel Cemetery. His wife survived until 1884. She was buried beside him at Mount Carmel.

JAMES WHITTON HEMBREE

The father of James W. Hembree was Benjamin Franklin Hembree (1793-1864) who came into Alabama from Roane County, Tennessee, where he had temporarily settled. He



James Whitton Hembree
Courtesy, Mrs. Nina Rebecca Blazer



Rebecca Johnson
Courtesy, Mrs. Nina Rebecca Blazer

had 12 children, two of whom, James Whitton and Isaac Shiloh were among the early landholders in this corner of Jackson County. James W. took over land in the Rocky Springs area and built a large log house on the site of the late William Whitcher's home. James W. married Rebecca Johnson (1829-1886), daughter of Berry and Lucy Blalock Johnson. Five children were born to them, but only three lived to be grown. One daughter, Mary Elizabeth, married a Confederate messenger, Samuel Alexander Adams, who came to the community with his brother after the end of the Civil War.

Mr. Hembree enlisted in the Confederate Army at Bolivar, Alabama, on September 1, 1862. He was assigned to Company A, First Battalion Alabama Partisan Rangers which was later made a part of Company C, Eighteenth Battalion Alabama Volunteers and finally became a part of Company C, Thirty-third Regiment Alabama Infantry. He was captured at Bridgeport, Alabama, November 8, 1863, and sent to Camp Morton, Indiana, where he was imprisoned until his release on oath May 10, 1865.

After the war he returned to his farm and set to work to restore the damage and loss caused by the Federal soldiers during his absence. At his death his body was interred in the family plot in Rocky Springs Cemetery.

MILTON JENKINS (1810-1880)

Mr. Jenkins was born in North Carolina March 6, 1810. Along with others who were moving westward, he and his wife Sarah, born November 17, 1818, came to Alabama soon after it became a state. They settled in Jeffries Cove where they reared a family.

A son of this couple, T. C. Jenkins, born September 13, 1845, married Martha Melton of Sweden's Cove in October 1866. They moved into King Cove where Mr. Jenkins rented farm land until he was financially able to buy 150 acres. He gradually added to this until he amassed one of the finest farms in this part of the county. A daughter, Ellen, and husband lived on the farm and reared their son, T. C. Jenkins.

Milton Jenkins died July 26, 1880. His wife, Sarah, died March 14, 1886. Both were buried in Mount Carmel Cemetery. T. C. and wife were buried in the plot with his parents.

W. D. GAINES

The W. D. Gaines family has a long record of land ownership and prominent family connections in this area, but the line of descent has not been available.

DORAN COVE

This broad fertile valley lies between King and Jeffries Coves. It is a region of great natural wealth, with its rich soil, coal, mountain timber, limestone and gushing springs of clear water. These springs form branches which wind across the farm land to join Widow's Creek, the main artery of irrigation and drainage for Jeffries and Doran Coves.

It is likely because of these resources with natural vegetation and wild life that this area has a record of human habitation for the many centuries attested by the findings at the nearby Russell Cave National Monument. Certainly these features held a magnetic attraction for the first white pioneers who settled there. Altogether it holds an exciting story of prehistoric man as well as a record of the early thrust of white civilization into this corner of Alabama.

MAJOR JAMES DORAN (1764-1840)

Major James Doran came into this cove from a point known as Doran's Stand across the mountain in Tennessee, before Alabama became a state. He was the first white man to settle in the cove that bears his name.

After selecting a site at the foot of Little Mountain, near a perpetual spring, he built his home of the natural rock which was easily available. The structure consisted of two large rooms, one of which shared its space with a small cubicle, evidently set aside for guests. The 16-inch walls of this house were built of uniform blocks of stone put together with marked precision. The deep door and window casings were hand cut and finished from giant trees of such quality that after 150 years they are well preserved. A massive stone chimney and fireplace provided heat. Portholes in the rear wall, overlooking the spring, seem to attest to the wildness of the country at that time.

Over the branch of the big spring, the Major built a log house for refrigeration of foods. The trees used for this were so superior and so carefully put together that the building is still well preserved.

Major Doran married the daughter of Cherokee Chief, John Woods, who owned the reservation on which the Major built his home. As the Chief was old and he realized that the final removal of his nation was near, he was depressed. In this mood he proposed to leave his lands to the Major in exchange for a home and a place at the head of his table for the rest of his life. The proposition was accepted, the terms of the agreement were written on a dried goat skin, and the Chief moved in.

The small guest room in this early house is called the "Jackson room" even today, because of a story that has come down through the years. According to this, General Andrew Jackson spent six weeks there in 1819 when the county that bears his name was being surveyed.



The Major Doran home, built of hand-hewn limestone, was built about 1816. The walls are 16 inches thick. Notice the portholes in the rear of the house. Major Doran was the first settler in Doran Cove, thus the cove was named in his honor.



This spring house, now standing behind the Major Doran home, was used in refrigerating foods. The walls of this house were possibly built as early as 1816 or earlier. Notice the spring running from under the right side of this house.

As the cove population filled in, Major Doran set aside certain land near his home to be used as a church, school building and cemetery. He erected a one-room building and equipped it with desks and pews. Other communities at some distance away, having no schools, sent their children there, and this led to the construction of small cabins on the grounds for boarding pupils.

When the stage road was opened from Winchester, Tennessee, to Bolivar, thence to Will's Valley, the Major's home was used as an inn.

Major Doran's Indian wife died and was buried in the cemetery provided by her husband. The body of her father, John Woods, was buried in the Cherokee burial grounds in front of the Doran home.

Major Doran's second wife was Linnie Russell, sister of Thomas Russell, another very early settler. There were no children by either of his marriages. This wife survived her husband by three years, and her body was interred beside his and that of his first wife in 1843 at the age of 93 years.

Major Doran's family line descended through his nephew, James Doran, who also came to the cove from Doran's Stand in Tennessee. He married Orpha McCormack, and some of their six children married into the Russell family. Delia Jane (1831-1913) married James Lowrey Doran Russell (1830-1895). It is from their five children, Lee Ann, James, Alexander, Orpha, and Jerry, chiefly that the line has reached down to three later generations.

THOMAS RUSSELL

(1761-1850)

Thomas Russell, son of Matthew Russell, Scotch-Irish immigrant who came from Ireland to Pennsylvania, came to Jackson County in the early 1800's with a brother James and a sister Linnie who married Major Doran. Thomas entered land joining Doran and lying against Montague Mountain. Russell Cave was included in this property.

In 1832 Mr. Russell went to Bellefonte, county seat of Jackson County and made an affidavit that he was living in Jackson County where he had come from Franklin County, Tennessee. Prior to that he had lived in South Carolina in 1782. This application was notarized by R. B. Clayton of Bellefonte Courthouse. The following men attested to the high quality of Mr. Russell's character: William Jenkins, Esq., John Melton, James Loller, James Resson, James Doran, Sr., and William D. Gaines. After the approval of the application, Mr. Russell received a Revolutionary War Pension of \$41.66 per month until his death.

Mr. Russell married Tabitha Jenkins (1770-1861) in the late 1700's. Thirteen children were born to them in their sixty-six years together. This sketch will follow the line as it descends through their son James.



Thomas Russell

Courtesy, Mrs. Albert Phillips



Tabitha Jenkins Russell

Courtesy, Mrs. Albert Phillips



James and Paulina Russell

Courtesy, Mrs. Albert Phillips

JAMES RUSSELL

(1798-1887)

James Russell married Paulina Gaines, member of one of the earliest pioneer families in King Cove. They reared their family on the Russell farm. This line continues with their son James Lowrey Doran Russell (1830-1915) who married Delilah Jane Doran (1836-1913), daughter of the second James Doran who was born at Doran's Stand in Tennessee. Their home was on the Douthett Branch a short distance from Major Doran's home.

Next in line was Alexander Gaines Russell whose first wife was Belle Anderson. At her death she left six children. Alexander married Barbara Raulston the second time and reared another family of four children.

COLONEL A. A. RUSSELL

Colonel A. A. Russell was a brother of Thomas Russell. He was a physician in Jackson County before the Civil War, and the medical instruction he provided for Marion Russell, grandson of Thomas, enabled him to serve as a surgeon in the Confederate Army.

In 1862 Colonel A. A. Russell of Doran Cove organized the Fourth Alabama Cavalry and operated in the Tennessee Valley. After the surrender, he refused to take the oath of allegiance to the United States. He went to Mexico where he bought a coffee farm. He returned to visit relatives in Jackson County in 1880, but he never gave his allegiance to the United States.

JEREMIAH HENRY J. WILLIAMS (1829-1905)

"Jere" Williams, son of James and Katherine Talley Williams, was born in Jackson County, March 28, 1829. He married Susan Arendale and they purchased the old Major Doran homeplace in Doran Cove, where they lived for several years. During this time they formalized the unrecorded donation of church and cemetery land made by Major Doran by a legal transfer. Their deed, one and four-fifths acres of land, including the church house and graveyard, was "bequeathed, given and granted unto James Russell, John Howk, John A. Jenkins and W. D. McCampbell, trustees, for said cause, and also to their successors, in said cause, all their right, title and interest . . . to have and to hold as a location for a church, schoolhouse and burying place as long as it may be used that way." This instrument was signed by J. H. J. and S. A. Williams in the presence of G. W. Crawford and F. J. Wileman and notarized by R. S. Gilliland, Justice of the Peace. The deed was filed March 25, 1873, by Judge David Tate, and recorded in Deed Book Number 6, pages 481 and 482.

The story of Mr. Williams' role in the Civil War is strikingly told in the following words of Robert Kennamer, in his history of Jackson County:

Captain J. H. J. Williams, better known as Jerre, was a civil engineer at Pole Cat Hollow near Guntersville, Alabama, helping to build the railroad from Guntersville to Attalla at the outbreak of the Civil War. He walked out in front of his tents where the big force of Irish workmen were camped and made a short talk . . . in less than an hour he had a full company of a hundred Irishmen enrolled . . . He then embarked with his company on a steamboat from Guntersville to Bridgeport and went at once at the head of his company to Richmond, Virginia. This company became Company "B" in the Ninth Alabama regiment in Wilcox's brigade. Williams was soon promoted to Major, and in the battle of Salem Church, Virginia, May 10, 1863, his conduct was so outstanding and brilliant in saving the Ninth Alabama from being killed, or all captured, that he was praised by his superior officers. When a lower rank officer was promoted over Major Williams, he quickly resigned and started home, and when within a hundred yards of his father's home in Bridgeport where his wife and children were, he was captured and carried to prison where he stayed for nearly a year. Having signed the oath of allegiance, he worked at Bridgeport in the railroad office . . .

After Major Williams returned to Jackson County, he built the home that now stands on the grounds of his father's "Bowling Green." There he and his wife reared their family. Since then five generations of Jere Williams' descendants have occupied this home.

Major Williams and family were loyal members of the Methodist Church, and were supporters of the little church at Concord near their home. This is one of the first Methodist

Churches in this part of the county, and its existence, which has survived three buildings, is chiefly due to the Williams family line.

Major Williams and his wife were buried in the family cemetery on their estate. Their influence, through their posterity, has had a widespread impact for good.

WILLIAM O. RAULSTON

William O. Raulston, son of Colonel James Roulston (spelling changed) left the old home in King Cove and moved over the mountain to Doran Cove, secured farm land and made his home. His first wife was Priscilla Cross Raulston. They had seven children. Descendants tell the story that a son, James, came to Bridgeport where R. C. Gunter was recruiting soldiers for the Confederate Army. While here he enlisted, and when his mother heard about it, she walked with him into the recruiting center and had him remove his name from the list, an indication that to serve would have been disloyal to the record of his grandfather, Colonel James Roulston. He left home about that time and died in Arkansas.

Two other sons, Matthew and George, served in the United States Army and lost their lives in action.

After his first wife's death, Mr. Raulston married again and had four daughters.

The Raulston family in Doran Cove has a continuous record since William O. settled there.

Sam Houston, son by first wife, married Nancy Smith, half sister to Tom and Marion Hawk who also owned land in this cove. They had six children, and this line continues through their only son Robert Simmons who married Kate Gilliam and had ten children. These include Russell McMahan, Edgar William, Nina Mae, Lawrence Albert, Walter Anderson, Rice Hugh, Cora Tennessee, Robert Lewis and Ruby.

These are now the oldest living members of the family, and most of them have spent their lives in or near their birthplace. From them have sprung two or three successive generations. Altogether this family has built a strong line of responsible farmers, business and professional people, who promote civic betterment. They were influential sponsors of the new Church of Christ in the cove, and they have been effective in reclaiming the old historical Doran Cemetery where several of their ancestors are buried.

JAMES SCRUGGS

(1790-1868)

Land records in Scottsboro show James Scruggs in possession of 360 acres of land in the area of Mount Carmel in 1830.

Richard Scruggs owned 40 acres in the same area in 1834. In 1858 he owned 40.

Alice and L. A. Scruggs owned 31 and 41 acres respectively. Sometime after this Charlie Ridley purchased land from two Scruggs heirs, possibly Alice and L. A., at Mount Carmel. He tore away a dilapidated two-story frame house and built a new two-story brick in its place.

In 1821 James Scruggs was appointed by the Alabama Legislature as a member of the committee that chose Bellefonte as the county seat of Jackson County.

JEFFRIES COVE

This cove consists of a small green valley separated from Doran Cove by a ridge chain called Cedar Ridge, and it is walled in on the opposite side by the Cumberland Mountains. According to descendants of its early settlers, the first white man to make his home in this cove was one Mr. Jeffries. One member of the second generation of the Cloud family says that the log house of Mr. Jeffries was standing at the head of the cove for many years, but no recorded evidence has yet been found.

GEORGE CLOUD

Members of the Cloud family report that their ancestor, George Cloud, came from North Carolina by way of Tennessee into Jackson County as early as 1830, and possibly earlier. He stopped temporarily on a farm on Jones Creek. Soon afterward he moved into Jeffries Cove and took over a farm which has been occupied by succeeding members of the Cloud family ever since.

George Cloud was married twice. By his first wife he had five children. After her death he married again and had three sons, James, Joe and Ben.

This cove filled in promptly. Within a short time the names of well-known families such as Long, Wynne, Jenkins, Phillips, Grider, and Gentry appeared there.

An account found among W. L. Kirkpatrick's reminiscences shows an interesting phase of early life in that cove. He says: The time was 1856, place, a schoolhouse about 14 x 20 feet, built of rough, native logs and with "puncheon" floors. The seats were made of split logs with the flat sides up and peg legs in the circular side. The teacher was Mike Swisher, an Irishman who was so crippled by rheumatism that he walked on crutches. Among the pupils were A. J., J. A., T. C., and Martha Jenkins; Caroline, Aphelia, and Susan Long; A. M., R. F. M., A. L. and W. L. Kirkpatrick as well as others which Mr. W. L. Kirkpatrick could not recall because he was only seven years old when he attended. Those named became his lifelong friends.

Mr. Kirkpatrick recalls that A. J. Jenkins received a wound in the Battle of Gettysburg and this shortened his life. The Long family moved later to Missouri, and Martha Jenkins married Captain W. D. McCampbell, a Confederate Veteran, and lived on their farm in Doran Cove.

Most of the pupils named here represented old families in Doran Cove. To reach the school they had to walk several miles down Doran Cove through Cooper's Gap and across Jeffries Cove to the little school on the side of the mountain. Only a clearing now marks the location.

Later entrants into this cove were two Wynne brothers, William and Jim Buck, sons of John and Peggy Wynne, prominent land owners of Sweedens Cove.

These brothers owned valuable land near the head of this narrow valley. A sister, Martha Kansas, married Marion Francis Williams and reared a family of seven girls in Doran Cove. This line has given many of the best citizens to this part of the county.

Another sister, Margaret Wynne, married Jefferson Lee Gentry, owner of fine farm land in this cove.

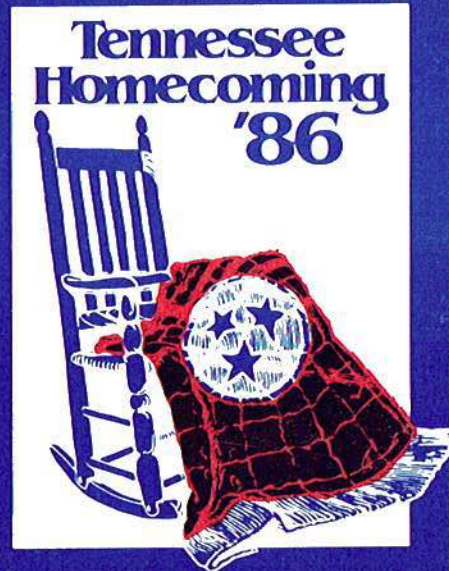
Mr. Gentry served in Company C, Forty-ninth Alabama Infantry, during the Civil War. He was the father of five children by his first marriage. He served one term as sheriff of

Jackson County. During this term the last death sentence by hanging occurred in Scottsboro. While holding this office, Mr. Gentry married his second wife, Susan Hembree, of that early family in Hogjaw Valley. After leaving office, he went to Carpenter, purchased the home and land of Robert Liles "Dock" Hembree, and reared a second family of three children: Robert, Absalom and Millie Sue. He engaged in farming and mercantile business there until his death.

From this line has come successful business and professional men and women. Mr. Gentry and last wife were buried in the cemetery at Harris Chapel in Hogjaw Valley.

James Phillips and wife, Nancy Hixson Phillips, are said to have entered 160 acres of land at the head of Jeffries Cove early in 1800. He then moved to Dry Cove where he lived for 25 years before returning to Jeffries Cove. His son, Will Phillips, lived with him until his death. At Will's death, Archie Phillips bought his farm and lived on it until his death a few years ago.

THE CROW CREEK SCENE



CONTRIBUTORS

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*This Book has been Donated to the
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Rubilee Moore Smith*

**THE CROW CREEK SCENE
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PREFACE

This book is published so that we may have a record of the communities and the people of Crow Creek Valley. It is as complete as we have been able to make it at this time. We hope that this record can be up-dated with more information in the future. Everyone who has contributed to this work has done so gladly and without charge. We realize that this volume is just one part of the many activities being activated for Tennessee Homecoming '86 in this area. And we hope that it will all be a success which will be enjoyed and remembered for years to come.

"Man is an omnibus in which all his ancestors ride."

—Oliver Wendell Holmes.

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TO WHOM IT MAY CONCERN:

No one's name was purposely omitted from this Record. If you feel that your name should be included, please write your concerns to the Postmaster, Sherwood, TN, and your name will be entered in its proper place in this or the next Record. Any person's name appearing in this Record of 1986 Homecoming who does not want his or her name to be included in any category of the Record, please write your concerns to the Postmaster, Sherwood, TN, 37376, and your name will be deleted from this pamphlet when possible.

Every effort is being made to collect correct information relative to Crow Creek Valley residents in this century, and some of the pursuits they are or have followed. For those names and occupations which may not be listed in this Record because of time and space allotted now, they will be included eventually in this Record or the next up-dated and expanded Record made, providing the information needed is made available to the 1986 Homecoming Committee.

SHERWOOD HOMECOMING SONG

By: VAN GARNER

CHORUS: It's Sherwood homecoming in Tennessee
Welcome one and all to this friendly jubilee
Hold out your arms and shake a hand from yesterday
It's Sherwood homecoming time in the valley-let's all stay!

Remember Jake's Bluff high on
The mountain to the west
And the Biscuit Hole by the corn field
Where we learned to swim our best
And the memory of Big Spring
Just beyond the white house school
And who could forget the parties
Lord, where we learned to break the rules.

CHORUS: repeat

There's the Saddle on the mountain
And the Horseshoe Curve
We can see what's left of Gager Lime
that employed men of nerve
There's Tom-Pack Holler, Sinking Cove,
Where the huntin's still good
Yes, it's Sherwood homecoming time
To recall the things we should.

CHORUS: repeat chorus in key of E and fade

THE HISTORY OF SHERWOOD

By: A. J. ROBINSON

Unfortunately there is very little recorded history of Sherwood prior to 1875. According to an old Tennessee history published in 1886 the first settler to arrive here was one George Gray. He built a cabin near the Big Spring and London Hill area and started farming. According to the story there was an old lady named Lundy who was an invalid living with the family. They were attacked by the Indians and the Grays fled into the nearby mountains leaving the old lady in the cabin. The Indians removed her and her furniture and set fire to the house. After this incident Gray moved his family to Bean's Creek near Winchester. The name London Hill remains until this day. It must have been named for the Mrs. Lundy. Over the years the name must have been changed to London.

At this time Sherwood was known as Ketchin's Station so named by the N.C. & St. L. Railroad that was put through the valley in 1855. There must have been a thriving community here from 1809 through 1875 as there is an old cemetery here with grave stones dating back to the early 1840's.

In 1875 ex-Governor Sherwood of Wisconsin bought a large tract of land here and established the Sherwood Land and Immigration Co. His purpose being to build a health resort and to establish a fruit growing operation.

During this time there was thirty northern and ten southern families here. There were two general stores, two churches, the Sherwood Academy; and one free school. There was a steam saw mill, planning and shingle mill. Mr. A. J. Smith erected a large hotel at the top of the mountain near a fine mineral spring costing more than \$20,000. Mr. Hersceimer made plans to move his foundry here from the north and was to work sixty men. This plan did not materialize.

Prior to the arrival of Mr. Sherwood the principal industries in the valley were the getting out of chestnut oak bark for the leather tanning industry and saw milling.

The town prospered for a few years but the northern families gradually went back to their native states.

About 1890 the Gager family moved here from Ohio and established the Gager Lime and Manufacturing Co. This plant was later to become one of the largest operations of this kind in the south. It was one of the first industries in Franklin County. They worked more than a hundred people and the town again prospered. It was often said that the county had to wait until Gager paid their taxes so they could pay the school teachers.

The plant operated until 1949 at which time they ceased operations.

The town was left without any industry so the people were forced to find employment in near-by communities. Many have moved away but some have stayed on.

Sherwood's claim to fame probably came in 1951 when the British government presented to us the badge, bell and log from HMS Sherwood a destroyer that was given to them during World War II. There were many dignitaries here at this time. The British Consul General from New Orleans, A British naval Captain, Governor Gordon Browning, Sgt. Alvin C. York WWI hero, several congressman and many other prominent people. The badge is temporarily located in the Post Office awaiting some permanent location.

The town of Anderson was established by John F. Anderson who came there in the early 1820's. The land which was much more suitable for farming soon attracted many settlers and became quite a thriving community having several stores, a slaughter house, a railroad depot, and one saloon. During the Civil War it saw many Confederate and Federal troops that passed through the valley. The leading industries for many more years were farming and timber. In 1934 the Oolitic Mining Co. was started. It later became what is now known as the Cowan Stone Co. The stone that is mined there is of a very high calcium content and goes in the manufacturing of glass, fiber glass, feed and many other products. It is a well known company and over the years has contributed much to the economy of the valley and several neighboring towns.

HISTORY OF SINKING COVE

By: AUSTIN P. STUBBLEFIELD

The Sinking Cove community is located just off of Alabama State Highway 117 about 12 miles north of Stevenson, Alabama and about 6 miles, as the crow flies, west of Sherwood, Tennessee. Although it comprises the 13th Civil District of Franklin County, Tennessee, it is more naturally a part of Alabama since the Cumberland Mountains block direct access to other parts of Tennessee without first taking a loop through north Alabama.

Of course the first known inhabitants of the region were the Indians and there is ample evidence of these former residents in the fields and caves of the area. The Indians were forcefully removed to Oklahoma by the U.S. Government in 1838.

The first white settlers in the Little Cove Creek-Sinking Cove community are believed to have been a Shavers family around 1810. This family was thought to be descendants of the Melungeon people, possibly of Portugese origin, who also settled much of Hancock County in East Tennessee. Between 1810 and 1825 several other families settled in the area including the Matthews, Gonces, Rices and Stubblefields from Hawkins County, Tennessee, the Wells from Kentucky, Crabtrees from South Carolina, Sells' from Washington County, Virginia, the Willisess, Wilkersons, Wests, Jacksons, Elliotts and Holders from various other places. One of the very earliest settlers in Sinking Cove was Peter Sells and his wife, Hannah McDonald Sells of Washington County, Virginia. He built a log house there around 1820 and in recent years this house was removed to Stevenson, Alabama and restored to its original condition. Peter Sells, his wife and at least one son are buried in the Old Baptist Cemetery, south west of Anderson, Tennessee. In recent years my father, Charlie Stubblefield, Sr. and I erected tombstones to mark their graves.

The early settlers often received large grants of land from the Federal Government. One such grant dated December 5, 1824 gave Overton H. West 5,000 acres in Sinking Cove including the head-waters of Little Crow Creek. An abundance of wild game and fertile land made the Sinking Cove area highly desirable for the settlers. Virgin forests provided the early settlers with the timber needed to build their houses and barns, and in the later years sale of timber provided much-needed income. A number of large sawmills were located in the area from about 1900 to 1920 resulting in the production of millions of board feet of lumber.

About 1840 Jim Tanksley built a large grist mill in the head of Sinking Cove. The mill was powered by an over-shot water wheel with the water coming from the mouth of a cave located several feet above ground level.

The first post office in the area was located on the Charlie Stub-

blefield farm, then owned by the West family. Since the postmaster's name was Hibbard, the post office was officially called "Hibbard, Tennessee." The post office opened about 1890 and was discontinued about 1900. Later John L. Gonce was postmaster of the Gonce, Alabama post office, located at the state line, for some forty years. Beginning about 1932, Jim B. Summers started the first mail route into Sinking Cove and members of his family continue to provide this service today.

Like most other communities, Sinking Cove, has been touched by the various wars in which our nation has been involved. During the Civil War units of the Union Army trekked through Sinking Cove, taking what they wanted from the local people as they went. Several from the area served in the Confederate Army including: Jack McCoy, Andy Stewart, John Jackson, Dink Champion, Pete Sells, Bill Rodgers, John Mason Arnold and Nathan Shavers. A number of men also served in World War I, World War II, the Korean War and the Vietnam conflict. Although several were wounded in these wars, only one, Claude Ellis Evans died in combat during World War II.

Through the years many of the descendants of the early settlers have moved away and are scattered throughout our country. About a dozen families still live in this beautiful and scenic area of Franklin County enjoying the serenity so highly treasured by our forebearers. It is hoped that many with roots in the Sinking Cove community will take the opportunity to return for a visit during the Homecoming '86 celebration.

WILLIS LEAVES NO STONE UNTURNED

By: FELIX G. MATTHEWS

Jim W. Willis, who died in his upper nineties a few years ago, and who was a Railroad Operator in Sherwood, TN for over a half a century, worked tirelessly for thirteen years, some before he retired and some after he retired, to compile the records of the first eighty families to settle in the Crow Creek Valley and in an area reaching out into the adjoining counties and states. First he wrote down all the information about all the families he ever knew or thought he knew.

Then he made a chart of this information which bore missing links or connections in the families so chartered. From here he determined if he were related to any or all of the people here he knew. To his surprise, before he had finished his mission, which was of course many years later, he found that he was directly related to over six hundred of them, one way or another. Naturally this helped to make his urge to carry on more pronounced and he continued his investigations into the then unknown of the first families to settle in these parts.

As in the beginning, this work went on year after year until all the information which could possibly be found from any source had been gathered together. It was all a huge stack of names, dates of births and deaths, dates of marriages and travels, memories of old and young people alike. Mr. Willis took nothing for granted but considered every detail large or small, for what it might be worth to his endeavors to learn more about the people he always liked, whether they were his relatives or not. Mr. Willis himself was a man with a blazing and shining personality, and if he ever had any enemies nobody ever knew who they were.

He never believed any person who has passed on and whom he had not personally been acquainted with ever lived, was born, married or died, unless his investigation showed that a statement of these facts was either made by a reliable person (Relative) or it was found on a tombstone, in or out of a cemetery, a Bible Record, and old post-marked letter, Newspaper clipping, a Land Deed, a Petition, Court Record, History Book, or from the County, State, or U. S. Census Bureau. It took at least one of these methods of record and sometimes all of them, to convince Mr. Willis of the facts he worked so hard to obtain about the people who have passed on from this life.

Once he said to me, "You don't realize how little or nothing most people know about their own families and their families' histories. The results you sometimes get or don't get in a personal interview with a person about his family or relatives or of the history of one of his neighbors is in many, many cases, somewhat appalling.

Mr. Willis knew one man's opinion about records was not sufficient proof alone. That is why he spent up his savings traveling from county to county and from state to state to collect information and old records

about the first families to settle in this great area we enjoy today. He paid many Genealogists six dollars an hour to double check the information he gathered to be sure it was correct in every detail. So he would leave no stone unturned, Mr. Willis corresponded with the relatives of the families who first settled in this area in every state in the union and seven foreign countries to verify some questionable detail about family records. Some weeks he would receive a bag of mail to be analyzed and chartered into its proper place, with the other mountains of records he had to contend with. It all had something to do with the people who lived here before or who are living here now, between Sewanee, Tennessee and Bolivar, Alabama. Suffice it to say, if it had not been for Jim W. Willis, his ingenuity, pleasant personality and untiring labor, many of us today would not know the facts we are privileged to know about the ancestors of our relatives and friends, who they are, where they came from, where they went, and what happened to them.

FOOTNOTE

Mr. Willis donated to me copies of the records of the Ake, Anderson and Matthews families, and possibly to some other families as well he gave copies of their records. Mr. Willis told me that he had turned over to the National Archives all the records he gathered of the 80 families he first chartered and completed as best as possible from the facts that he was able to verify. But many of the family records were piece-meal, leaving many questions about some of the people unanswered and uncharted.

EARLY OCCUPATIONS

By FELIX G. MATTHEWS

From the 1900s, and before, agriculture has been in general the principal occupation of the inhabitants of Crow Creek Valley. Beyond this, some other activities practiced by the people were hunting, fishing and trapping. Trapping and hunting were carried on mainly in the winter months while fishing lasted the year around. These concerns brought into the households food from some of the animals and fish, as well as cash for the animal hides. But by 1924 the fish and game had become mostly depleted as prices for hides zeroed, leaving only a small amount of fish to be caught, but plenty of squirrel and raccoon to hunt, with a smattering of fowls like turkey, wild ducks and geese. At the present time deer hunting has become very popular, although all hunting, fishing and trapping are now regulated by law.

Some of the people in the Valley earned extra income by collecting herbs, such as star root, May apple root, yellow root and ginseng; others worked for the Railroad Company, or cut timber, and operated Saw Mills to make crossties and building material. The chestnut trees cut down were sold for dye wood. In the summer they would pick blackberries and huckleberries to sell or can. In the fall some family members would collect walnuts, hickory nuts and chestnuts to use or sell. For extra income some men would make wood baskets and bottom chairs. A few men worked in the coal mines when coal was beginning to be used in the households for cooking and heat; others made moonshine whiskey in the mountains for their living. However by 1950 these extra pursuits came to almost a stand-still, practically all the merchantable timber was gone, the trees which bore edible nuts were cut down and sold. That left only the berries, baskets and chair bottoms to work at and this too became unprofitable, leaving these workers to seek other employment where ever they could find it. This was a real challenge to deal with.

While the women worked in their homes the year round, they did manage to make some extra cash by sewing, knitting, weaving, and making quilts to sell, as well as for their own families. Some went out to house-clean or do laundry for their neighbors, while there were a very few who acted as midwives or nurses.

MEETING THE CHALLENGE

By FELIX G. MATTHEWS

In the not so distant past, some of the people of Crow Creek Valley were struck with hardships, not seen since the great depression in the 1930s. With the loss of hundreds of jobs up and down the Valley, such as railroad work, timber work, saw mill work, agriculture work, and the demise of Gager Lime Company, brought on extra burdens to everyone involved in these kinds of employment. This being the reality of life, it was faced by most every one with determination and fortitude.

This situation, although it came on gradually over the years, has been overcome by most of the employees who were affected by the loss of regular work. Most of them have found employment in other sections of Franklin County or Jackson County, Alabama, not to mention the Anderson Plant of the Cowan Stone Company, and the employment it affords. While agriculture is still the principal occupation in general in the Valley, it employs less than four percent of the people previously used to work the crops. Besides this, many families moved to other sections of the country to work and live.

Overcoming obstacles and making adjustments as they are faced is a task that no one can avoid. To this end the people of Crow Creek Valley have succeeded in their efforts to carry on life's struggles, be they bad or good, and with this outlook they have braced themselves with the armor of steadfastness and patience, looking to the future with hope and courage.

ANDERSON PLANT, COWAN STONE COMPANY

By FELIX and CHARMIAN MATTHEWS

The Anderson Plant of the Cowan Stone Company was originally named The Oolitic Mining Company. Oolitic is the name given to limestone which comes from this mine. It is composed of the shells of minute sea creatures of long eons past. The Oolitic Mining Company was started and owned by Arthur J. Robinson, Sr., and his son Fred Robinson, in 1934. They sold the mines to J.D. Henley and his brother, George Louis Henley, soon after its beginning. Later on George Louis sold his interest to J.D. and moved to Winchester to take a new job there. Several years later J.D. sold a certain interest in the Company to the Cowan Stone Company of Cowan, Tennessee.

At that time the Anderson Plant's name was changed to The Cowan Stone Company, and has remained so ever since. From its beginning this stone company has been a benefit to the farmers of this valley, as well as to the farmers in the surrounding counties. This limestone is also used as an ingredient in hundreds of other products in the nation. The Anderson Plant is the only industry operating in this end of Crow Creek Valley. It employs a sizable number of workers who contribute to the welfare of our valley, and to neighboring communities.

Below is a list of some past and present employees of the Cowan Stone Company: J.D. Henley, Superintendent; Jim Crownover, Assistant; Eugene Cates, Walter Ake, George Crownover (Lee's son), Dick Crownover, Jesse Guess, Gus Guess, Gus Guess, Jr., Dale Johnson, John Hannah, Matt Matthews, Larry Roberts, Oscar Wells, William Roberts, Bill Sherman, James Louis Henley, Coffey Roberts, Tony Hill, Penny Miller, Bill N. Willis, David Roberts, Jesse Roberts, Walker Crownover, Will Willis, Walter Haney, Bill Johnson, Lear Prince, George Crownover (Bill's son), Steve Collins, Joe Guess, Billy Edd Garner, Luke Hughes, Maxie Johnson, Henry Bradford, Claude Maxwell, Claton Maxwell, Kenny Summers, Buddy Ammonette, Clerk; Joe Arnold, Liaison; Elbert Willis, Willie Crownover, and George Louis Henley.

CROW CREEK WATERSHED DISTRICT

By FELIX G. MATTHEWS

A group of Crow Creek citizens got together in 1960 or 1961 to plead to the state Conservation Department of Tennessee for a Watershed in Crow Creek Valley. At the same time the same action was taken by the Alabama Watershed Committee of North Jackson County. An election was held in both Districts and the Watershed was voted for by a large majority of the voters. A committee was elected by the voters to follow the guide lines of Public Law 566, and get the Watershed project started. These duties were carried out to the end that the Watershed was completed in the next few years. The original cost was \$460,000.

All owners of low lands along the banks of the creek are required to pay a small tax each year to the County for 20 years to reimburse the state for the money spent for the Watershed. This is a small price to pay when you consider that practically all the crops planted in low lands were destroyed almost every year by flood waters. That was the purpose of the watershed in the first place, to alleviate this costly condition for farmers.

The Crow Creek Watershed has its beginning at the foot of Sewanee mountain and continues to the Tennessee River about two miles beyond Stevenson, Alabama, with Little Crow Creek included in the project. With the beds and the banks of the creeks deepened and widened and the creek themselves mostly straightened out along the way, there is enough space to carry away almost all water that falls in the valley, without destroying the crops. In this respect, this Watershed is perhaps the greatest improvement in our Valley which could be made for another generation. Original elected committeemen were Felix Matthews, chairman, J.D. Henley, Vice-chairman, James Clardy, Secretary, Charlie Stubblefield, Sr., Treasurer, the other Directors were: John Brown, J.C. Lynch, Carlton Cunningham, Doran Russell, Ed Garner. Felix Matthews resigned and moved to Nashville to work for the state, and then Mr. Charles Stubblefield, Sr. was elected Chairman and Mrs. Daisy Henley was elected Secretary.

CROW CREEK DISASTER CLUB

By: FELIX and CHARMIAN MATTHEWS

The Crow Creek Valley Disaster Club, located in the basement of the Church of Christ Building at Anderson, began approximately in 1974, and it was organized by Mrs. Nancy Pack Matthews of Anderson, Tenn.

SOME PARTICIPANTS PAST AND PRESENT

Margaret Lloyd
Sara Roberts
Eva May Roberts
Lisa J. Matthews
Otha Guess
Donna Atwell
Hattie Stubblefield
Clara Guess
Bet Bradford
Georgia Willis
Josephine Roberts
Zelma Payne
Betty Garner
Reta Stubblefield
Nancy Matthews

Mabel Gonce
Bonnie Gonce
Nellie Stubblefield
Ross Willis
Erlene Garner
Linnie McBee
Clara Morris
Martha Crownover
Ella Gonce
Jo Ann Stubblefield
Charmian Matthews
Kathleen Hackworth
Freda Roberts
Velma Henley
Francis Stevens
Lillian Russell
Virgie Hughes

These working women have made and given away over 150 quilts since the club began. Quilts have been given to an Orphans' Home in Manchester, Tennessee, and to burn-out families near Stevenson, Alabama, and Sewanee, Tennessee, to name a few. However, most of the quilts hve been given to the families living in the Crow Creek Valley area who have had burn-outs or other disasters in their families. This quilt-making work, which continues, deserves the highest commendation from all the people of the Valley. This club has received quilting material to work with from Sand Mountain and Stevenson, Al., and from Huntland and Decherd, Tn., although most of the quilting material have come from the quilters themselves.

CHURCH OF CHRIST SEWING ACTIVITY CLUB

By: MRS. EVELYN MILLER

In 1963 and 1964 some of the Sherwood ladies formed a Church of Christ Sewing Activity Club. Included in their work they have made childrens' and infants' gowns and diaper shirts which they gave to the Sewanee Hospital Pediatric Section. Also they made quilts which they gave to Mrs. Etta Smith's Nursing Home at Cowan, and to some elderly sick and confined people living in Sherwood, Tenn. 37376.

The participants in this worthy cause were:

Mrs. Flora Crownover	Pearl Sparks
Evelyn Miller	Josephine Roberts
Dorothy Phillips	Nancy Ake
Stella Summers	Louise Cunningham
Billie Smith	

SHERWOOD DAY

By FELIX and CHARMIAN MATTHEWS

In 1980, Nancy Pack Matthews of Anderson, Jo Ann Bates Stubblefield of Sinking Cove, and Hazel Garner of Sherwood organized "SHERWOOD DAY", to be held on the third Saturday in June each year in the Gymnasium of the Sherwood Elementary School from 10 A.M. to 3 P.M. with covered dish lunch being served at noon. All residents of the Valley, past and present, and friends and relatives from far and near are welcome to attend Sherwood Day for a get-together. This is a day to renew old acquaintances, laugh over old times, and perhaps make new friends. Past Sherwood Days have been excellent. Friends and relatives came from many states, including Hawaii, Alaska and at least one foreign country.

SOME OF THE INDIVIDUALS OF CROW CREEK VALLEY WHO HAVE ATTAINED HIGH OFFICES OR OTHER NOTE-WORTHY FACTS

By: FELIX G. MATTHEWS

Walter R. Crownover owned the first Automobile, and the first Radio to come to Crow Creek Valley. His Battery Radio had an Antenna over 50 feet long. He could drive his auto only to the Anderson Post Office and back, as all other roads were unfit to drive on.

Walker Jordan of Bass was elected Superintendent of Education in Jackson County, Alabama in 1937. The same Office is now filled by Randolph Gonce, of Little Crow Creek.

James B. Hackworth, raised three miles north of Bass was elected Judge of Probate Court in Jackson County, Alabama, in 1910.

George Hoback, who married Lizzie Phillips of Gourneck, was elected Commissioner of Roads in North Jackson County, Alabama, in 1953. (Approx. date).

John Hackworth was a famous lawyer in both Franklin County, Tennessee, and in Jackson County, Alabama, during his adult life. He had lived just north of Bass, Al.

Tom W. McBride of Little Crow Creek was appointed High Sheriff of Jackson County, Alabama, by the Governor of that State from 1932-35.

Silas West of Sinking Cove moved to Nashville, Tennessee during World War One and was elected Mayor of Nashville two terms. This is the most reliable information we can learn at present. We hope it is correct.

A. J. Barnes of Sherwood was a confidant of every Tennessee Governor during his life. He had a road built from Sherwood up the mountain to Sewanee, without getting permission from the property owners to build it. He had two Rail Road Crossings eliminated just north of Sherwood at a cost of \$60,000.

J. W. Talley built a Presbyterian Church House and a School House in Dry Cove in 1901 for the use of the public. Annie Mae Hackworth, a sister of Jack Hackworth, taught school in Dry Cove for several years. The School House burned down in 1924.

Wimbert H. Hackworth, son of Tom Hackworth, was the last president of the N.C. & St. L. Railroad.

Cyrena Anderson (Willis) daughter of John F. Anderson, was the first passenger to ride through the Tan Tallon Tunnel. She used a rocking chair for a seat, as there were no seats installed in the train coach she rode in.

John Nance Garner, Vice President under Franklin D. Roosevelt was born in Lost Cove, just north of Sherwood. He said that his family moved to Texas when he was a baby from there in Tennessee. He wrote this on the back of a letter which Jim W. Willis wrote to him and which he returned to Mr. Willis.

Adam Shavers and Will Holder lived to be 100 years old each. Other Crow Creek Valley known residents who lived beyond 95 years are as follows: Tom Hackworth, Lark Willis, Black Lark Garner, Jim W. Willis, Bee Grider, Jefferson (Buck) Matthews, Napoleon Ake, Mrs. Callie Summers, Mrs. Sarah Stephens, Tommy Garner, 96 and still living, Sam Arnold, 96 years old, Etta Champion, 96 years, and Nancy Trowbridge, 95 years, and there are many more Valley citizens who lived beyond 95 years, but the correct information about their ages is not available at this period of time.

Big Crow Creek Valley belonged to Marion County in 1816, but it was reclaimed by Franklin County Tennessee in 1824. There are records in the courthouse to support this fact.

Tom Jackson, the son of J.D. Jackson, formerly of Sherwood, organized the Tenn., Department of Tourism, becoming the head of that body. He now heads the consulting firm of Tom Jackson and Associates in Nashville, Tn.

OCCUPATIONS and THE PEOPLE WHO ARE and HAVE BEEN INVOLVED, CROW CREEK VALLEY:

POSTMASTERS, SHERWOOD (THE NAMES AND DATES OF THE SHERWOOD AND ANDERSON POST OFFICES WERE TAKEN FROM THE RECORDS OF THE U.S. POSTMASTER GENERAL.)

John M. Kelley, 1885
Unknown, 1885 to 1925
Raymond Besheres, 1925
Mr. J.L. Henderson,
Nov. 1925 to 1942
Alan Wells, 1942 to 1946

Duff Creson, 1946 to 1951
Sidney Maxwell, 1951 to 1963
James M. Besheres, acting Pastmaster
1963 to 1968
Arthur J. Robinson, 1968 to present
Sheila Willis, Post Office Clerk

POSTMASTERS, ANDERSON

Larkin Willis, 1854
Jacob Summers, 1858
Lawrence Banks, 1859
Post Office closed;
Reopened April 1, 1873
Benjamin L. Willis,
Postmaster to 1885
John F. Anderson, 1885
Mary A. Willis, 1904

Joe Hackworth, 1908
Lark Willis, 1923
Daisy Willis, 1948 to 1956
Anderson Post Office closed in
1956. Mail passed to Route One
Sherwood, Tn. 37376, in conjunc-
tion with Route 1, Stevenson, Al
35772.

GONCE, ALABAMA POST OFFICE:

This Post Office opened about 1910, and the mail was carried from there and back to Anderson by horse-back. Gus Sentell was one mail carrier; the other was Charlie Pitman. This Post Office closed in 1956; Lillian Gonce Russell was the last Postmaster of Gonce, Alabama. Her father, John Gonce, was the first postmaster. There was known by many people in the past that a Post Office was located in Sinking Cove, on a hill just beyond where Charlie Stubblefield, Jr., lives now. It is not listed on the Postmaster General's Records. This was during the nineteenth century, before Post Office Records were kept. This was perhaps the first Post Office in this valley. Its location in Sinking Cove was known as "Hibbard," and the Postmaster's name was Mr. Hibbard. This was before Sherwood, Anderson or Gonce, Alabama, had a Post Office.

On Page 222 of THE STEVENSON STORY, By Eliza B. Woodall, we find this quote; "The (Mail) route to serve the area that became Stevenson was established 7 Jul 1938: from Winchester, Tennessee, by Crow Creek, Coon Creek, and Bolivar, to Loving's Willis Valley, Alabama. It is supposed that this route would have passed through Catching's (Sherwood) and Pleasant Grove, on through the future site of Stevenson to Bolivar. In 1845 a route was established from Bolivar by way of Coon Creek and Crow Creek to Winchester. This leaves one to believe that there was little need for service from Bolivar to Willis Valley. Bolivar was the exchange point for mail on the Bellefonte-Ross's Landing Route and the Bolivar Winchester Route."

On Page 225 of THE STEVENSON STORY we have this other information:

"BASS STATION (AND POSTMASTERS:)

William H. Bogart	18 Jul 1870
William H. Bogart	18 Jul 1873
Jacob T. Walker	16 Apr 1884
William T. Walker	11 Feb 1914
Thomas P. Summers	18 Nov 1926
Lyda Walker	27 Oct 1934
Thomas P. Summers	24 Aug 1936

Discontinued 31 Mar 1937: mail passed to Stevenson."

Another Note About The Gonce, Alabama Post Office:

Gonce, Alabama Post Office opened Jan 27, 1915:

Postmasters: John Gonce, Lillian Gonce Russell.

This Post Office closed Oct. 15, 1946: mail passed to Route One Sherwood, Tn and Route One Stevenson, Alabama. The other date about this Post Office may be disregarded, please.

P.S. The mail routes mentioned above were conducted by Horse-riders, a kind of Pony Express. The mail was delivered about twice a week, on the different routes.

SCHOOL HOUSES:

Sinking Cove, Elementary
Anderson, Elementary
Pleasant Grove, Al., Elementary
Sherwood, Elementary (Jr. High, 1931)
Garner School, Sherwood, Elementary
Beresford Private School, Sherwood
Sherwood Academy, Sherwood
Talley Cove, Elementary, beyond Bass, Dry Cove: burned in 1924.
Big Oak School House, located where Vernon Jenkins lives now; gone.
(Pleasant Grove High School at Lloyd's. Moved in 1931 to Bennett's Cove, Hwy.
117, Elementary School. More about this school on another page).

OPERATORS OF GRIST MILLS:

Rufe Decker—Anderson
George Garner—Sherwood
Luke Hughes—Anderson
John Gonce—Gonce, Al
J.W. Gonce—Anderson, Tn
Campbell Ake, Abbotts Chapel
Buster Steele—Below Bass
Mr. --- Payne, Sinking Cove
Louis Rousey, 1912, Sherwood
John F. Anderson, Anderson, Tn

SAW MILL OPERATORS AND MILLS:

John Gonce, Gonce, Al.
Bee Grider
Luther Ake
Charlie Lappin
John Jackson, Sr.
Leonard McBee
James R. Morris
Matt Matthews
Charles Smith
Lee Payne
Tellous Garner
Jack Summers
J.W. Gonce, Sr.
John F. Anderson
George Hoosier
Mitchel's Mill, near Stevenson, Al.
William's Mill, Little Crow Creek
Mussetter's Mill, Gourdneck
Clinkingsmith Mill, Gourdneck
Case Foller Lumber Mill Hollow Flat

SORGHUM MAKERS:

Jake Summers
Newton Prince
Bronson Steele
Bill Crownover
Clarence Hoosier
John A. Matthews
Ernest Prince
Oscar Matthews
Charlie Shetters
Lee Stephens
George Crownover
Luke Hughes
Bill Beene
George Hoosier

MERCHANTS:

Randall West
W.W. Bledsoe & Lynch?
Henry Bunn
Flossie Bishop
Bates & Robinson
J.B. Summers
Lawrence Robinson
Charlie Lappin
Jack Barnes
A.J. Robinson, Sr.
Lowrey Gonce
Jo Ann Stubblefield, Sherwood
Millard Matthews
Paul B. Hughes
Edd Garner
Todd Bradford
Carl Gonce
Joe Mack Arnold
Charlie Arnold
J.W. Willis
J.D. Crownover
Lark Willis
Mrs. Zona Miller
Jim Crabtree
Bobby D. Garner
John Gonce, Anderson
Doran & Lillian Russell
Donald Lee Henley
Walter Garner
Walter R. Willis
Allen Sparks
Joe Hackworth
John F. Anderson
J.W. Gonce
Lebrer Wynne
John Wisdom Gonce
Miller & Robinson
George Gasnor
Lark Garner
Mrs. Jewel Prince
Fred Miller
George N. Cunningham
Bill Cunningham
Barnes Brothers
Cecil Bunn
Will Walker, Bass
E.S. Gonce, Sr.
A.J. Stubblefield
John Gonce, Little Crow Creek
Pate Summers
Dave Briscoe
Ray McCallister
Charlie Stubblefield, Sr.

CARPENTERS:

Luke Hughes
Walter Crownover
Eugene Shetters
John A. Matthews
Bob Hughes
Elbert Ake
Ernest Prince
George Hoosier
J.W. Willis
Ben Willis
Jimmy Ake
James Clardy
Johnny Jackson
Pate Summers
Jim Singleton
Gilbert Matthews
Lear Prince
Bill M. Prince
Earl Hoosier
Napoleon Ake
Vance Matthews
Todd Bradford
Sammy McCallie
George Stephens
Turney Crownover
John Beene
Mose Beene
Bud Austin

FIRE FIGHTERS:

Ted Haney
Orville Garner
Tod Bradford
Billy Edd Garner
Tom J. Garner
George Berlin Perry

COAL MINERS:

Lee Payne
Leonard Stephens
J.D. Stephens
Felix Ake
Dubie Shavers
Elbert Ake
Virgil Grider
Luther Ake
Walter Rorex
Pete Rorex
Victor Stephens
Brue Matthews
Felix Matthews
Lent Matthews

Bronson Steele
S.M. Kirk
Vance R. Matthews
Luke Anderson
Walter Wilcox
Oscar Matthews, Sr.
Charlie Marler
Buddy (Felix G.) Ake

SCHOOL BUS DRIVERS, CROW CREEK VALLEY:

Bill Cunningham	Will Odell
Sandy Stevens	James Louis Henley
Jack Garner	John Pack
Matt Matthews	J. D. Stephens
Jack Summers	Jim Henley
James Clardy	

MAIL CARRIERS FROM ANDERSON TO GONCE, ALABAMA BY HORSE, FIRST QUARTER OF 20th CENTURY:

Gus Sentell, first carrier Charlie Pitman, second carrier

MAIL CARRIERS FOR ROUTE ONE FROM SHERWOOD TO GONCE, ALABAMA, BY VEHICLE FROM ITS BEGINNING TO 1985:

Mr. and Mrs. J. B. Summers of Sherwood, Tennessee.
Mrs. Jewell Prince and Mrs. Maxine Garner are mail carriers from 1985 to the present time of Route one, Sherwood, Tennessee 37376 by vehicle.

AUTHORS:

Van Dee Garner, short story writer, and song writer
Eliza Woodall, author of Stevenson Story
Gary Matthews, author of Mind Over Memory

NEWSPAPER WRITERS:

Chad Roberts	Patty Woodall
Kathleen Gonce Hackworth	Eliza Woodall
Felix G. Matthews	Florence Huffer
Charmian Matthews	Gary L. Matthews, Reporter and Editor

FLORIST:

Bobby Hughes

BEAUTY OPERATORS:

Shirley Crownover
Teresa Smith
Sandra Wells

MECHANICS, WELDERS, ELECTRICIANS, PLUMBERS AND MACHINISTS OF CROW CREEK VALLEY:

Glen McBee	Ernest Prince
Ike Hoosier	Eugene Cates
Tony Hill	Eugene Shetters
George Hoosier	Paul Bean
James Clardy	Jessie Guess
Otis Talley	Jeffrey Matthews
Brack Gambell	J. D. Moore
Jim Crownover	Pat Matthews
L. M. Parker	Randy Stevens
Wayne Prince	Troy Matthews

MUSICIANS:

Luke Kelley, Fiddle
Sacks Billy Garner, Fiddle
Charlie Shetters, Banjo
Lillian Russell, Piano
Charmian Matthews, Organ, Hawaiian Guitar
Elizabeth Robinson, Piano, Organ
Willie Crownover, Fiddle
Edd Lovell, Fiddle
John Simmons, Fiddle
Bull Mallard, Banjo
Dan Singleton, Fiddle
Gilbert Matthews, Fiddle
Floyd Phillips, Banjo
Gary Matthews, Guitar
Mrs. Alyne Gonce, Piano
Mart Pack, Fiddle
Buddy Thompson, Guitar
Claud Kelley, Fiddle, Banjo, Guitar
Ike Hoosier, Guitar, Fiddle, Hawaiian Guitar
Edd Bolton, Fiddle
Willie Morris, Harmonica

PREACHERS:

Bob Jernigan	Charlie Dotson	John Pack
J. B. Beck	Father Joe Huske	Elijah Shetters
Jack Hackworth	Father R. P. Kirby	Clay McCarley
Father George Jones	Frank Crownover	John Brown
Chester Honeycutt	Wm. T. "Tommy" Dykes	Clyde Crownover
Jim Crownover	Eugene West	John Crownover
Albert A. Gonce, Jr.	Silas Triplett	Bobby Jones
Bill Thomas	Sister Ruby Byron	Charles Jones
Turney Crownover	Earl English	C. W. Crownover
Randolph Gonce	Joe Pack	Lamar Matthews

CHURCHES:

Church of God, Sherwood
 Church of Christ, Anderson
 Church of Christ, Gonce, Al.
 Church of Christ, Sherwood
 Epiphany Episcopal Church, Sherwood
 Emanuel Church of Christ, Sherwood
 Congregational Church, Sherwood
 Cumberland Presbyterian Church, Little Crow Creek
 Baptist Church, Sherwood
 Baptist Church, Pleasant Grove
 Matthews Memorial Church, Bass
 Smyrna Baptist Church, Talley Cove
 Presbyterian Church, Dry Cove (Talley Cove)

BLACKSMITHS:

Bob Hughes
 Napoleon Ake
 Vance Matthews
 Will Willis
 Ben Sutton
 Newton Prince
 Brue Matthews
 Buster Cole
 Mose Beene
 George Hoosier
 Ernest Prince
 Jake Shetters
 George Crownover

BEE KEEPERS:

Sacks Billy Garner
 Bee Grider
 Will Holder
 Lonnie Stevens
 Felix Matthews
 Leon Stevens
 Bobby Hughes
 Ray McCallister
 A. A. Gonce, Sr.
 Frances Stevens
 Arthur J. Robinson, Sr.

HORSE SHOERS:

Bora Ake
 Jake Shetters
 Kenneth Summers
 Brue Matthews
 Napoleon Ake
 Sharp Tucker
 Harvey Pack
 Jake Summers

BARBERS:

Clabe Bishop
 Jake Arnold
 Gilbert Matthews
 Ted Haney
 George Hoosier
 Jim Garner
 Harry Pack
 Teresa Smith

RAILROAD DISPATCHERS OR OPERATORS:

Bill Bishop
 Jake Arnold
 Patrick Perry
 J. D. Crownover
 Jim W. Willis
 Jake McGaffin
 Jess Hoosier
 Carl Willis
 Dave Briscoe
 Raymond Beseres
 William "Willie" Crownover
 Paul B. Hughes

SHERIFFS:

Kenneth Hughes
 "Malt" J. M. Matthews
 Tom Willis
 Cyrus Willis
 Nash Lynch
 Loss Holt
 Merian Jackson
 John Berry Garner
 Alex A. Russell
 Jack Garner
 Orville Garner
 Oscar Matthews, Sr.
 John Brown 1910
 Adel Denton
 Alford Arnold
 Spec Temples
 Rufe Sherman
 Floyd Miller
 Jake Summers
 Jack Haney

CONSTABLE: PRESENT

Grover Green

PRESENT ROAD COMMISSIONER:

David McBee

COUNTY COMMISSIONERS:

Jim Crownover
 Charlie Stubblefield, Sr.
 Nellie Stubblefield, Mrs.

NOTARY PUBLIC:

W. W. Wynne
 Jimmy Garner
 Mrs. Barbara Russell
 Jim Crownover
 Charlie Stubblefield, St.
 Nellie Stubblefield, Mrs.
 John Carter
 A. J. Barnes
 Elmer Morris
 Bill Armes
 George Louis Henley

JUSTICE OF THE PEACE:

A. J. Barnes
 Jack Barnes
 Mrs. Barbara Russell
 W. W. Wynne
 Jim Crownover
 E. S. Gonce, Sr.
 Bill Armes
 Elmer Morris
 Ike Hoosier
 Charlie Stubblefield, Sr.
 Ike Hackworth
 Carlton Lynch
 W. H. Wells
 Jimmy Garner
 Bill Crownover
 Carlton Cunningham
 George Louis Henley
 Jim Wagner

**MEDICAL DOCTORS
AND SURGEONS:**

George Jonas Keith
 George Bogart
 Walter Rosser
 Richard Walker
 G. S. Wright
 Charlie Hackworth
 Tog Pearson
 Dickerson
 Cardwell

NURSES:

Lizzie Crownover
 Daisy Henley
 Molly Gipson, 1910
 Elizabeth Anne Gonce
 Claudia Crownover
 Daisy Willis
 Betty Payne
 Louise Kelley
 Patsy Summers
 Gail Matthews
 Jackson (Jess Jackson's daughter)
 Barnes (William Barne's daughter)
 Barnes (William Barne's daughter)

RAILROAD RETIREES:

Harvey Curtis, Track
Arthur J. Robinson, Sr., Supt. of water works
Tommy Garner, Section Foreman
Turney Crownover, Foremen of Bridges and Fences
Tommy Stevens, Track Walker
Oscar Stevens, Welder
Lent Matthews, Engineer
Willie Prince, Brakeman
Forest Pitman, Conductor
John Cates, Section
Porter Arnold, Section
Charlie Curtis, Section
J. D. Crownover, Operator
Jess Hoosier, Operator
James McBee, Track
Jake Arnold, Operator
Bill Bishop, Operator
Carl Willis, Operator
Raymond Bersheres, Operator
Gilbert Matthews, Bridge Foreman
John Beene, Bridge and Building
Pless Wynne, Supervisor of Tracks
Jake McGafin, Operator
Jim W. Willis, Operator
Orville Garner, Section
Patrick Perry, Operator
William Garner, ?
Pete Barnes, Section
William "Willie" Crownover, Operator
John Cates, Section
Leon Prince, Signal Department
Clarence Hoosier, Track
John Rogers, Jr., Section Foreman
Joe Garner, Track
Edd Garner, Track
Ted Miller, Section Foreman
J. D. Jackson, Trainman
Cloyd Cates, Signal Dept.
Chester Shetters, Signal Dept.

SERVICE PERSONS RETIRED FROM THE MILITARY SERVICE:

Howard Prince	Ralph Garner
Felix G. Matthews	Joseph W. Robinson
Charlie Stubblefield, Jr.	Millard F. Matthews, Sr.
Billy Goff	Clabe S. Sherman
Carl Garner	Ralph Miller
George D. Garner	Floyd B. Garner, Jr.
Col. Herman Perry	David Jackson
Herman Stephens	Joe W. Robinson
Donald Lee Henley	Millard F. Matthews, Jr.
Forrest Garner	Larkin Garner
Daymon Garner	

SERVICE PERSONS WHO DIED IN THE WARS:

Willie Garner, WW II
Walter C. Willis, WW II
B. F. (Buddy) St. Jons, WW I
Paul Bunn WW I
Ollie Steele, WW II
Millard Stephens, Korean Conflict
Jack Barnes, Vietnam
Fred (Hub) Pack, WW II
James L. (Les) Russell, WW I
H. B. Prince, WW II
George Epperson, WW II
Roosevelt Shetters, Vietnam
George Temples, WW II
Carl Payne, Jr., Korean Conflict
Claude Evans, WW II

BANK EMPLOYEES:

James O. Matthews, Jr.	Steve Collins
Frank Crownover	Linda Jenkins
Raymond Austin	Danny Crownover

RETIREES ANDERSON PLANT, COWAN STONE CO.

Jessie Guess	Gus Guess
Jim Crownover	William J. Roberts, disability
Oscar Wells	Walter Haney
Eugene Cates	Felix Ake, disability
Bill N. Willis	Richard Crownover
J.D. Henley	

RETIREES FROM TVA

Woodrow Stevens	Eugene Shetters
Vernon Jenkins	Todd Bradford, disability
Floyd "Penny" Miller	George Crownover

BRICK, ROCK AND BLOCK MASONS:

Bill Pack	Ben Willis (Will's son)
Vernon Jenkins	Arthur Posey
Joe Guess	Todd Bradford
James Clarty	Arlyn Stephens
Bill M. Prince	Johnny Jackson
Ernest Prince	George Crownover (Bill's son)
Luke Hughes	Eugene Shetters
Earl Hoosier	Billy Jenkins
Lear Prince	Johnny Davis
Elbert Ake	

RETIRED SCHOOL TEACHERS:

Wilson Gonce	Eliza B. Woodall
Helen Stevens	Walker Jordan
Florence Huffer	Electra Hackworth
Margaret Jenkins	Miss Haliburton
Donald A. Garner	Aaron Clark
Lyda Walker	Nancy Creson
Gladys Crabtree	Marie Garner

ARTISTS:

John Terry	Charmian Matthews
Frank Hughes	Ted Haney

HEAVY EQUIPMENT OPERATORS:

Dale Johnson	Clyde Bean
Billy Goff	Lear Prince
Gus Guess	Bill Johnson
Bill N. Willis	Jessie Wilkerson
Jimmy R. Morris	Ted Miller
James Louis Henley	Chester Garner

SECURITY OFFICERS:

J.C. Johnson, Lee's Mfg. Co.	Vernon Jenkins, TVA
Jim Singleman, E and B	Ben Willis, E and B
John Terry, TVA	Victor Stephens, Bank
Felix Matthews, State Prison	

SEAMSTRESS:

Mary Lou McBee McCarver	Ethel Garner
Annie Laura Hoosier Willis	Ethel Hoosier Crownover
Zelma Payne	

REAL ESTATE:

Carlton Lynch	Walter R. Willis
James O. Matthews	Jim Hackworth
Forrestine Matthews	Johnnie Jean Walker

SCHOOL COOKS:

Zelma Payne	Louise Stephens
Virgie Hughes	Alma Rich Hoosier
Dot Phillips	Hazel Garner

COMMERCIAL TRUCKERS:

Johnny Ake, Mdse.	Jack Summers, Lumber
J.C. Johnson, Mdse.	Charlie Lappin, Lumber
Pete Morrison, Milk	Walter R. Willis, Flour
Charles F. Smith, Produce	Jim Singleton, Ice delivery
Matt A. Matthews, Produce	Jerry Gore, Mdse.
Elmore S. Gonce, Produce	Sammy Ake, Mdse.
J.D. "Peck" Terrell, Produce	George Cunningham, Mdse.

MISCELLANEOUS:

Albert "Bab" Singleton, Hunter and Trapper
Alice Rich, Carder of Cotton
John Simmons, Herb Digger
David Jackson, University Press
Will Holder, Wakins Agent
Doug Hughes, Ins. Investigator
Clyde Garner, Insurance
Paul Bean, Insurance
Mrs. Barbara Russell, Census Enumerator
Felix Matthews, Census Enumerator
Trave Hackworth, Boy Scout Master
Vernon Jenkins, TVA Mail Carrier
John Jordan, Chair Bottomer
George Hoosier, Clock and Gun Repair
Wild John Evans, Hermit
Robert McCallie, Basket Maker
Jim Willard, Grave Digger

Nothing has been emphasized about the Farmer, but anyone knows that you have to have the equivalent of a PhD Degree to be a successful farmer now, in spite of the fact that the soil in this valley which is known as Sequatchie soil, is one of the finest kinds in America.

CROW CREEK VALLEY SCHOOL COMMISSIONERS

"Matt" J. M. Matthews	Lark Garner
A. A. Russell	"Matt" A. Matthews
Bill Crownover	A. J. Barnes
Lawrence Robinson	J. D. Jackson, Present Commissioner
J. W. Willis	

SOME SCHOOL TEACHERS OF CROW CREEK VALLEY, PAST AND PRESENT, INCLUDING TALLEY COVE, PLEASANT GROVE, BASS, ALABAMA, ANDERSON, SHERWOOD, AND SINKING COVE, TENNESSEE:

Armes, Mary
 Barnes, Vivian Bates
 Bass, Francis
 Beene, Johnnie (Walker)
 Beresford, Claude
 Berryhill, Carries
 Carroll, J. G.
 Carroll, (Miss)
 Clark, Aaron
 Clark, Alma
 Clifton, Mark (Present Principal)
 Counts, Kermit
 Crabtree, Gladys
 Creson, Nancy
 Crownover, Margaret (Jenkins)
 Crownover, Roy
 Cullins, Eleatha
 Cunningham, Lois (present teacher)
 Darwin, Mattie
 Finney, A. C.
 Finney, Raymond
 Garner, Anne Pearl Larkin
 Garner, Donald A.
 Garner, Helen Duncan
 Garner, Marie
 Garner, Ruby S. (present teacher)
 Gonce, Ella
 Gonce, Helen
 Gonce, Margaret
 Gunn, (Mr.)
 Hackworth, Annie (Matthews)
 Hackworth, Annie Mae (Dry Cove)
 Hackworth, Electra
 Haliburton, (Miss)
 Henley, Mamie
 Henley, Nell
 Hinch, Helen
 Stubblefield, Ruby
 Hobenrich, Albert
 Holland, Melvin
 Holt, Beulah
 Huffer, Florence

Huffer, Wilma
 Eichenberger, Grace
 Jordan, Walker
 Knapper, Bertha
 Long, Agatha
 Lynch, Esther Huffer
 Majors, Elizabeth
 Matthews, Erlene (Garner)
 Matthews, Jasper
 McNulty, Blanche
 Miller, Bobbie
 Miller, Zona
 Montgomery, Bertha
 Parker, Polly
 Prince, Shelley
 Reed, Clinton
 Robinson, Beth
 Robinson, Virginia Duncan
 Sartin, Mark
 Skidmore, (Miss)
 Stevens, Helen
 Summers, Myrtle Payne
 Swan, Ola Belle
 Taylor, Georgia Mae
 Taylor, Mary
 Thomson, Bill
 Wagner, Louise
 Walker, Lydia
 Warmbrod, Flora
 West, Ida K.
 Willis, Nanny (Arnold)
 Willis, Sheila (present teacher)
 Gretchen Gonce
 Eliza B. Woodall
 Wilson Gonce
 Helina Arnold
 Lizzie Arnold

Some of the Substitute Teachers

Armes, Mary	Majors, Elizabeth
Gonce, Ella	Matthews, Charmian
Hughes, Virgie	Willis, Ross
Jo Ann Bates Stubblefield	Mrs. Barbara Russell

ADDITIONAL INFORMATION ABOUT PLEASANT GROVE HIGH SCHOOL:

TAKEN FROM THE STEVENSON STORY
 BY ELIZA WOODALL, PAGE 242

By ELIZA WOODALL

"Pleasant Grove High School opened 3 Oct 1887: the teachers were: Claude Linox (B) 1887 Principal. Lizzie P. Armstrong, Primary Teacher, Albert Dix, J.B. Hackworth, Joe Hackworth. Canna Wynn, 1908; Ben L. Hill and Daisy Beason 1909 and D. K. Pegues, Jr. Helen Gonce 1917, Mary Gonce 1918 and (Walter Jordan;) Lyda Hill (and her Sister) in 1920. Carrie Huston, 1921-22. Ruth Clark. Lois Graham, Eliza Rudder and Cordia Brewister, 1924; Trave Hackworth and Lila Beason, 1925-26; Wilson Gonce and Evelyn Gonce 1931. School discontinued and moved to the mouth of Bennet's Cove Road, Hwy. 117. The Teachers at this location were: David Cargile, Evelyn Gonce and Katherine Thomas 1932, Cleo Gonce and Lon Shelton. Building burned in 1945 and was replaced with a concrete block building. The Teachers were: Mrs. Ella Gonce, Helen Summers, Mildred Sentell, Mrs. Lyda Walker, Mrs. Eliza Mae Woodall and Mary Nell Gonce. This School closed in 1964 and was consolidated with Stevenson Elementary."

There was a Crow Creek Valley School in Bennet's Cove, near the Pate Summer's home. It was evidently consolidated with the Pleasant Grove Elementary School at the mouth of the Cove. The Pleasant Grove High School which moved from what is now Lloyds Place was changed to Elementary at mouth of Bennet's Cove in 1931.

There was a Pleasant Grove School or it could have had another name before 7 June 1887. But there are no Records to support its presence then. The Pleasant Grove High School which opened 3 Oct 1887 was done so with the Patronage of John W. Gonce.

THE WHITE HOUSE
WASHINGTON

TO MEMBERS OF THE UNITED STATES ARMY EXPEDITIONARY
FORCES:

You are a soldier of the United States Army.

You have embarked for distant places where
the war is being fought.

Upon the outcome depends the freedom of your
lives: the freedom of the lives of those you love—
your fellow-citizens—your people.

Never were the enemies of freedom more
tyrannical, more arrogant, more brutal.

Yours is a God-fearing, proud, courageous
people, which, throughout its history, has put its
freedom under God before all other purposes.

We who stay at home have our duties to
perform—duties owed in many parts to you. You will
be supported by the whole force and power of this
Nation. The victory you win will be a victory of all
the people—common to them all.

You bear with you the hope, the confidence,
the gratitude and the prayers of your family, your
fellow-citizens, and your President—



SOME VETERANS OF CROW CREEK VALLEY WHO SERVED IN THE
UNITED STATES UNIFORMED SERVICES DURING AND AFTER WW I,
INCLUDING TALLEY COVE, BASS, GONCE, ALABAMA, SINKING
COVE, ANDERSON AND SHERWOOD, TENNESSEE:

Ake, Borah	Garner, Edward
Ake, Felix	Garner, Forrest
Ake, Walter	Garner, George A.
Ake, Willie	Garner, Joe (Blind)
Arnold, Bunn	Garner, J.B.
Austin, Raymond	Garner, Kim
Barnes, Carlton	Garner, Paul
Barnes, Ernest	Garner, Ralph
Barnes, Jack	Garner, Steve
Barnes, James H.	Garner, Van Dee
Barnes, Mabry	Garner, Willie
Barnes, Walter Palmer	Glenn, Roy G.
Beene, Bill	Goff, Billy
Beene, Buster	Gonce, Albert A., Jr.
Beene, John	Gonce, Ed A.
Beene, Mose	Gonce, Elmore S., Sr.
Bohannon, David	Gonce, E.S., Jr.
Bohannon, Paul Wayne	Gonce, John Wisdom
Bradford, Todd	Grider, "Nigh"
Bunn, Paul	Grider, Paul
Byrd, Billy J.	Guess, Leon
Byrd, Gillian	Haney, Mitch
Clardy, Charles	Hannah, Jimmy
Clardy, James	Harding, James
Cloud, Jim	Henderson, Jack
Coffelt, Herchell	Henley, David
Crabtree, Cam	Henley, Donald Lee
Crownover, George	Hoback, George
Crownover, Morris	Holt, Clifton
Crownover, Richard	Hoosier, Billy
Crownover, Willie	Hoosier, Jesse
Cunningham, Carlton	Hughes, Frank
Epperson, (K., WW I)	Hughes, Kenneth
Epperson, "Buddy"	Jackson, Scotty
Epperson, George	Jenkins, Vernon
Epperson, Richard	Johnson, Ralph
Evans, Bill	Keith, Frank
Evans, Claude	Kelley, Claude
Evans, Earl	Kelley, James C.
Evans, Erskins	King, Vernon
Fitch, Holbert Jr.	Lappin, George
Garner, Bobby	Lynch, Nash
Garner, Cardell	Matthews, Brue P.
Garner, Chester	Matthews, Felix
Garner, Clyde	Matthews, Godfrey
Garner, Daymon	Matthews, James O., Jr.
Garner, David	Matthews, Lent E.
Garner, Donald A.	Matthews, Matt A.
Garner, Earl	Matthews, Millard F.

Matthews, Rita F. (WAAC)
 Maxwell, Sidney
 McBee, Joe B.
 McBee, Leonard
 Miller, Floyd
 Miller, Ralph
 Miller, Ted
 Pack, George
 Pack, Fred
 Payne, Carl, Jr.
 Pendergrass, Jim
 Pelham, George
 Perry, Herman (Col.)
 Perry, Paul
 Phillips, Archie
 Pitman, Charlie, Jr.
 Pitman, Joe Mac
 Prince, Bill M.
 Prince, (Col.)
 Prince, H.B.
 Prince, Lawrence
 Prince, Lear
 Prince, Leon
 Roberts, Coffey
 Roberts, Jesse
 Roberts, John
 Roberts, William J.
 Robertson, Nash
 Robinson, Arthur J., Jr.
 Robinson, Fred
 Robinson, Joe
 Robinson, Joe, Jr.
 Rodgers, John
 Rorex, Walter
 Russell, Doran
 Russell, James Leslie
 Sells, George
 Sells, Jim
 Shavers, Billy
 Shettters, Charlie
 Shettters, Eugene
 Shettters, Jake
 Shettters, Roosevelt
 Sherman, Clabe
 Singleton, Garland
 Smith, Andrew
 Smith, Charles F.
 Smith, Frank
 Smith, Glen
 Smith, James
 Sparks, Tom
 St. Johns, B.F. "Buddy"
 Steele, Ollie
 Stephens, Herman

Stephens, J.D.
 Stephens, Joe
 Stephens, Orlin
 Stevens, Jackie
 Stevens, Luke
 Stevens, Oscar
 Stevens, Robert
 Stevens, Woodrow
 Stewart, Harvey
 Stewart, Willie
 Stubblefield, Bill
 Stubblefield, Charlie, Jr.
 Summers, Cam
 Summers, Claude
 Summers, George
 Sutton, John
 Talley, John
 Temples, George
 Temples, John D.
 Thomson, "Buddy"
 Walker, Lydia (WAAC)
 Wells, Bill
 Wells, Charlie, Jr.
 Wells, Guerry
 Willis, Ben (Will's son)
 Willis, Bill N.
 Willis, Walter C.
 Wise, George
 Wise, J.D.
 Wynne, L.L.
 Wynne, "Plas"
 Walker, Jordan
 Phil Bates
 William J. Roberts
 Cecil Bunn
 Frank Morris
 Howard Morris
 Elbert Morris
 Trave Hackworth

OTHERS ADDED:
 Cyrus Willis, Jr.
 Ben Willis, (J.W.'s son)
 Jerry Johnson
 Raymond Austin
 Jerry Russell
 R.D. Prince
 Thomas Tompson
 George Rackle
 C.W. Crownover
 Frank Crownover
 Bryant Bean
 Kelley Crownover
 John Terry

John Hannah
 Floyd B. Garner, Jr.
 David Jackson
 Charles "Sonny" Matthews
 Millard F. Matthews, Jr.
 John Henry Barnes
 William Martin Barnes
 Raymond Garner
 Leo Garner
 J.W. Garner
 Buster Reed
 Leon Maxwell
 Clyde Prince
 Roy Garner
 Ned Garner
 Andrew Garner
 James Earl Holt

John Holt
 Bruce Crownover
 Jimmy Crownover
 Lawrence Smith
 Charles Smith
 Roy Summers
 William Barnes
 Robert Barnes
 Elbert Garner
 George Allen Garner
 J.B. Garner
 Charles Barnes
 Tommie Leon Stevens
 Joe Bill Crownover
 Max Crownover
 Tommy Dock
 Preston Holt

SOME OF THE CROW CREEK VALLEY SOLDIERS WHO HAVE BEEN COMMISSIONED IN THE UNITED STATES UNIFORMED SERVICES AND SOME OF THE ENLISTED MEN WHO HAVE RECEIVED AWARDS:

Herman Perry, Colonel, Air Force
 Palmer Barnes, Colonel, Air Force, Awarded the Distinguished Flying Cross.

Millard F. Matthews, Sr. Major, AGD & Infantry (Reserve Lt. Colonel)
 Roy G. Glenn, Captain, Quartermaster.
 Trave Hackworth, First Lieutenant, Quartermaster.
 Albert A. Gonce, Jr., First Lieutenant, Chaplain.
 Ed A. Gonce, First Lieutenant, Navy and Marine Air Plane Pilot.
 Charles Clardy, Captain, Air Force.
 Howard Prince, Lieutenant, Air Force.
 Joe W. Robinson, Lieutenant Commander, Navy.
 Millard F. Matthes, Jr., Captain, Marines.

ENLISTED MEN:

Vernon Jenkins, Purple Heart, Good Conduct Medal, American Defense Ribbon, Asiatic-Pacific-Theater Philippines Liberation Ribbon.
 Woodrow Stevens, Purple Heart.
 Coffey Roberts, Purple Heart, Croix de Guerre, highest award given by the nation of France.
 Felix G. Matthews, Good Conduct Medal, Bronze Star Medal, Five Bronze Battle Stars with The European African Middle Eastern Theater Ribbon, Presidential Citation, Combat Infantry Badge, American Defense Ribbon, Letter of Achievement.
 Matt A. Matthews, PrePearl Harbor Medal, Bronze Star Medal with Certificate signed by President Harry S. Truman, Four Bronze Battle Stars with The European African Middle Eastern Theater Ribbon,

Sharpshooter Badge for Pistol and Rifle.

Clabe S. Sherman, Awarded The Distinguished Service Cross, the second highest award given by the United States.

Bill N. Willis, Good Conduct Medal.

Ralph Miller, Air Medal.

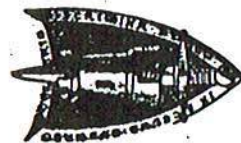
Forrest Garner, Combat Infantry Badge, Bronze Star Medal, Good Conduct Medal with seven Awards.

Walter C. Willis, was awarded the Purple Heart Posthumously, along with many other Decorations, all of which are on display in the Old Jail Museum.

Arthur J. Robinson, Jr., Air Medal with Silver Oak Leaf Cluster, Three Bronze Battle Stars with The European African Middle Eastern Theater Ribbon, American Defense Blue and White Ribbon, Good Conduct Medal, WW II Victory Medal.

Charlie Stubblefield, Jr., Bronze Star Medal, Korean Service Medal, Two Bronze Battle Stars with Ribbons, United Nation Ribbon, Vietnam Service Medal with four Stars, Meritorious Service Medal, Good Conduct Medal with four Awards.

Walter Ake, Purple Heart, Bronze Star Medal, two Bronze Stars with European African Middle Eastern Theater Ribbon, Good Conduct Medal with two Awards, American Defense Ribbon, POW in Germany nine months.



FONTAINEBLEAU, FRANCE

SERGEANT FIRST CLASS FRYAN G. MATHEWS RA 6 351 915

*Having been assigned for duty with
Headquarters Allied Land Forces Central Europe,
is authorized to purchase and wear the A.F.C.E.
badge.*

20 JANUARY 1954

FOR THE COMMANDER IN CHIEF
Le Général Major A. SERVAS
Chef d'Etat-Major de Commandement
des Forces Armées Alliées Centre-Europe,
Eggenfelden

OLD to ...
GENERAL ORDERS)

R E S T R I C T E D

NO. 53

Hq 3d Air Division
APO 229
15 January 1945

E X T R A C T

Under the provisions of Army Regulation 600-45, 22 September 1943, and pursuant to authority contained in letter 200.6, Headquarters Eighth Air Force, dated 23 September 1944, Subject: "Awards and Decorations", an OAK LEAF CLUSTER is awarded for wear with the Air Medal previously awarded, to the following-named Enlisted Man, organization as indicated, Army Air Forces, United States Army.

Citation: For meritorious achievement while participating in heavy bombardment missions in the air offensive against the enemy over Continental Europe. The courage, coolness, and skill displayed by this Enlisted Man upon these occasions reflect great credit upon himself and the Armed Forces of the United States.

*
*
ARTHUR J. ROBINSON, 1407783, Staff Sergeant, 710th Bombardment Squadron (H), 447th Bombardment Group (H) *

By command of Major General PARTRIDGE:

OFFICIAL:

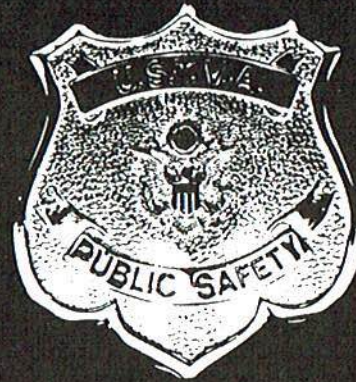
F. E. FITZPATRICK,
Captain, Air Corps,
Acting Asst. Adjutant General, R E S T R I C T E D

N. B. HARBOLD,
Brigadier General, U.S.A.,
Chief of Staff.

IN DEDICATION
TO
VERNON F. JENKINS
1951-1985

FOR 35 YEARS OF
LOYAL AND DEDICATED SERVICE
AS A PUBLIC SAFETY OFFICER
IN THE DIVISION OF TVA
AND PUBLIC SAFETY

FROM THE OFFICERS
WIDOWS CREEK FOSSIL PLANT
NOVEMBER 2, 1985



CEMETERIES IN CROW CREEK VALLEY, INCLUDING SHERWOOD,
ANDERSON, LITTLE CROW CREEK, SINKING COVE, BASS, TALLEY
COVES AND SMYRNA:

Old Sherwood Cemetery
Mountain View Cemetery
VFW Cemetery
Lynch Cemetery
Glory Hill Cemetery,
 formerly known as the Binkly or Anderson Cemetery
Church of Christ Cemetery
Anderson Cemetery
Baptist Church Cemetery, near Holder's Spring
Cumberland Presbyterian Cemetery
Garner Cemetery
Pressley Cemetery, Round Cove
Hoosier-Crabtree Cemetery
Little Crow Creek Cemetery
Gourdneck Cemetery
Smyrna Church Cemetery
Talley Cove Cemetery, (Dry Cove)
Sinking Cove Cemetery
Turney Crownover Cemetery
Lost Cove Cemeteries (2)
Marlowe Cemetery
Evans Cemetery, Near Tung Spring, Little Creek

CAVES IN THE CROW CREEK VALLEY, INCLUDING SHERWOOD,
ANDERSON AND SINKING COVE AREAS:

Lost Cove Cave, near middle of Sherwood Mountain road
Buggy Top Cave, Sewanee Road turn around
Blowing Cave, near Jene Cates' residence
Gourdneck Caves (two large caves), near Billy Goff's home
Wilson Willis Cave, Gourdneck, near cemetery
Salter Peter Cave, near Walter Crownover's home place
Jackson Caves, Sinking Cove, several other Caves in Singing Cove
Ice Box Cave at old Matthew's home in Alabama
Many other caves in the mountains, generally small, too numerous to list.

CROW CREEK VALLEY SPRINGS, INCLUDING SHERWOOD,
ANDERSON, LITTLE CROW CREEK, SINKING COVE; ALSO DOZENS
OF SPRINGS ON THE SIDES AND TOP OF THE MOUNTAINS TOO
NUMEROUS TO LIST:

Tongue Spring	Mose Garner Spring
A.A. Gonce Spring	Tom Pack Hollow Spring
Sherwood Spring	Blue Hole Spring
Sinking Hole Spring	Haney Hollow Spring
A.J. Barnes Spring	Fred Miller Spring

No Business Road Spring
Newton Prince Spring
Crosses Creek Spring
Edd Garner Spring
Lee Stephens Spring
Ike Gonce Spring
Round Cove Spring
Buckrow Spring
A.A. Russell Spring
Gourdneck Spring
Turkey Spring
Jackson Springs
Alfred Willis Spring
Talley Cove Spring
McBride Spring
Billy Allison Spring
Cumberland Presbyterian Spring
Charlie Stubblefield Spring
John West Spring
Gus Sentell Spring
Will Holder Spring
John Holder Spring
Lawrence Arnold Spring
Colonel Champion Spring
Jay Stubblefield Spring,
 head of Sinking Cove
Tom Sparks Spring
Forest Sherman Spring
John Gonce Spring
Sinking Cove Spring
Oscar Matthews Spring
Mack Wells Spring
Bob Stevens Spring
Sam Armes Spring
Pitt Willis Spring
Elbow Spring
John Thomas Spring
George Tucker Spring
Bill Crownover Spring
Charlie Arnold Spring
Ike Hackworth Spring
Luke Hughes Spring
Summers Spring
Posey Spring
Lafayette Crabtree Spring,
 near Helen Stevens' home
Forest King Spring
Abbott's Chapel Spring
Three Waters Springs, Mountain top
Shirely Hollow Spring
Wallace Ake Spring
Maud Spring
Summers Spring
Evans Spring

Shinny Rock Spring
Shoemake Hollow Spring
Carter's Point Spring
N. Hackworth Spring
Pool Spring
Tanyard Spring
R.R. Spring, Anderson
Napoleon Ake Spring
W.W. Wynne Spring

HEADQUARTERS
319TH MILITARY INTELLIGENCE BATTALION (FIELD ARMY)
Fort Hood, Texas 76544

2 December 1964

SUBJECT: Letter of Commendation

THRU: Commanding General
1st Armored Division
ATTN: AKDFA-GB
Fort Hood, Texas 76545

TO: Sergeant Charlie Stubblefield RA 14298264
Hq Co, 1st Ba, 46th Infantry, 1st AD
Fort Hood, Texas 76545

1. It is with greatest pleasure that I commend you on your outstanding performance as an instructor for the Ground Surveillance Radar periods of both the Officers and Noncommissioned Officers Combat Intelligence Courses conducted by this battalion for all post units.

2. It is seldom that a noncommissioned officer of your grade possesses the unerring ability, knowledge, and exemplary technique to pass on to both junior and senior personnel, the intricate and complex capabilities of the Ground Surveillance Radar sets. Your vast knowledge and understanding of the radar's capabilities, limitations, and combat employment, instilled an unshakeable confidence in you as a highly qualified soldier and instructor and in radar as one of the finest elements of the security plan.

3. Your outstanding military bearing, conduct, knowledge and devotion to duty convinces me that you are capable of fulfilling, in an outstanding manner, both a higher position of trust and a higher grade. Your assistance in conducting these intelligence courses was definitely one of the major factors contributing to the course's great success.

PAUL M. WIMERT, JR.
Lt. Col., AIS
Commanding

ELIZA WOODALL, LADY OF MANY TALENTS*

By: ELIZABETH SMITH

This week we feature Eliza Mae Woodall, who wrote *The Stevenson Story*, a book about the history of Stevenson.

Mrs. Woodall said, "I was born in a log house, on the 110th anniversary of Abe Lincoln's birthday, and I'm still waiting to become president." She was born and raised about three miles up the valley near old Bass Station. Her parents were David and Alice (Crabtree) Briscoe. Mr. Briscoe was the Bass Station telegraph operator. Eliza had two sisters, one died very young and the other lives in DeKalb County, Georgia.

Eliza married Wallace Woodall, a native of Stevenson, and they had two children, Patty and David. Patty works in the Data Processing Department of the Opryland Complex in Nashville, Tenn., and David is a Civil Engineer with the U. S. Forest Service, and lives with his wife and three children in Winnfield, LA.

Mrs. Woodall graduated from Stevenson High School in 1935, then earned a B. S. Degree in Elementary Education from Florence State Teachers College and eventually a M. A. from George Peabody College. Post MA work includes 45 + credits from the University of Tennessee, George Washington University, D.C., University of Kentucky, U. S. International University, San Diego, Calif., and Tennessee State University.

She said she has spent 56 years of her life in the field of education, either going to school or teaching. She taught 13 years in Jackson County Schools, including Long Island, Bryant, Edgefield, Pleasant Grove and Stevenson before moving to Nashville, Tenn., where she taught four years before being asked to serve as an elementary principal, a position she held for 25 years.

She said her school work was very exciting, intriguing and inspiring—not necessarily in that order. She said it was pure joy working with children. That children have changed since the 1930's because of the effect of TV and the changes in the family environment, with so many working mothers and one parent families, but she added that children learn to adjust and cope exceedingly well, often times better than their parents. Children have not lost their desire to learn, their hopes to have friends and their needs to be accepted and loved.

Mrs. Woodall said she loved her school work right up to the very last day, but has to admit that she was looking forward to retirement when she would have time for her many hobbies which include: genealogy, history, crafts, refinishing furniture, doll-house making, flowers, sewing and crochet, reading and tole painting. She has collected scraps to make a log cabin quilt and just this past Saturday, finished hanging wall

TENNESSEE HOMECOMING '86
SUPPLEMENT TO
THE CROW CREEK SCENE

Xeroxed-
Revised.

paper in her bathroom. She said she likes to cook, especially party foods, and have friends in to eat them since she is a diabetic and cannot.

She said travel is an obsession. She likes seeing new places and revisiting old ones. Just being there where it happened, savoring regional foods and living new experiences. She has traveled 38 states, Canada, the Bahamas, England, Scotland, Ireland, Belgium, Holland, Germany, Austria, Italy, Lichtenstein, Switzerland, and France. She prefers to travel on her own rather than a tour.

She said many honors have come her way through the years; it would be impossible to choose the one most meaningful. Being asked to write the history of Stevenson and the many kinds of rewards that have come her way because of her efforts would rate high, as well as doing a Guest Editorial for the "Nashville Tennessean", a daily newspaper. Memberships in various educational and historical associations are important, too. These include life membership in NEA, in Franklin County, TN, Historical Association, in PTA and recently in Jackson County Historical Association. She is a member of Delta Kappa Gamma, an honorary society for women teachers, the National Association of Elementary School Principals and of the Jackson County-Stevenson Chamber of Commerce and also a member of the Cumberland Presbyterian Church.

She said another honor that she cherishes is the success experienced by her former students, she feels that maybe she had a small part in that success. Some of her former pupils have gone on to be teachers, lawyers, physicians, bank presidents, company presidents, ministers, secretaries, entrepreneurs, county and state officials, computer experts, dentists, engineers, research scientists, store owners, department manager, artists, pharmacists, farmers, cross-country truck drivers, home-makers, automobile dealers, bank officials, actresses, etc. If any have become criminals or even been in jail, she hasn't heard about it.

Mrs. Woodall bought the old Briscoe farm and homeplace because she feels close to the land, the area, and the people who make up the greater Stevenson area. She wanted to come home when she retired in 1985 and the experience has been just as fulfilling as she expected. She said "Nowhere that I have been have I seen a more beautiful sight than Crow Creek Valley. Anywhere in the valley and through every window of my house, I can 'look unto the hills from whence cometh my help', and be renewed."

*I have permission from Mr. Larry O. Glass, Editor of the North Jackson Progress newspaper to reprint this article in our Homecoming Booklet. Courtesy of the North Jackson Progress, Stevenson, AL 35772. Felix G. Matthews, 1/21/1986

MERCHANTS: P-21

Jack Lynch
Mart Pack
G. B. Garner

Maxwell's Store
SCHOOL BUS DRIVERS: P-22

Ed Garner
Billy Ed Garner
John B. Thomas
Lura B. Goff
Carolyn Stubblefield

MAIL CARRIERS AL.END: P-22

J. T. Carroll
Robert Curtis
Sanders Bryant
John Cook
W. R. Thomas 1920 to '62
**MECHANICS, ELECT., PLUMBERS,
MACHINISTS, WELDERS: P-23**

John Arnes
Steve Garner
Luke Stevens
Arthur Posey
Godfrey L. Matthews
Billy Jenkins
Robert Stevens
Jerry Summers
FREACHERS: P-23

Ben McBee
J. D. Jackson
Sidney Maxwell
Sister Lucy Shetters
Alfred Willis
BEE KEEPERS: P-24
Donald McCallister
Merrill Garner
Cam W. Ake

BANK EMPLOYEES: P-27
Morris Crownover
Susan Glenn Guess

SHERIFFS: P-25
Big Tom Willis
Tally Willis

**MEDICAL DOCTORS &
SURGEONS: P-25**
E. A. Browder
James Summers
Robert ?

NURSES: P-25
Linda Payne-
Jane Brown
Sue Cates Smelley
Chrissie Robinson
Claudia Hughes
Zona Prince

RAILROAD RETIREES: P-26
Jack J. Hill, Track
Willie Hill, Track
Ed Hunsiker, Eng.

**PERSONS RETIRED FROM
THE MILITARY SERVICE:
P-26:**

Elbert Willis, Navy,
Chief Petty Officer,
Sidney Maxwell, Major,
Army, awarded Asiatic-
Pacific Theater Phil-
ippines Liberation Ribbon.
TED MILLER, PVT., ARMY,
Master Sergeant.
Robert Guess, Ret Army,
Master Sergeant.

This page follows page 44 in THE CROW CREEK SCENE.

45
2nd par page 19 change 7 Jul 1938 to 7 Jul 1838.

Add Kernon Cates and George Adam Shavers to Crow Creek Valley Veteran's List, P-33.

The area that is now Stevenson, Alabama, was called CROWTOWN by the Indians. So that is where Crow Creek got its name. The Crow Creek Water Shed District is approx. 30 miles long; P-14.

VALLEY RESIDENTS WHO HAVE LIVED BEYOND 95 YEARS; P-18

Bill Champion lived 100 years
Mrs Alice Simmons lived 100 years
Ed Hunziker lived 100 years
Andy Guess lived 99 years
Nannie Morris lived 98 years
Chrissie Robinson lived 105 years
Cam Matthews lived 96 years
Bill Rogers lived 100 years
Ollie Money lived 107 years
Ida Bell Stephens is 97 years old and still living
Joe Phillips lived 97 years
Dora Phillips lived 95 years
Walter Rich lived 104 years

Some errors need to be changed in the CROW CREEK SCENE:
On page 19 delete the word "pelase"; on page 25 change the name "Merian" to Marion; on page 27 change the word "Vietnam" to Korea, following Roosevelt Shettters'; on page 30 change "Annie Mae" to Nellie Mae Hackworth (Dry Cove); on page 35 change "Matthes" to Matthews; on page 40 change the word "Tung" to Tongue (Spring little Crow Creek); On page 24 change the word "Beseres" to Bersheres; on page 40 change the word "Jene" to Gene. On page 26 change the word "Bersheres" to Besheres; on page 17 change "Annie Mae" to Nellie Mae-Hackworth. P-23 change "Honeycutt" to Huneycutt.

SEAMSTRESSES; P-28
Nancy Pack Matthews
Charlian Matthews
Nancy Lee Hughes
Reta Matthews Templeton
Linnie McBee

NEW CATAGORY

COMPUTER OPERATORS;

Patty Woodall
Gary L. Matthews
Lori Garner Champion
Jeffrey Matthews

John H. Shettters was killed in Vietnam War; P-27.

Willie Prince was a retired Railroad Conductor; P-26.
Hubert Stephens Retired from U. S. Army.

COAL Miners; P-21

Clint Ake
Cam Crabtree
SORGHUM MAKERS; P-20
Walter R. Crownover
Mart Pack
Bill M. Prince
Gus Sentell

PHARMACISTS; AL.

John W. Wilkerson
John W. Thompson
George Guess

Delete Elijah Shettters, Jr., on this page. (He never died in the wars).

RETIREES ANDERSON PLANT
COWAN STONE CO. P-27
Charles "Dick" Pitman, Jr.
George Crownover, (Bill's son)

SERVICE PERSONS WHO DIED IN
THE WARS; P-27:
* Elijah Shettters, Jr.

ARTISTS; P-28
David Haney
Lonnie Hughes
Jimmy Ray Morris (Pod)
SECURITY OFFICERS; P-28
Donald A. Garner, St.
Andrews, School,
Vernon Jenkins TVA
COOKS; P-28
Melinda Wells
Dorothy Garner

COMMERCIAL TRUCKERS; P-29
Orville Hoosier (Chick). Produce.

SCHOOL TEACHERS; P-30
Easter Fasick
Mabel Gonce
Joe Guess Elizabeth "Snooks"
Huston Garner Howard Connors. P-28.

Joe Hawk
Gary Matthews
Albert A. Gonce, Jr. P-28.
BEAUTY OPERATORS; P-22
Emma Ross Hughes
Kay Garner

BARBERS; P-24
Russell Shettters
J. W. Willis
Frank Summers

Matthews Memorial Church at Bass is a Baptist Church; P-24

The largest acreage owned and farmed in the Valley is by George Henry and Jackie Lloyd, P-11.

SOME VETERANS WHO SERVED IN
THE US UNIFORMED SERVICES
DURING AND AFTER WW I; P-33

Roddy Epperson
Kenny Steel
Bennie Haney
Jack Haney
James C. Fuller
Wilburn Summers
David Summers
David Haney
Max Summers
Elbert Willis
Clarence Kirk
Billy Johnson
George C. Rackley
Joe B. McBee
Ginger Wise
Robert Garner
Dave Willard
Elijah Shettters
Woodrow Thompson
Kenny Johnson
Herman Perry (Not Col.)

Ray Eslick
Eddie Arnold
Paul B. Hughes
Robert A. Pack
Clinton Payne
Clyde Crownover, awarded
Purple Heart
George Wise
Cecil Bunn II
Robert Guess
George B. Garner
George Garner
Paul Garner
Carl Garner
CARPENTERS; P-21
Jimmy Ray Morris (Pod).
Jerry Summers

Ted Haney was a Sheriff:P-25.
George Crownover (Bill's son) was a Sheriff:P-25.

SOME PAST AND PRESENT:

COWAN STONE COMPANY, ANDERSON PLANT, EMPLOYEES:P-13

Larry Roberts	Terry Holt
William Johnson	Jimmy R. Davis
Jessie Roberts	Ralph Phillips
Maxie Johnson	Kenny Summers
John W. Haney	Daniel Roberts
Edwin Purdy	Rickey Williams
James D. Jackson	J. W. Phillips
George Guess	Jack Haney
William J. Roberts	James McCallister
Charles Pendergrass	Charles Pitman, Jr.
Roy L. Pack	Jimmy Ray Morris (Pod)
Steve Roberts	Dale Johnson
Jessie Wilkerson	David Haney
Carl D. Wynne	John Hannah
Warney Guess	Coffey Roberts
Joe Hannah	Buddy Ammonette, Clerk
John Guess	Paul Boyd Hughes, Sr.
Harvey Pack, Jr.	Fred Robinson, oig., owner
Tony Summers	Arthur J. Robinson, Sr., orig owner.
Bobby Summers	

There are over 200 Crow Creek Veterans, both Officers and Enlisted men, who received various kinds of awards and decorations for outstanding Service in the United States Uniformed Services during and after WW I, but that detailed information has not been made available for this printing.P-36.

The number one activity of Crow Creek Farmers is raising meat animals, including hogs and cattle. Dairy Farming and Poultry Breeding once practiced has been phased out. Cash field crops now raised are Soy Beans, Wheat, Corn, Hay and some Milo Maize. In the early part of this century Cotton was the primary field Cash Crop.P-11.

SOME PAST AND PRESENT HORSE AND MULE RAISERS AND BREEDERS:

Jake Summers, horses; John Brown, horses; John A. Matthews, horses; Marion Gonce, mules; Ike Hackworth, mules; Sam Armes, mules; W. R. Willis, mules; Ike Gonce, horses.P-11.

One of the largest Caves in the valley is in Bennett's Cove P-40.

Jackson D. Barnes was killed in Vietnam War,P-27.