

H & E Railroad Tycoon Former Major in Confederate Army

Thomas Hercules Hays was born October 6, 1837 at West Point, Hardin County, Kentucky to W.H. and Nancy Neill Hays. On July 17, 1861, he married Miss Sallie Hardin Helm, daughter of Kentucky Governor John LaRue Helm. Hays' new father-in-law, previously instrumental in bringing a railroad line from Louisville to Nashville, Tennessee through Elizabethtown, had been named president of the L&N in 1854 and shared the profession of law with Hays.

Just a couple of months after his marriage to the local railroad mogul's daughter and during the great Civil War, Thomas Hays began his own long association with the railroad industry. As a member of the Sixth Confederate regiment of infantry, Major Hays captured his first train of cars in Kentucky along the L&N on the 17th day of September, 1851 at Elizabethtown. It was a profitable venture for the southern forces, one to be repeated at Lebanon Jct.

After the war, Hays returned home to the county where his young wife died on June 2, 1868. She was laid to rest in the Helm Family Cemetery. Later he would remarry and lived in Jefferson County, however

first in 1869 he was elected to the Legislature. He served for two sessions.



Thomas Hercules Hays

In 1871, Hays was made Superintendent of the Pullman Palace Car Company. He was chiefly instrumental in obtaining for it advantageous legislation along its almost illimitable lines over the country. In 1881, he was chosen second vice-president of the company and became friends with Collis Potter Huntington, one of America's top four railroad tycoons. Hays was also one of the projectors and vice-president of the Versailles & Midway Railroad Company.

During these years he became involved with Huntington in a plan to run a railroad line across the eastern part of the state towards Nashville.

The H&E line linking Elizabethtown and Hodgenville and later planned Hodgenville to Glasgow route was a part of this grand scheme.

In 1888 Hays, the builder of the H&E opened his part of the planned line but the L&N with the opening their Lebanon/Glasgow route curtailed the remaining venture for Huntington. Hays later sold out his H&E investment.

Did YOU? Happen To Know

The land that is today known as Waverly Hill in southern Jefferson County, Kentucky was purchased by Major Thomas H. Hays in 1883 as the Hays Family home. Since the new home was now so far away from any existing schools, Mr. Hays decided to open a local school for his daughters to attend. He started a one-room schoolhouse on Pages Lane, and hired Lizzie Lee Harris as the teacher. Miss Harris loved her tiny

school nestling against the hillside, and remembered her fondness for Walter Scott's Waverley novels, so she named her little school house "Waverly School". Major Hays liked the peaceful-sounding name, so he named his property "Waverly Hill" and the Board of Tuberculosis Hospital kept the name when they bought the land and opened the sanitarium. It is not known exactly when the spelling changed to exclude the second "e" and became Waverly Hills. However the spelling fluctuated between both spellings many times over the years.

Looking Back at Morgan's Switch, KY

By Susan McCrobie, Hardin County History Museum Promotions Chair

Thursday, March 8, 1888

From a schedule sent to the agents of Hodgenville, it is learned that the names of the stations on the H. & E. Railroad are as follows: Hodgenville; Toneyville which is located near A.V. Kennady's; Middle Creek which is at Mr. Vernon Williams; and Morgans which is located 3 miles from Elizabethtown. The name of the station near Middle Creek has been changed from Hubbard to Toneyville by petition of the citizens of that community.

This brief notice from a local newspaper many years ago names the three railroad stops between Elizabethtown and Hodgenville. While it named the adjacent property owners of two of the stops it only lists the third station by name, Morgan's. It gives Morgan's location at three miles from Elizabethtown.

As a child growing up and living just over a mile from the Elizabethtown courthouse on the Hodgenville Road, the location of Morgan's on the railroad line that ran to the rear of our home held some interest. My papaw once told me that we lived at Morgan's Switch. That simple statement accompanied the more important connections of my mamaw being born at Gravel Switch (another railroad community in Marion County, KY) and Miss Minnie Pearl being from Grinder's Switch.

I had walked the railroad tracts with the neighboring kids in the mid 1960's to the early 70's when my grandfather died. I never saw a railroad station. However, according to his brief yet memorable lesson on geographical locations and this newspaper article I ran across when working on Hardin County's railroad history, I found myself years later with the need to pinpoint exactly where Morgan's was located.

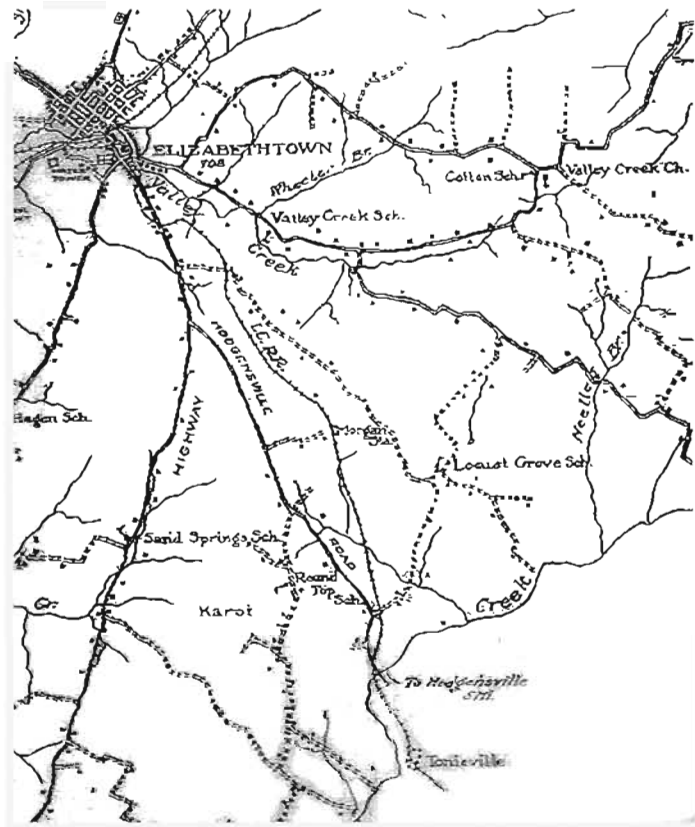
Allen Brown of Elizabethtown, an ardent railroad memorabilia collector and historian of local lines, produced a copy of the June 5, 1936 Illinois Central time tables giving Morgan as a stop on the line with a location of 9.6 miles from Cecilia, Kentucky. According to the time table, the H & E Railroad train ran every day except Sunday arriving at Morgan's at 9:05 am. It stopped on signal to receive or discharge passengers holding tickets to or from scheduled stops then departed Morgan's at 10:12 am.

Another I.C. Railroad time table Brown produced from Monday, July 1, 1946 listed Morgan's as a stop.

A map dated December 1, 1924 in the Brown Pusey House library shows the railroad station, one-room schools, roads and creeks in the area.

The site where Morgan's once stood is just to the rear of Thoroughbred Lane, a street that runs adjacent to the Elizabethtown Country Club. Jesse Walters, current owner of the old road bed linking Hodgenville Road to the abandoned railroad line, pointed out the spot where the station sat at the end of the now grassed over roadway that runs to the side of his home. The end of the once traveled road is marked by a plank gap in the fence separating his yard from the cindered, tree flanked right-of-way that once held the steel rails of the H & E.

Title search to the farm land in question finds mention of



1924 Hardin County, Kentucky map
Courtesy Brown-Pusey House

the place. "said land is located on each side of the Hodgenville and Elizabethtown branch of the I.C. Railroad at Morgan Switch, KY and is bounded as follows..." -Hardin County Clerk Deed Book 64, Page 555, dated 23 day of February 1911.

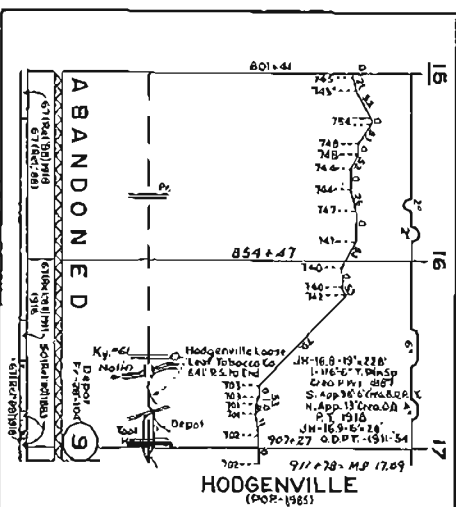
A few more steps backward in the ownership of the farm to the birth of the railroad line and we learn Mr. I.C. Morgan was the original Morgan of Morgan's.

Anyone who has done any genealogy research will find it imperative to unravel the mystery behind those initials. While the census gives no clue, luck had it that the county clerk's records listed more than initials on further land transfers. I. C. stands for Isaac Calvert. Mr. Isaac Calvert Morgan.

Several members of this society have a family tie with I.C. Morgan or at least his grandparents but let's not get the caboose before the engine on this runaway train as we make introductions.

Isaac Calvert Morgan was born March 5, 1847 in Hardin County. He lived until September 12, 1907. His father was John C. Morgan who was born in 1814 in Hardin County and lived in the Roanoke area until his death on November 5, 1884. John's father was William Morgan.

It is I.C.'s mother whom many claim family ties. She was Melvina Chenoweth, daughter of Isaac Calvert Chenoweth and Sarah Elizabeth "Sally" Fairleigh. His grandfather was Andrew Fairleigh and his grandmother was Letitia Rawlings. The Rawlings' ties to Jacob Van Meter is a story you all may have heard.



Louisville, Elizabethtown and Hodgenville

READ DOWN Table 8 READ UP

Miles	Central Standard Time	122
0	lv Louisville.....Ky. As	5:00
47.5	As Cecilia.....	3:28
		Mx
		7:42
		Ex. Sub.
		10:00
0	lv Cecilia.....	10:55
5.0	lv Elizabethtown.....	10:30
9.0	lv Morgan.....	10:12
11.9	lv Middle Creek.....	10:00
12.0	lv Tontieville.....	9:50
18.9	As Hodgenville.....	9:30

Explanation of Signs

+ Train No. 6—Panama Limited. De Luxe. All Pullman. air conditioned train. Special service charge. Consult Ticket Agent. See table of special service charges on page 65. Only carries revenue passengers having Pullman accommodations or reservations. For detailed schedules, see table No. 1.

a Stops to receive revenue passengers for Paducah and scheduled stops beyond.

f Stops on signal to receive or discharge passengers holding tickets to or from scheduled stops.

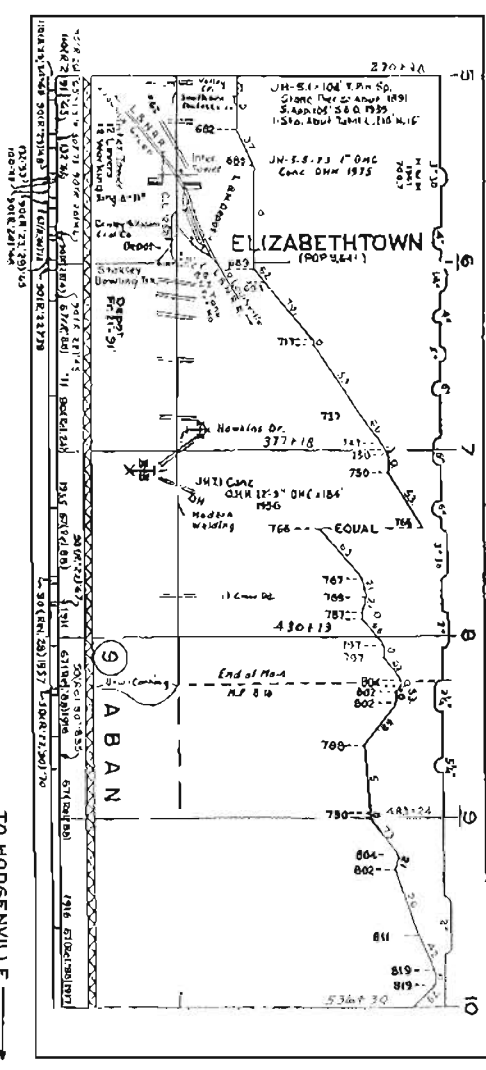
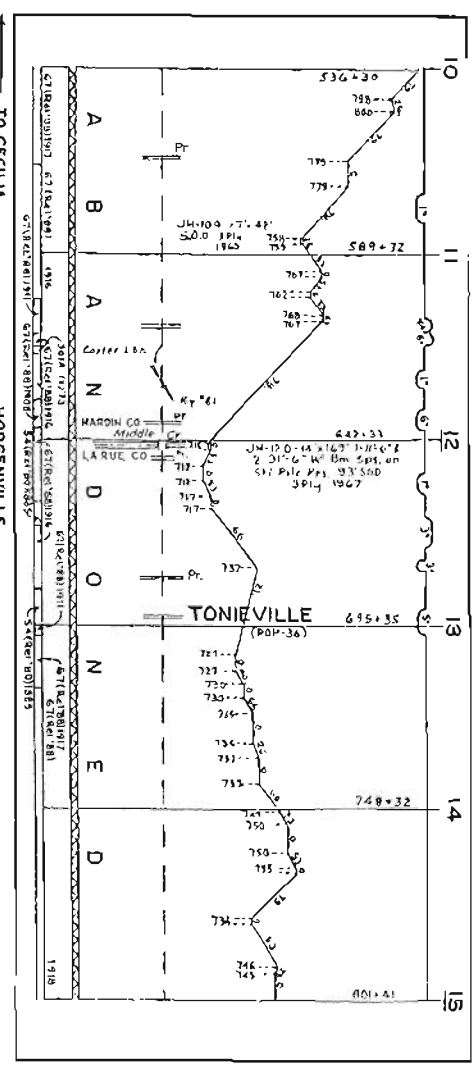
g Stops on flag to receive revenue passengers for Paducah and scheduled stops beyond and to discharge revenue passengers from Louisville.

k Regular stop to receive or discharge revenue passengers.

p Stops on flag to receive revenue passengers for Louisville and beyond; also to discharge revenue passengers from Paducah, Ky., and points south.

Mx. Mixed train carrying passengers.

C.T. Central Time. E.T. Eastern Time.



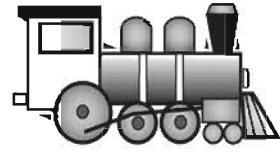
Charts Courtesy Allen Brown of Elizabethtown, KY

Top: Rail chart for the H&E line with grade line, alignment, elevation, mile post numbers and public road crossings as well as ballast indicating cinder roadbed. Age of railroad ties also marked by section according to installation date. Insert to left: Time chart for June 5, 1936 lists Morgan as a stop along the Hodgenville to Elizabethtown line of road.

Longtime Hardin County resident remembers H&E

Arthur J. "Archie" Hawkins of Elizabethtown remembers well riding the rail from Elizabethtown to Hodgenville. The 91 year old says at the end of its hay day there was only one passenger car traveling the track but for 50¢ you could ride to Hodgenville and back. At a time when the roads between the towns were dirt and most people still used horse and buggy, a good spell of wet weather could render the roadway impassible. Not the case for the cindered road lined with iron rails where you made good time.

Hawkins said his uncle, Jerome "Bud" Hawkins sold flour for E'town Milling Company and ran a small grocery in Eastview. He could use the railroad to conduct business without worry about making it home at the end of the day. Seventy-five cents bought a roundtrip to Louisville and back by rail, a trip that could take three days by road if the weather was bad.



**Line of Road
Opened
March 14, 1888**

Elizabethtown to Hodgenville, KY-12 miles

- The construction of the railroad was secured by a \$25,000 bonded debt voted by the Hodgenville precinct on January 27, 1887 by a margin of 326 to 172.
- Two trains running each way were scheduled. The first run, with 400 passengers traveled from Hodgenville to Elizabethtown and back to Hodgenville.
- The H&E had rights to use the tracks from Cecilia to Louisville and was a very successful operation.

Life's Real Adventure Begins Back Home in the States

By Mary Jo Jones, Hardin County Historical Society member

The war in Europe was over. Many of the troops were leaving for the Far East to end the war with the Japs. The headquarters of the Mediterranean Theater would be closing. I didn't want to go back to Rome, or to Milan, or anywhere else in Italy. I WANTED TO GO HOME.

I won't dwell on the unpleasanties with Carmel Office when I submitted my resignation. They were many, but long ago and far away. Suffice to say that sometime in August, I sailed from Naples on the *Mount Vernon*. It was a delightful trip, just the vacation I needed. We didn't know where we would land-just that it would be some East Coast port. The voyage was nine days at sea, and we arrived at the port of Norfolk. There were a few other women on the ship-I shared a stateroom with eight of them. The passengers primarily were 6,500 troops of the 10th Mountain Division who thought they were headed for the Pacific after a short stay in the United States.

I'm not sure of the exact dates, just that it was in August and the atomic bomb was dropped on Hiroshima while we were on the Atlantic. I really don't know much about that air raid, not having seen a newspaper. I had the usual ship-board romance, a major I'd never seen before (or since), but it made for a more pleasant voyage, as my eight roommates were not very compatible. I didn't even learn their names, or why they had been abroad.

Since I hadn't been on the ocean in a ship before, I wondered if I might become seasick. However, we were on the calm Mediterranean for two days and got our "sea legs" before we got to the rougher Atlantic. The food was excellent. We had fresh milk, which I believe was the one food I really had missed.

I spend a few days at home with Mother and Daddy. I brought some new clothes-it was mid-August, and all summer things were on sale. But primarily I wanted to go back to Fort Knox. The girls I had lived with were expecting me, so they had a room and a job for me already lined up. I started to work at the Armor Board at Fort Knox about the first of September. My house-mates also had my social life lined up for me, but I managed to take good care of that on my own.

One Saturday morning in October I had to work, and on my way home, stopped at the snack bar for lunch. I sat with someone I knew, and shortly someone else he knew joined us. He was a young lieutenant named Jones, aide to the commanding general, Hugh J. Gaffey. I didn't see much more of him until after Christmas. One Saturday night in January we met at a party and became reacquainted. The rest is pretty much history. We became



-Photo Courtesy the Jones Family

Newlyweds, Jim and Mary Jo Jones, exit the Fort Knox Post Chapel after their nuptials.

engaged in May and planned a late summer wedding.

Plans sometimes go awry. Ours did. One June 16, 1946, General Gaffey was killed in an airplane crash at Fort Knox. Jim Jones became a general's aide without a general, so he immediately became "surplus" and subject to overseas orders. The orders came; we learned about it on the evening of June 27th. Friday, June 28th was a busy day. The chapel was available for Monday afternoon; the chaplain volunteered to take care of ordering altar flowers. The Officers' Club was always closed on Mondays, which was perfect-we had it all to ourselves. The girls I lived with took care of getting the ingredients for the punch and decorating the table.

That Friday, Jim and I came to Elizabethtown to tell Mother our plans (we'd seen Daddy earlier). We got the marriage license, the wedding ring, and ordered the wedding cake from the White Dove Bakery. The large three-tier cake with ornament on top cost \$10.00. Haven't things changed????

At 4:00 PM, July 1, 1946, one chapter in my life ended and another began!

THE END

Prominent family mementos add insight

Recently Mary Jo Jones brought forth a collection of old letters relating to the Churchill and Lancaster families. One letter dated July 10, 1894 and postmarked Louisville, KY Office of Master Mechanic L & N R R CO., written on the stationery for the same, requested John A Lancaster of E'town to report to either James Caven or J. M. Burnett, Engineers at Colesburg, Ky. at once. The brief correspondence directed Lancaster to take the first train without fail and fire on the Hill engine further adding not disappoint the Master Mechanic, J.G. Clifford. It noted a pass enclosed and most likely separated from the letter due to its hasty use by Lancaster.

This letter, now donated to the Hardin County History Museum for display in the railroad theme exhibit, gives us great insight into the scope of the L & N operations at Colesburg by naming at least three local men who operated the engine making the climb to the top of Muldraugh Hill. It is a valuable piece of Hardin County History.

Bits and Pieces of history once tucked away in family collections become the great treasure we now call your Hardin County History Museum. The museum welcomes additions such as this in telling the evolution of the county.

1 big skillet of onions chopped up
1 big tablespoon of lard and fry
1 square of gum camphor
1 small bottle of Vicks Salve
1/2 tablespoon full of turpentine
1/s tablespoon of coal oil
Add all the ingredients after onions and lard are fried together and make a poultice and apply to both sides as hot as can be stood and when cold re-heat and put back on;
A sure cure for pneumonia if taken in time.

- *Pneumonia Cure from Lancaster family*

Also of interest in the Lancaster letter collection was a note dated March 28, 1931 to Mary Lancaster...

Dear Mary,

My friend Judge Drury, of the Court of Appeals, wrote this gem long ago at the death of his son. It has brought comfort to many an aching heart and I trust that through your tears you can look beyond and gain comfort also.

With love,
Annie Norse

*Some time when all life's lessons have been learned
And sun and stars forever more have set,
The things which our weak judgment here has spurned,
The things o'er which we grieved with lashes wet,
Will flash before us out of life's dark night
As stars shine most in deeper tints of blue,
And we shall see how all God's plans were right,
And how what seemed reproof was love most true.*

*And you shortly know that length of breath
Is not the sweetest gift God sends His friend,
And that sometimes the sable pall of death,
Conceals the fairest boon His love can send.
If we could push ajar the gates of life,
And stand within and all God's Working see,
We could interpret all this doubt and strife,
And for each mystery could find a key.*

*But not today. Then be content, poor heart;
God's plans, like lilies pure and white unfold;
We must not ear the close shut leaves apart,
Time will reveal the calaxes of gold.
And if, through patient toil we reach the land
Where tired feet, with sandals loose, may rest,
Then we shall clearly know and understand,
I think that we shall say that "God knew best."*

E'town High 'class of 1940' standout remembered

Louis Hagan had a great future ahead when he graduated with much fanfare from Elizabethtown High in the spring of 1940. The first recipient of the Andrew Clay Johnson Award for excellence from the school, Hagan soon entered the Naval Academy at Annapolis after commencement. As a commissioned officer, he later set sail on the vast waters of the Pacific Ocean as World War II summoned Americans to defend our boundaries.

Hagan is one of several Hardin Countians that paid the ultimate price for freedom. His body was buried at sea.

Recently his family presented the Hardin County History Museum with his officer's uniform. After some archival care, the dress blues and hat will become a part of the military exhibit.

As for Hagan, his name appears on one of the ten marble

slabs in the *Courts of the Missing* at the National Memorial Cemetery of the Pacific in Honolulu, Hawaii which flanks the Memorial's grand stone staircase. He was one of the 27,788 military personnel who were missing in action or were lost or buried at sea in the Pacific during WWII and in the Korean War.

The dedication stone at the base of the staircase is engraved with the following words:

IN THESE GARDENS ARE RECORDED
THE NAMES OF AMERICANS
WHO GAVE THEIR LIVES
IN THE SERVICE OF THEIR COUNTRY
AND WHOSE EARTHLY RESTING PLACE
IS KNOWN ONLY TO GOD

Custer at the Elizabethtown Post

ARE YOUR HORSES READY TO RIDE?

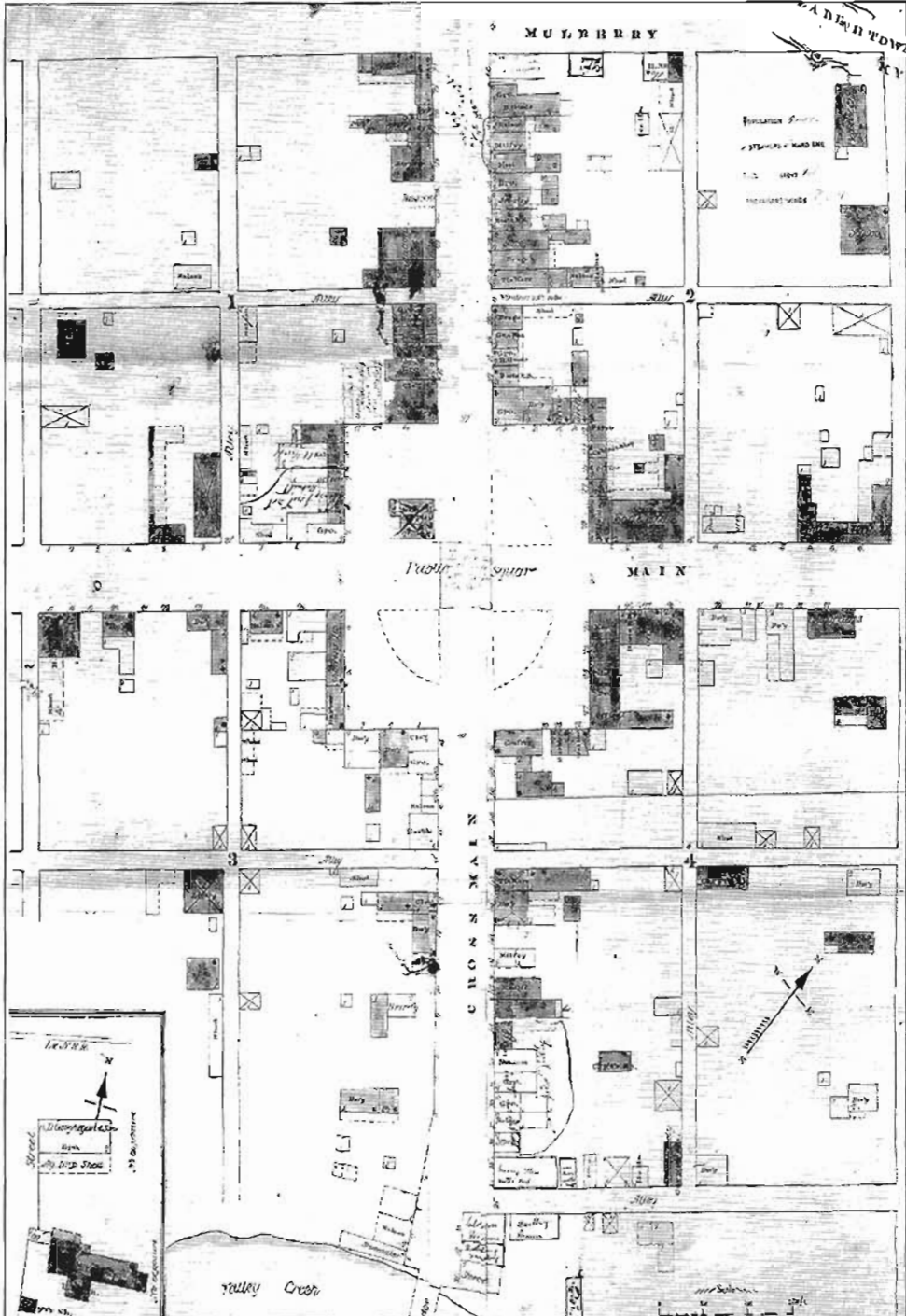
By Meranda Caswell, Hardin County History Museum Curator

From 1867 to 1871, Custer and the Seventh Cavalry participated in several battles with Native Americans. Custer faced a court-martial for failing to follow orders and for being absent from duty without permission: an unauthorized visit to his wife Elizabeth. Custer was found guilty of the various charges and sentenced to a year without pay and a demotion in rank. Before Custer's final battle in 1876, he was stationed in Elizabethtown, KY from 1871 to 1873. The National Archives has on file the military returns from U.S. Military Posts 1800-1916 that includes Custer's stay in Elizabethtown.

The 7th Cavalry was distributed by squadrons and company over seven Southern States to enforce federal taxes on distilleries and suppress the activities of the Ku Klux Klan. Custer was assigned to Elizabethtown, Kentucky where his chief duty was to inspect and purchase horses for the Army. The post in Elizabethtown was established on March 29, 1871. This post was made up of two different regiments: (1) Fourth U. S. Infantry Company F and (2) Seventh Cavalry Company A. No more than 200 men were stationed at this fort at any one time. The fort was located at Camp Haycraft. Captain Avery B. Cain was the Commander of this post from March 1871 to April 1872.

Excerpts from the official record:

- April 12, 1871 Acting Assistant Surgeon T. S. West was ordered to Elizabethtown.
- April 26, 1871 Assistant Surgeon P. Middleton was ordered to Elizabethtown as Captain of the Medical Department.
- From May to the end of August 1871, not much occurred in the record affecting E'town.
- September 3, 1871 Custer joined from leave of absence.
- September 8, 1871 George D. Belt was promoted Hospital Steward from Private "A" Troop 7th Cavalry On Detached Service
- September 16, 1871 Lt. Col. George A. Custer of the 7th Cavalry arrived at Louisville.
- September 21, 1871 Custer left the post for Louisville, KY.
- Custer remained in Louisville for the months of October to December 1871.
- January 12, 1872 telegraphic instructions orders the Post of E'town to place one company of infantry en route for Taylor Barracks, Louisville.
- January 27, 1872 Custer was relieved from duty as a member of the General Court Martial.
- February 11, 1872 Lieutenant Colonel Custer was granted a leave of absence for 20 days.
- February 12, 1872 Lieutenant Telford was to inspect C, G and E at Elizabethtown.
- February 18, 1872 the hiring of citizen blacksmiths was forbidden.
- (From January to March 1872, Custer was on tour with Grand Duke Alexis from Russia.)
- April 1872, David I. Ezekiel, Commanding the Post, made a report of the post for the month of March 1872. Captain Avery B. Cain was arrested on March 29. The charges were not described.
- Lt. Col. George Armstrong Custer was the Commander of the Elizabethtown post from May 1872 to January 1873. Much of Custer's duty was "on leave of absence".
- May 10, 1872 Lt. Col. Custer was relieved from duty at Louisville and ordered to resume command at the Elizabethtown post. Custer signed his first report of the Elizabethtown post in May 1872.
- May 22, 1872 Custer joined the Elizabethtown post. The General Court Martial sentenced the former Commander of the Elizabethtown post, Avery B. Cain. Cain was suspended from rank and command for the period of six months, forced to forfeit all pay during the same period except \$50.00 per month, and confined to the limits of the Post where his company was stationed during the same period as of the 4th of May.
- June 15, 1872 Recruit Reinke of the 4th Infantry Company F was discharged.
- June 20, 1872 Barney Flynn, private of the 7th Cavalry Company D was arrested and placed in confinement as a deserter from this company. Company D was temporarily attached to Troop A of the 7th Cavalry. Henry W. Flynn, a deserter of the Troop D of the 7th Cavalry, was arrested and placed into confinement on the same day.
- June 21, 1872 Custer was granted seven days of leave of absence.
- June 28, 1872 Custer was appointed to inspect certain O. M. Stores.
- July 15, 1872 The First Lt. James Calhoun of the 7th cavalry was relieved from duty at the Elizabethtown post.
- August 3, 1872 Custer was on leave for 10 days. He left the post on the fifth and rejoined on the 12th of August.
- September 11, 1872 Custer was on leave of absence for 10 days. Private Thomas Carmody of the Troop A of 7th cavalry was ordered to the Taylor Barracks in Louisville.
- October 22, 1872 Custer was appointed to inspect the ordinance and ordinance stores and certain public horses.
- November 12, 1872 Custer was on 15 days of leave; Captain Avery B. Cain signed this record.
- December 11, 1872 Custer is given an extension of 15 days leave of absence. Custer rejoined on the 19 December. Captain Avery B. Cain went to Little Rock, Arkansas.
- January 4, 1873, Private Charles Lindsay of Troop A of the 7th Cavalry was to proceed without delay to Elizabethtown.
- January 16, 1873 Custer is appointed as a special inspector for the purpose of investigating certain allegations made with



G. A. Custer

Signature of 7th Cavalry Lt. Colonel George Armstrong Custer as recorded in his records kept at the Elizabethtown Post. Custer is noted as holding the Brevet Rank of Major General, a honor bestowed upon him during service in the Union Army during the Civil War.

Left: Elizabethtown map dated about 1871, before the arrival of G.A. Custer. Custer resided at the Hills Hotel on the corner of North Main and Poplar Street, now known as the Brown-Pusey House.



Above: Photomechanical print-Custer's last fight (Budweiser Brewing Company advertisement done around 1896 that hung in local saloon and is currently on loan to the Hardin County History Museum courtesy of Dee Dee Shaw. Original painting by Otto Becker and presented to the Seventh Regiment U.S. Cavalry by Anheuser-Busch, St. Louis, Missouri. Painting is view of General George Armstrong Custer's last stand at Little Big Horn, Montana, 1875 showing battle scene between U.S. soldiers and Native American Indians. General Custer, wearing buckskin, fights in center of melee. Armed fighters carry rifles, spears, maces, shields tomahawks, and other arms.

- reference to the use of horses belonging to Troop A of the 7th Cavalry at Post at Huntsville, Alabama.
- February 20, 1873 The 7th Cavalry was transferred from the Department of the South to the Department of the Dakota.
 - February 21, 1873 Custer was appointed to inspect certain medical supplies at Etown.
 - Captain Myles Moylan of the 7th Cavalry Company A was the Commander of the Elizabethtown post in February. He stated that Lt. Col. George A. Custer left the post on February 27, 1873 for seven days leave of absence.
 - On the February 26, 1873, the military post of Elizabethtown was discontinued.

In 1873, Custer led the Seventh Cavalry to the Dakotas to protect workers on the Northern Pacific Railroad. Many white Americans traveled to the Black Hills to seek gold and silver

after Custer reported that these metals had been found in abundance. The Seventh Cavalry and George Custer were massacred at the Battle of Little Bighorn. Charles Alexander Reynolds, born 1842 in Stephensburg, Hardin County, was a guide for 7th U. S. Cavalry for Custer's last fight. He was in the valley fight and killed on June 25, 1876 at Little Bighorn. Richard Rollins, born 1849 in Breckinridge County, was a private of the 7th U. S. Cavalry Company A. He was in the valley fight and killed on June 25, 1876 at Little Bighorn. William David Nugent, born 1852 in Grayson County, was a private of the 7th U. S. Cavalry Company A. He was in the valley and hilltop fights at the Battle of Little Bighorn. He died November 15, 1934 in Coffeyville, Kansas. Microfilm of the official record Elizabethtown Post 1871-1873 is available at the Brown-Pusey House Library.

Fires leave mark on early Elizabethtown

By Meranda Caswell, Hardin County History Museum Curator

Fire! Fire! Several fires struck the City of Elizabethtown during the 1800s and early 1900s. The locations of where these fires occurred can be deciphered using maps and early written accounts.

Samuel Haycraft, Jr., an early historian, subdivided his land in 1868 into numbered lots. The plat of this subdivision is one of the earliest maps of Elizabethtown that show some of the buildings of downtown Elizabethtown. Identified in this map are streets, Valley Creek and the Buffalo Fork of Valley Creek, a Saw Mill, the L & N Railroad, the railroad bridge, depot and the section house. Notice the diagrams of the buildings indicated on this map. On the Public Square, the dark diagram is where the courthouse was located from 1806 until 1872. The Hill's Hotel (Brown-Pusey House), a L-shaped building is located on the corner of Main Street and Poplar Street. Across from the Hill's Hotel was the Clerk's Office that was torn down in

1969. Jonathan and Lucy Lincoln Hills lived on the corner of Main Street and Poplar Street. Lucy Lincoln Hills was a cousin of President Abraham Lincoln. Samuel Haycraft owned Lot 75 where Ben Hardin Helm built the first brick house. This building burnt in 1882. The roads surrounding the building diagrams are the Public Square, Cross Street, Main Street, Poplar Street, Taylor Street, Race Street, Central Avenue, Railroad Avenue North and South, and three alleys. Today, Cross Street is Dixie Highway or 31W.

In *A History of Elizabethtown, Kentucky and Its Surroundings* by Samuel Haycraft, the Great fire of Elizabethtown in 1869 is described in detail on pages 86-91. The commercial area of downtown Elizabethtown in 1869 was located on both sides of Dixie Avenue from Mulberry Street to the Public Square. Dry goods merchants, shoe merchants, druggists, saddlers, coffee houses, confectioneries and family groceries occupied those buildings. On August 7, 1869 a fire in a livery stable belonging to the Eagle House caught fire. The stable was situated between Cherry Alley and the first brick building of the Severns Valley Baptist Church. Everything on that block burnt except for the Severns Valley Baptist Church and the Seminary (today the site of the Masonic Lodge). The masons had rented the upstairs floor of the Seminary in the 1800s. All the back buildings south of Dixie Avenue and all the buildings on three squares were destroyed by this fire. Citizens, white and black, women, and the railroad workers from the E & P Railroad construction assisted in the fight of the Great

Fire in 1869. After the fire was extinguished, an eclipse of the sun occurred. The merchants and residents of the destroyed buildings rebuilt most of the buildings by the spring of 1870 and were opened for business.

About 1871, the map of downtown Elizabethtown has areas marked as "Burnt Out And Not Rebuilt." The area where the Gilded Age building built by Philip Arnold had been burnt out in the fire of 1869. The Courthouse has an 'x' through it and is moved to the middle of the Public Square. This map is a Sanborn Fire Insurance Map. [See the Custer story in this issue of *Bits and Pieces*. An area on East Dixie is marked with "Burnt Out and Not Rebuilt." Could the fire have burned this area in 1875? If so, this would date the Custer map about 1875-1876, after Custer's visit.]

Henry Augustine Sommers, another historian, wrote *Elizabethtown & Hardin County, Kentucky 1869-1921*. Pages 4-5 and 22-27 are about the Great

Fire in 1869 as well as other fires. The fire in 1875 destroyed many buildings on East Dixie beginning on Race Alley. The fire in June 1887 was as destructive as the Great Fire of 1869. The Depp residence (with the cannonball embedded in it) was burnt. This fire started in Elliott's drug store where the Chamber of Commerce building is today at 111 West Dixie Avenue. The fire destroyed the section of the Public Square from the current Chamber of Commerce to the buildings next to the Lion Hotel. The Lion Hotel was the only building that escaped the fire. In 1893 a fire burned the area on East Dixie Avenue and the Public Square. Today this area is where the attorney office and the Bean Publishing storeroom is as well as the mattress store. This area was rebuilt and occupied by the Showers and Hays drug store and James Sweets' drug store.

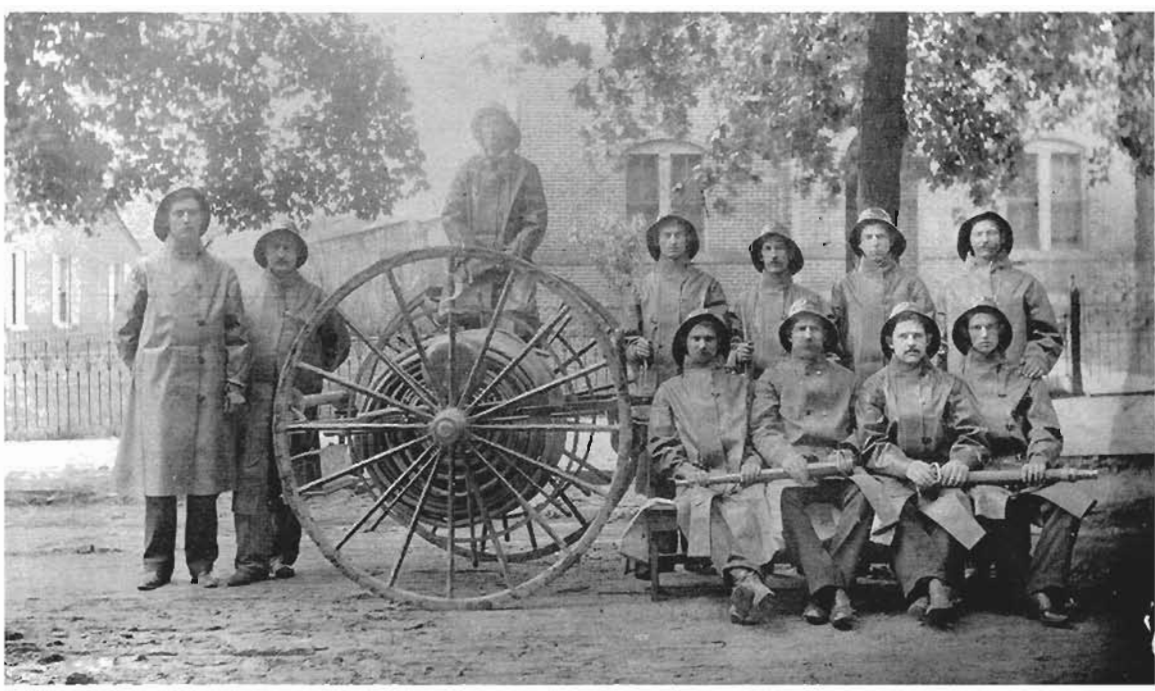
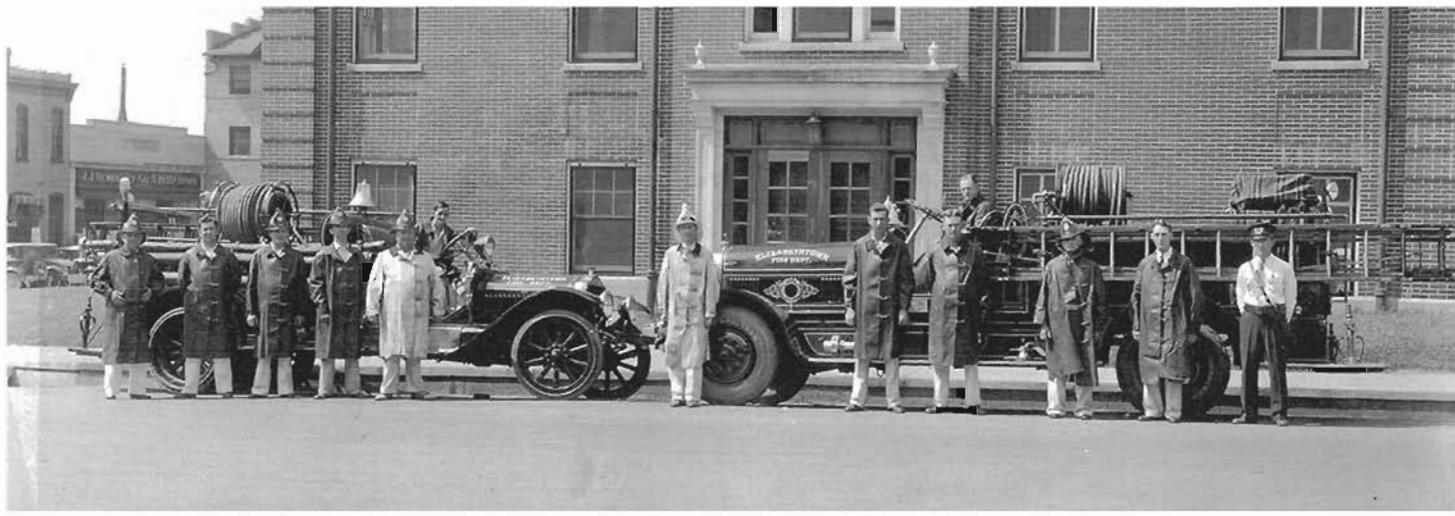
The following fires happened to individual buildings and did not spread to other buildings in the city: 1882, 1883, 1911, 1918, and 1932. In 1882, the first brick house of Elizabethtown built for Ben Hardin Helm was burned. In November 1883, the May Hotel, owned by Senator D. L. May, burned. After the completion of the city waterworks and storage tank in the late 1890s, a volunteer fire department was organized. In 1911, the Seminary caught fire. John Y. Hill had built this building, the brick building of the Severns Valley Baptist Church and the Hills Hotel before his death in 1859. The Masons, in 1913, built the current Masonic Lodge building on the corner of the corner of West Poplar Street and North Mulberry Street. In 1918, the Showers House

In 1976, the Hardin County Historical Society mounted the courthouse bell, saved from the 1932 fire, next to the H. B. Fife courthouse. This year a plaque was added by the Society commemorating the historic event.

burned. The Joplin Hotel, presently the Huddleston House, replaced the Showers House in 1922. The courthouse built in 1872 in the middle of the Public Square was burned in 1932. Virginia Price, alias Ruby Judd, was charged with attempting to burn the Hardin County courthouse. The fire broke out in the clock tower.

Right: Sam Haycraft's Addition to Elizabethtown plat.

Below: 1935 Elizabethtown Fire Department lead by Chief George Shivley (center of photo) in front of the two fire engines used to answer calls.



Left: After the Elizabethtown city water system came into being during the 1890's a fire department was established. The hose was pulled first by men and later by horse. Two fire alarm bells were mounted onto poles in order to signal for fire.

Maps of downtown Elizabethtown may be viewed on the website www.hccoky.org, at the Hardin County Clerk's office, and at the Brown-Pusey House.

Family feud makes news-squashes election headline

PARTICIPANTS LEADING
CITIZENS IN COMMUNITY

On August 10, 1853, *The New York Times*

republished a story that appeared in the *Louisville Journal* on August 3. The story concerns a gunfight in Elizabethtown between Bryan Rust Young and Thomas D. Brown.

By Matthew Rector, Hardin County Historical Society member

ELECTION AFFRAY IN KENTUCKY. - The *Louisville Journal*, of date Aug. 3, publishes the following account of an affray between THOS. D. BROWN and HON. B.R. YOUNG:

ELIZABETHTOWN, Ky., Aug. 1, 1853.

The election to-day has been a secondary affair; several difficulties, and lastly, an affray between THOS. D. BROWN, Clerk of the Court, and HON. B.R. YOUNG, exciting more general attention. For some time past a difficulty has existed, produced by family matters, between these two gentlemen, and the friends of each have apprehended it would terminate seriously. To day, while Dr. Young was acting the peace-maker between some others who were quarreling, and had succeeded in quieting them, MR. BROWN approached, and used such aggravating language that Dr. Young drew his pistol, whereupon BROWN retreated, and the Doctor fired at him, some sixty feet distant, the crowd giving way on each side, and leaving an open space. BROWN then rushed back, and when within a few feet, snapped a pistol at YOUNG, (the Doctor having endeavored to shoot again in the meantime, and failing, threw the pistol at BROWN, but missed him.) BROWN then struck the Doctor on the head with his pistol, cutting him to the bone, but they were separated before any further injury was done.

This afternoon as Dr. YOUNG was returning from visiting a patient, stopped on the corner opposite the Eagle House, to speak to some friends, and BROWN, who was opposite, came over evidently to seek difficulty, but was taken away by some friends, and Dr. Y. then walked off from him down to his office, thirty yards distant, where he sat down with some friends. BROWN, a few minutes afterwards, came down, stopped in at a grocery, and then proceeded directly to the Doctor's office. When within forty feet, the Doctor cocked his pistol and told him to come on. BROWN taking his pistol out and bringing it to bear upon the Doctor, endeavored to go up the steps of the next house, when Dr. YOUNG shot him in the left thigh, shattering the bone very badly, without inflicting a mortal wound. BROWN's son, a young man of about nineteen, fired at the Doctor, (as his father run down the steps and fell) putting eight or nine small buckshot in the back of the office, they having passed very close to the persons inside, without doing them injury.

BROWN is severely wounded, and probably will have to suffer amputation. It is an unfortunate affair, but the universal opinion is that YOUNG is blameless, and acted in self-defense.

Bryan R. Young was born in Bardstown, Ky. on January 14, 1800. He graduated from the University of Louisville and practiced medicine in Nelson and Hardin Counties. A member of the Whig party, he was a member of Congress from 1845 to 1847. Young served in the State house of representatives from 1858-59, and from 1861-64¹. He was also a Master of Morrison Lodge #76 and in 1844 was Grand Master of the Grand Lodge of Kentucky². Young died on May 14, 1882 and buried in the Elizabethtown Cemetery.

Thomas D. Brown was born on May 31, 1812 and served in the State Legislature in 1841, 1844, and 1845-47. In 1851 he was elected as a circuit court clerk of Hardin County. He was also Bryan R. Young's brother-in-law, having married Elizabeth Young³. The violent incidents that transpired in August 1853 would not be Brown's last gunfight. On April 7, 1855 Brown got into an altercation with a merchant, W.S. English. Brown was shot and killed by English, who was later found to be innocent of any crime⁴.

¹ Biographical Directory of the United States Congress; <http://bioguide.congress.gov/biosearch/biosearch.asp> [Accessed 7 September 2007]

² Charles Whitlock Moore, *The Freemasons' Monthly Magazine* (Boston: Tuttle & Dennett, 1844), 63.

³ Daniel E. McClure, Jr., *Two Centuries in Elizabethtown, Kentucky*. (Elizabethtown: Hardin County Historical Society, 1979), 626.

⁴ Lewis Collins, *History of Kentucky Vol. 1*, (Covington: Collins & Co., 1878), 74.



Message From The President

You have probably noticed that *Bits and Pieces* has a new look. For many years, Mary Jo Jones was instrumental in providing the stories for *Bits and Pieces*. A few months ago, Mary Jo informed me that she could no longer continue with the publication. Luckily, Susan McCrobie and Meranda Caswell graciously offered to continue this publication. They welcome anyone who would like to submit article for our society.



At our October 22nd Meeting, Mary Jo Jones will be recognized and honored for her many dedicated years of telling the Hardin County Story and keeping the Hardin County Historical Society alive.



I recently received an early copy of Robert Prather's *The Strange Case of Jonathan Swift and the Real Long John Silver*. Mr. Prather will be our featured speaker for the October 22nd Meeting. I have found this book to be very interesting. Over the years, I have wondered about Silver Mine Knob Road and how it got its name. Who knows, maybe Hardin County is where Treasure Island is actually located. Mr. Prather will have his books available, and will sign them for those of you that want to purchase one.

I look forward to seeing everyone on October 22nd.

- *Kenny Tabb*

The Mission

PRESERVE AND COMMEMORATE THE
BIRTHPLACE OF THE PRESIDENT

JUNE 3, 2008 marks the 200th birthday of Jefferson Davis, President of the Confederate States of America. A certificate mailed to the Elizabethtown, KY Ben Hardin Helm Chapter United Daughters of the Confederacy [U.D.C.] in care of Mrs. LaRue Cresap from Thomas D. Osborne of Louisville sometime after 1897 and prior to 1927 named the group as an Honorary member of the Jefferson Davis Home Association. This association was organized to "preserve and commemorate the birthplace of Jefferson Davis, to perpetuate the life and character of a man who considered from his birth to his death deserved to be known and remembered as one of the great men of earth." The undated certificate signed by the association Honorary President, Stephen D. Lee; Treasurer, John H. Leathers; President, S.B. Buckner; and Secretary, Thomas D. Osborne is stored at the Brown-Pusey House.

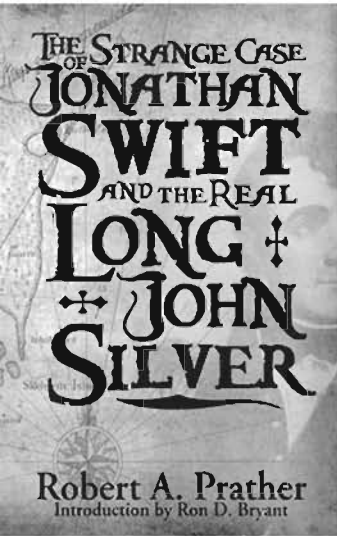
Also at the Brown-Pusey House, with other U.D.C. memorabilia, is the original model for the Statue of Jefferson Davis unveiled at Frankfort, KY on December 10, 1936. The model was made by Frank Hubbard, sculptor and was given to Dr. William Allen Pusey by Mr. Long who cast the bronze statue from it.



Photograph of Jefferson Davis, engraving by J.C. Buttre, after a painting.

Historical Society announces next meeting

The Hardin County Historical Society will meet Monday evening, October 22, 2007, at the STATE THEATER GALLERY, 209 West Dixie Avenue, in downtown Elizabethtown. The buffet dinner, catered by BACK HOME, will be served at 6:30 PM. The price is \$7.50 per person. Call Mary Jo Jones at 765-5593 for dinner reservations.



The dinner is followed by a program at 7:00 PM. Special Guest Speaker, Robert A. Prather is the author of a new release entitled The Strange Case of Jonathan Swift and the Real Long John Silver. Swift was an enigmatic merchant from Alexandria, Virginia whose legendary silver mines have a local connection.

Prather, a resident of Garrett in Meade County and former small business owner in the town, is an ongoing student of history and pre-history, and a member of the Falls of the Ohio Archaeological Society as well as a 32nd degree Mason and past D.D.G.M.



Robert A. Prather

HARDIN COUNTY HISTORICAL SOCIETY
POST OFFICE BOX 381
ELIZABETHTOWN, KY 42702