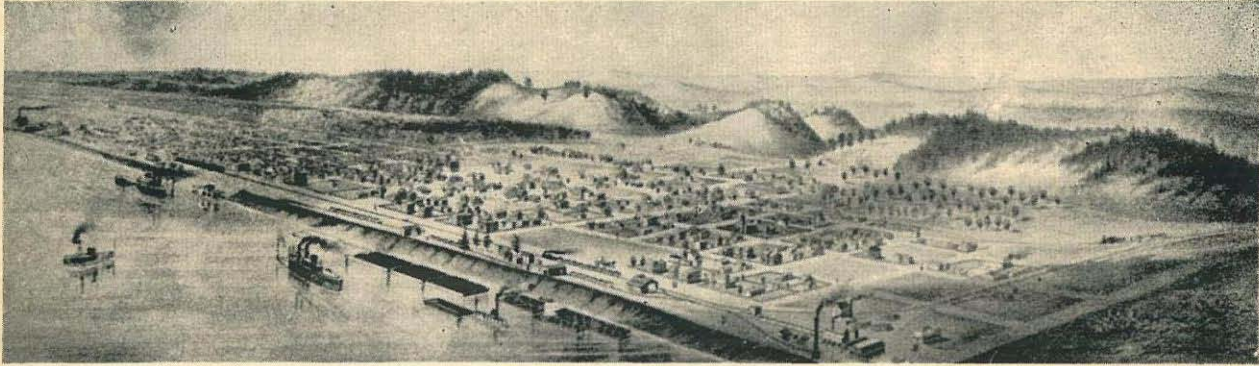


A HISTORY OF



ASHLAND, KENTUCKY

1786 to 1954

Centennial Souvenir
Price \$ 1.50

THE WHITE HOUSE

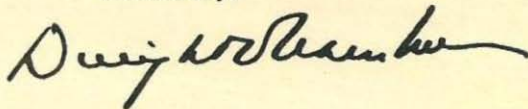
WASHINGTON

Denver, Colorado
September 9, 1954

Dear Mayor Aronberg:

I hope you will extend my warm personal greetings to everyone participating in the Centennial of the historic City of Ashland. For a city with a history as proud as that of Ashland -- steeped in the memory of the great Henry Clay, having had as residents two Justices of the Supreme Court -- this must be indeed a significant occasion. To everyone participating in this meaningful ceremony, I send my congratulations and my hope that as they contemplate the great history of this city and this region of our nation, they will find renewed dedication to the sources of strength and purpose on which our nation's future still depends.

Sincerely,

A handwritten signature in dark ink, appearing to read "Dwight D. Eisenhower". The signature is fluid and cursive, with a long horizontal stroke at the end.

Honorable David Aronberg
Mayor
City of Ashland, Kentucky

ASHLAND BOARD OF TRADE

The Ashland Board of Trade was organized on January 26, 1943, as a successor to the Ashland Business Men's Association and the Ashland Industrial Bureau, having for its purpose the promotion of the civic, commercial, and industrial developments of the Ashland area. The reorganization provided a larger representation and greater support of the city.

The organization's first officers were: G. S. Dunn, Chairman of the Board; A. A. Hines, President; L. M. Campbell, First Vice President; V. O. Watson, Second Vice President; and H. R. McWhorter, Executive Secretary-Treasurer. Its first board of directors were: David Aronberg, L. M. Campbell, H. R. Dysard, G. S. Dunn, Edward Emerick, Jr., C. E. Fannin, C. E. Forgey, Davis E. Geiger, R. S. Gruver, E. B. Gevedon, A. A. Hines, J. N. Johnson, Charles Kitchen, Meyer Mittenthal, H. C. Neal, C. H. Parsons, J. J. Schneider, Dr. Proctor Sparks, Max Steckler, V. O. Watson, and John Woods, Jr.

The presidents of the organization in order named by years have been as follows: A. A. Hines, L. M. Campbell, H. S. Scott, J. T. Norris, John T. Diederich, Graham Webb, E. B. Gevedon, E. Paul Williams, R. E. Doyle, Jr., O. C. Kean, John Fred Williams, and Jack Hassell.

The activities of the organization are carried out by the officers, staff, and thirteen standing committees which are as follows: Executive, Agriculture, Convention and Tourist, Education, Finance, Industrial Development, Membership, Merchants, Municipal Affairs, National Affairs, Publicity, Roads and Highways, and Public Solicitations. Special committees appointed have carried to a successful conclusion many special projects.

The membership of the Board of Trade is composed of industrial, commercial, and professional people. It has shown a continued growth. It now has 350 members with over 600 memberships.

Some of the major projects and accomplishments of the organization are as follows:

Sponsored a veterans information center immediately following World War II for one year and helped to finance it;

Securing of the State Tuberculosis Hospital for Ashland, serving eighteen counties in eastern Kentucky;

Securing the state Armory building;

Flood protection for Ashland;

Improvement of U. S. Highway 60 near Ashland and other major highway projects;

The organization of an industrial corporation and raising an industrial fund for use in the further development of Ashland industrially;

Sponsored the construction of a municipal airport for Ashland with local, state and federal aid. This project was completed without the aid of a tax levy or bond issue;

As for industrial and commercial development, the Board is vitally interested in this entire trading area. Several industries have been secured, adding much to the economic life of our city;

Trade promotions sponsored by the merchants division have added much toward making our city the shopping center of this area;

Continuous effort and publicity has been provided for the promotion of the tourist and increased number of conventions for Ashland;

Co-operation and support have been given to agricultural groups of Boyd County;

Sponsored a business-education day attended by 230 Ashland school teachers creating a better understanding of the problems in business and education. Many pamphlets, maps and publications have been provided in publicizing our community;

Sponsored the purchase of bleacher seats for Armory building;

A credit reporting service is maintained as a department of the Board of Trade. In this department more than 17,000 reports are cleared annually;

The Board has had the honor to recognize and pay tribute to various firms for their achievements and progress;

In this the 100th anniversary of our city, the year 1954, present officers are: John Fred Williams, Chairman of the Board; Jack Hassell, President; John F. Schneider, First Vice President; William Verity, Second Vice President; and H. R. McWhorter, Executive Secretary-Treasurer.

The directors are: L. M. Campbell, Victor Caudill, George Cushing, W. H. Dysard, W. W. Fell, Davis E. Geiger, John Gibson, Rives Jones, Cal Lambert, Meyer Mittenthal, J. T. Norris, C. H. Parsons, Joe Rupert, H. S. Scott, Deck Sheets, V. O. Watson, and John Woods, Jr.

A History of
Ashland, Kentucky
1786 to 1954

— ● —

Published by the
Ashland Centennial
Committee for the
Celebration of its
Centennial, October
1, 2 and 3, 1954.

Greetings:



COMMONWEALTH OF KENTUCKY
EXECUTIVE CHAMBER
FRANKFORT

LAWRENCE W. WETHERBY
GOVERNOR

August 30, 1954

TO THE CITIZENS OF ASHLAND:

Kentuckians are proud to salute the City of Ashland during her centennial celebration, October 1, 2 and 3. The industrial, economic and civic progress your community has attained in the past one hundred years is remarkable and enviable. Prospects for greater development are brilliant, and I wish your city deserved and continued success.

Ashland is one of the major cities in our Commonwealth. As you have grown, you have made Kentucky stronger and have enriched the history of our State. I congratulate the citizens and officials of your community on this historic occasion.

Sincerely yours,

Lawrence W. Wetherby
Lawrence W. Wetherby
Governor



Governor Wetherby

CITY OF ASHLAND
KENTUCKY
CHARTERED 1854



OFFICE OF THE MAYOR

October 1, 1954

DAVID ARONBERG
MAYOR

TO THE CITIZENS OF ASHLAND:

Greetings:

It is a great honor to be privileged, as Mayor of the City of Ashland, and on behalf of its official "family" to extend greetings to all of our citizens and to all who may visit us and partake of our hospitality during the observance of Ashland's Centennial Year.

One hundred years is a relatively short period in the life of a city, a state, or a nation, but during the past one hundred years great things have been accomplished and vast progress made in the City of Ashland.

One wonders what the early pioneers who founded the little settlement on the banks of the Ohio River, known as Poague's Landing, might think if they could see our present fine city.

Over the years many business and manufacturing enterprises have been attracted to this vicinity, great industrial and commercial progress has been accomplished in Ashland. Our city is blessed with many churches of all faiths. A splendid system of public schools is maintained.

The physical resources here and in this area are outstanding. A still greater resource is the fine progressive and friendly spirit within our community. We should be a contented people and I trust our loyalty and fidelity to our city will ever be maintained, and in keeping with the pledge of the free citizens of ancient Athens:

"We will never bring disgrace to our City by any act of dishonesty or cowardice, nor ever desert our comrades; we will fight for the ideals and sacred things of the City, both alone and with many; we will revere and obey the City Laws, and do our best to inspire a like respect and reverence in others; we will strive unceasingly to quicken the public's sense of civic duty; and thus in all these ways we may transmit our City, greater, better and more beautiful than it was transmitted to us."

We face the future with every hope and confidence.

Sincerely,

David Aronberg

David Aronberg
Mayor, City of Ashland, Kentucky



Mayor Aronberg

FOREWORD

The first three days of October, 1954, have been set aside for the celebration of the 100th birthday of the City of Ashland. The celebration is based upon the actual starting of Ashland in 1854, when the Kentucky Iron, Coal & Manufacturing Company was chartered, purchased a large part of the present site of the city, laid it out into lots and Levi Hampton suggested the name of Ashland. As early as 1786 there had been the beginning of a settlement, known as Poage Settlement or Poage's Landing, on the banks of the Ohio, but it was not until 1854 that the real potentialities for a great industrial city were realized.

The Ashland Board of Trade assumed the responsibility for this centennial observance in 1954, but it is through the efforts of nearly all Ashland organizations, churches and many individuals that a fitting program has been arranged. It is a program to commemorate the dignity of the community and its eventful past. Fun and frolic are interspersed. Events have been planned for the participation of all, and include a historical pageant, homecoming church services, family

picnics, speech-making, beard-growing and other contests, selection of a centennial beauty queen, a mammoth "Century of Progress" parade, a costume ball and street dancing, issuance of a special centennial good-luck coin, and the publication of this historical brochure.

The brochure, while not purporting to be a complete and thorough record of all the aspects and history of Ashland, contains a wealth of information about our city's beginning and subsequent growth. The committee trusts that in some measure it will inform not only present citizens but also the future generations of Ashlanders. And perhaps it may inspire someone to attempt a more complete history. In any event, this "History of Ashland, Kentucky, 1786-1954" represents many days of work and research. The committee, listed below, shouldered the responsibility, but without the cooperation of many others who contributed ideas, information, pictures and their individual talents, this history would not have been possible.

Ashland's Centennial Observance and Homecoming — October 1, 2, 3, 1954

Sponsoring Organization —

THE ASHLAND BOARD OF TRADE
JACK HASSELL, *President*

THE ASHLAND CENTENNIAL ASSOCIATION, INC.

Officers and Directors

JOHN F. SCHNEIDER, *President*
H. R. MCWHORTER, *Secretary*
L. M. CAMPBELL, *Treasurer*
MAYOR DAVID ARONBERG
R. A. MCCULLOUGH
CHARLES RUSSELL

Centennial Brochure Committee

DONALD H. PURNAM, JR., *Chairman*

Research Committee:

CHARLES PEEBLES, *Business and Industry*

CHARLES MONTAGUE and
ROBERT KENNEDY, *Transportation*

MRS. D. F. MEYERS, *Churches*

MRS. MAUD WARREN STROTHER, *Schools*

DONALD H. PUTNAM, SR., *People, Places
and Events*

ARTHUR BRYSON, JR., *City Government*

Special Staff

Adviser —

F. WILLIS MUNRO

Edited By —

JAMES W. PATRICK
CHARLES M. PATRICK

Format and Makeup —

LEONARD MANLEY

Paid-Space Solicitor —

(Histories of Present Firms)
ROBERT W. SCHWEITZER

CENTENNIAL PAGEANT

POAGE CHAPTER, DAUGHTERS OF
AMERICAN REVOLUTION, in charge.

Mrs. Minnie Winder,

Director-Producer

Mrs. Thomas Burchett, *Writer*

Mrs. R. K. Braley, *Chairman*

(Full recognition of all participants
in program of the pageant.)

CENTENNIAL HOMECOMING DAY AND BEARD-GROWING CONTEST

ASHLAND JUNIOR CHAMBER OF
COMMERCE, in charge

Samuel Mansbach, *President*

Charles Stewart, *Chairman*

CENTENNIAL PARADE

CLARENCE FIELDS POST No. 76,
AMERICAN LEGION, in charge
Myron Hyman, *March Arrangements*
Bert Rigg, *Float Arrangements*

CENTENNIAL CHURCH SERVICES

BOYD COUNTY MINISTERIAL
ASSOCIATION

Rev. R. F. Ockerman, *President*

CENTENNIAL BALL, STREET DANCING, QUEEN CONTEST

ASHLAND LODGE No. 350,
B. P. O. ELKS, in charge

Dr. Bernard Lipsitz, *Chairman*

CENTENNIAL FIREWORKS DISPLAY

Potter Finkbone, *Director*

(Note: There are many more organizations and individuals who deserve great credit for their part in the centennial celebration, but space does not permit a full listing.)

Picture Credits — Center spread, aerial view of City of

Ashland, courtesy of the *Louisville Courier-Journal*. Other photos, courtesy of the *Ashland Daily Independent*, Armo Steel Corporation, Ashland Oil & Refining Company, and many individuals.

History:

Ashland -- From 1786 to 1954 -- A Story of Steady Progress

The early history of Ashland is the history of the Poage (Pogue) family. Much of it is confused and confusing. The Poages were Scots and Presbyterians and men in different branches of the family bore the same names. There were many John, George, Robert and William Poages and, apparently, no middle names to help us identify them. Records of local historians contain many contradictions in names and dates to further obscure the Poage history, and since many family records were probably based on the haze of memory and passed from one generation to the next, it is difficult to determine the most reliable report. Despite the shadow over details, the Poages were pioneers who helped open the new frontier of Kentucky and founded the settlement which grew into the industrial city of Ashland, 1954.

The Poage history used in this account, while widely accepted, is also subject to dispute. It is presented in that light.

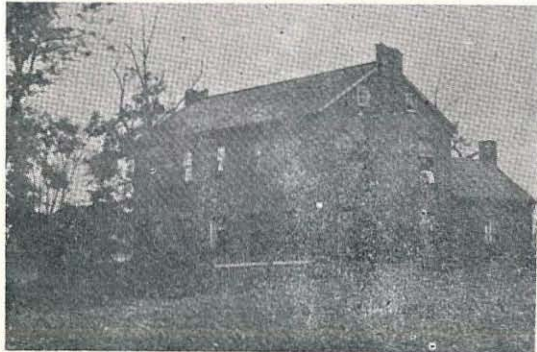
Poages Came in 1786

Natives of Scotland, the Poages migrated to the north of Ireland in the early 18th century because of religious persecution. Later, Robert and Elizabeth Poage came from Ireland to Colonial America with their nine children. Landing at Philadelphia in 1738, they proceeded to Augusta County, Virginia, where they received a large land grant near Staunton. The Poage men were brave soldiers in the Revolutionary War and successful farmers in Virginia.

Following the war, two grandsons of Robert Poage Poage and his brother, Colonel Robert. Late in the

FIRST POAGE BRICK HOME

Col. George and Col. Robert Poage in 1787-90 built Poage Settlement's first brick home on the riverfront near what is now 28th and Front.



spring of 1786, the two brothers, accompanied by George's son, John, set out for Kentucky. They passed through Cumberland Gap and into the present Blue Grass section of Kentucky, a region already dotted with determined to leave their homes in Virginia and stake their fate in the new West. They were Col. George pioneer homes. Finding the section too congested, the three pushed on in a northeasterly direction, following an old buffalo trail, which roughly paralleled the present U.S. Route 60, until they reached the broad waters of the Ohio.

Impressed by the heavy stand of timber, rich soil, abundance of game, and the general beauty of the section, they selected a tract of bottom land left by a bend in the river, below the point where the Big Sandy River emptied into the Ohio.

After exploring the area, they picked a home site, felled a few trees to mark the spot, and returned to their home in Virginia.

The following spring, they returned to Kentucky, bringing with them a number of slaves and the necessary tools and provisions. Both John and his younger brother, Allen Poage, were permitted to accompany their father, Col. George, and their Uncle Robert on this trip.

The Poages claimed title to 10,000 acres in Kentucky under a grant known as the William Bell Patent of the State of Virginia, and 1,166 2-3 acres under the Elia Lanham grant. These tracts bordered on the Ohio River from Keyes Creek on the east to Hoods Creek on the west.

Log House Built

First, a log house was built on the Ohio River near what is now 16th and Front Streets. Later, the first brick house in the section was built on the site the Poages had selected near 28th and Front Streets.

A brick plant was located near the point where Vanceburg now stands. While some of the party set to work clearing the land, others built flatboats and floated downstream to the brick plant. Then, with heavy cargoes of red brick, the flatboats were laboriously poled back upriver to the new settlement.

It took all the summer of 1787, 1788 and 1789 for the Poage men and their slaves to get the big brick house complete enough for the entire family to move to Kentucky. Mussel shells were gathered from the river bank near present-day Ripley, Ohio, ground in

a mill turned by oxen and mixed by the slaves. When the thick walls had been plastered, stencils were cut and birds, flowers and fruits were skillfully painted on the walls as decorations. The house's thick-set doorways were ornamented with carved wooden panels. For a first home in the wilderness, it must have been quite elaborate.

In the spring of 1790, the Poage family of Virginia hooked yokes of oxen to wagons loaded with their possessions and began the long journey to Kentucky. Travel over the mountains and through the wilderness was fraught with hardship. Indians still hunted the dark forests of Kentucky and endangered settlers caught away from the protection of a fort. Arriving safely at their new home, the Poage women took charge of setting up furnishings in the big brick house and then menfolk cleared the bottom land for planting. While working their fields, the Poage men were always careful to keep rifles loaded and close at hand. Even then their vigilance was not sufficient. When one of the women failed to return from a spring, where she had gone to fetch water for the evening meal, her body was found by the family. Her head had been smashed by an Indian tomahawk and her scalp was gone.

The foregoing is one report on early Poage history. Others claim proof that the Ashland area was not settled until as late as 1799, when two Poage families arrived on the scene; one, the Mason County Poages who came from Mayslick near the present town of Maysville, Ky.; the other, the Virginia Poages. It is very likely the two families were related, since the Mason County Poages were also natives of Virginia.

The Poage Land Grants

It is reported that Robert Poage, Sr., of Mason County, owned by purchase from General James Wilkinson a five thousand acre grant made by the Commonwealth of Virginia in the year of 1783. Court records do not show just when he purchased the title. That tract of land also began at Keyes Creek, followed the Ohio River to Hoods Creek, and extended back from the river to a point near Mavity, where it touched upon the William Grayson 70,000-acre tract.

Robert Poage, Sr., and his two sons, George and Robert, Jr., acquired by patent from the Commonwealth of Kentucky, July 28, 1800, a 2,300-acre tract which began just west of Hoods Creek, eight and three-fourths miles below the mouth of Big Sandy River. This patent was based upon a Treasury Warrant that had been issued by the Commonwealth of Virginia to John Mosby, December 16, 1782, and by Mosby assigned to Robert Poage and his sons.

During these years, other settlements had been established along the Ohio in Eastern Kentucky; one to the east of the Poages, where a family by the name of Catlett had settled on the land at the mouth of Sandy;

and another to the west, where Christopher Greenup had cleared the land and built a home.

Coming of Other Families

The thin trickle of pioneers through the gap in the Cumberlands grew to a stream after Kentucky was admitted to statehood in 1792, and the frontier of the new West was retreating to the Mississippi. A treaty with the Indians in 1795, called the Treaty of Greenville, removed much of the Indian menace and other families from the coastal plains ventured across the mountains into Kentucky. While many came overland by pack train, others floated down the winding Ohio on flatboats with their children, livestock and household goods on board. The Allens, the Bells, and the Marshalls came to Poage Settlement and intermarried with the Poages.

First, crude log cabins were erected on land freshly cleared. Later, planks were hewn for more pretentious structures and a few followed the lead of the Poages in building with brick.

A grist mill was built to grind corn raised in the clearings and other crops were grown to meet the settlers' needs. Trapping and fur trade flourished. Flatboats from Pittsburgh were coming down the Ohio with long-haired, heavy-bearded men at the sweeps, stopping at the settlements to barter merchandise for hides and homespun. The articles they traded—sugar, salt, pepper, tea and coffee—were luxuries of the day. Trails were turning into roads, circuit riders were bringing the Gospel to the backwoods, and Poage Settlement had grown from a solitary house in the wilderness into a thriving community.

As new settlers came in and settled on smaller tracts of land, the Poages felt the congestion and resented the steady encroachment upon what they felt to be their domain. When Greenup was established as the county seat of all the surrounding land, including Poage Settlement, the Poages went there with their claims and found a sad state of affairs. Because of the loose manner in which the lands of the bountiful "West" were granted, patents for the eastern section of Kentucky were overlapping and piled one atop the other. Endless land disputes arose and law suits piled up in the courts. There followed a long period of litigation in the courts as to which titles were correct. In the end, some settlement was reached out of court and by trades, purchases and compromises, the Poages finally received clear title to the lands they had cleared. As the family grew through marriages and births, the original settlement was divided into smaller estates among the sons and daughters.

The Poages were religious people and regular prayer meetings were held with other settlers in various homes of the small community. On June 11, 1819, a meeting

was held at the log home of Major James Poage with the Rev. Robert Wilson, pastor of the Presbyterian Church of Washington, Ky. He found twelve persons already church members and eight others ready to join. The first church in the community was organized with these twenty members and George Poage, Sr., George Poage, Jr., Robert Poage, James Poage and Thomas Poage were selected as the five ruling elders. During the same year, a log church was erected in a small ravine just west of what is now the Catholic Cemetery, a location considered most convenient for the families the church was to serve. It was called Bethesda Church.

The log church was replaced in 1828 with a brick church, built on ground donated by George Poage, Jr., just back of the present site of Bayless Grade School.

Schools also came to the settlement during this period. First, two log schoolhouses were built and subscription schools were taught for short terms each year. In 1826, an Inductive Seminary was established under the sponsorship of Mrs. Nancy Allen Frame Poage and, finally, the first high school was started in the Beech Grove section by the Rev. A. A. Case, pastor of the Presbyterian Church. It later became known as the Beech Grove Academy.

Pig-Iron Industry Flourishes

The growth of Poage Settlement during the early 19th century is primarily a story of the development of the pig-iron industry in the Ohio Valley. While plowing their fields, farmers of the Northeastern Kentucky area discovered rich surface deposits of brown mineral. One of them, Richard Deering of Pennsylvania, who had settled in Greenup County about 1800, recognized the mineral deposit as iron ore. In 1815, Deering built a rude cupola on his farm and smelted the first iron in this region. He poured the iron into moulds and made cooking utensils, shoe lasts, hammers, irons and other articles necessary for more comfortable living.

Prior to that time, all iron articles had to be carried over the mountains from forges in Virginia and Maryland, or floated down the Ohio from Pittsburgh, and their cost had been almost prohibitive to the settlers. The demands for Deering's iron products by his neighbors became more than he could supply from his small furnace. In 1818, Deering formed a partnership with David and Thomas Trimble and the first charcoal-iron furnace in the region was placed in operation. It was called Argillite Furnace and was located on Deering's farm near the Little Sandy River.

In 1822, William Shreve and his brothers established Old Steam Furnace in Kentucky, which produced more iron than could be used locally, so the excess was hauled to the Ohio River, where it was shipped down-

river to Cincinnati and other markets. Soon other ironmasters followed Shreve's example and as additional supplies of iron ore were discovered, more furnaces were built. The smoke from many charcoal pits rose over the wooded valleys of Kentucky and Ohio, river traffic increased, and little communities sprang up about the iron furnaces.

As the pig-iron industry prospered, the area of Northeastern Kentucky and Southern Ohio became known as the Hanging Rock iron district, the country's leading iron producer west of the Alleghenies. The names of Argillite, Bellefonte, Amanda, Buena Vista, Clinton, Princess and other iron furnaces were to be milestones in the industrial development of Northeastern Kentucky.

Meanwhile, Poage Settlement had given way in leadership to Greenup, when the county seat was established there. It gave way again to its other neighbor, Catlettsburg, when people began to build homes out of sawed timber instead of logs and the big rafts came rushing down the Sandy River on the crest of spring freshets.

With the advent of "rafting days", Catlettsburg discovered a prosperity that made it the unquestioned leader in Northeastern Kentucky. Sawmills were built along the shores of the Big Sandy and the Ohio and the sound of giant saws tearing through logs made music that was hard on the ears but easy on the purse. Rafters brought their fleets of native timber down the river and moored them to the shores, until they formed a solid carpet of logs from the mouth of Sandy to Keyes Creek. In Catlettsburg, they collected money for their timber, stayed to celebrate in the Gate City's lusty riverbank saloons, and departed back upstream for more timber.

Little Poage Settlement was still a farming community at heart. Life was simple and the homespun atmosphere of the little river town offered a good place to raise a family. Cornpone, hominy grits, sorghum and hog meat built strong bodies and the rugged life of a community that had only recently been carved out of the wilderness built strong character. The prospect that Poage Settlement would soon grow into a busy industrial center had not yet awakened.

Stranger Comes to Poage Settlement

It took a stranger to envision Poage Settlement's future growth. One day in 1846, a young attorney from Alexandria, Va., named Daniel K. Weis, landed at Catlettsburg. After spending several days in the Gate City, Weis came on horseback to Poage Settlement and proceeded to Grayson, where he started the practice of law.

Weis saw the need for a railroad if the wealth of natural resources in Eastern Kentucky were to be fully

developed. The mineral resources in neighboring Greenup and Carter Counties (from which Boyd was later formed) could be tapped by the river, but if railroad cars could transport them to Poage Settlement, this site could be a natural exporting center and perhaps a future home for factories.

In 1852, an act of the State Legislature approved the incorporation of the Lexington & Big Sandy Railroad, which was to run from Lexington to Catlettsburg, missing Poage Settlement. Weis proposed to the officers of the newly chartered railroad that they tie their rails into Poage Settlement, but the company officers opposed his plan. Through Poage Settlement was the long route to the river.

Weis related his plan to iron producers of the area and citizens of Poage Settlement and a hastily organized development company was formed. In 1853, W. T. Nichols, John Poage, M. Biggs, Levi Hampton, D. D. Geiger, W. M. Patton, Thomas Poage, Robert Lampton, John Campbell, Thomas Means, Hugh Means, Josiah Poage, L. C. Valdenar and Jacob Poage, all of whom were connected with the manufacture of pig-iron, met to provide inducements for the railroad company to change its plans. They proposed to buy sufficient land to give the company a right of way, so that the railroad would come through Poage Settlement and then proceed to Catlettsburg.

Owners of the land needed were Mrs. Eliza M. Poage, Nicholas Savage, Richard M. Jones, R. C. Poage, James H. and Samuel D. Poage, Matthew Belomy, and Frederick Moore as heir of William Poage and E. M. Poage. They met at Bethesda Church with the iron manufacturers and agreed on a fair price.

Fifteen hundred acres of land were sold at \$50 per acre to the men, whose firm name was the Kentucky Iron, Coal & Manufacturing Co. D. K. Weis, then a state senator, was directed to introduce a bill which in March of 1854 passed both houses. It permitted capitalization of the new company at \$400,000. William T. Nichols was president.

Levi Hampton Names New Town

Since the railroad company considered the proposition at Poage Settlement too attractive to decline and the railroad definitely was coming, leading men decided that the word "Settlement" was hardly a fitting name for a thriving community. One night in 1854, a meeting was held and Levi Hampton offered the suggestion that Poage Settlement be called "Ashland". Hampton had been a close friend and lifelong admirer of Henry Clay, and both of them had spent some pleasant times on Clay's farm near Lexington, which the Kentucky statesman had called "Ashland". The proposal was accepted unanimously and the village of Poage Settlement had become the town of Ashland.

Appropriately enough, the first child born in the town of Ashland linked together the old and the new. The child, a son of Mr. and Mrs. Cyrus Poage, was named Ashland Poage.

The Kentucky Iron, Coal & Manufacturing Co. engaged M. T. Hilton as engineer to lay out the new town. At that time, the community of Ashland was a small cluster of business buildings along Front Avenue with a few residences up and down the river, but back to the foothills was farm land. The purchase of this farm land with the prospect of its some day becoming a town was regarded as a daring move and Hilton's proposal that wide streets and generous-sized lots be planned met with some skepticism on the part of the men who backed the deal. With remarkable intelligence and foresight, Hilton laid out streets, which in those days of narrow lanes, were veritable boulevards. It seemed a reckless waste of good farm land to mark off 100 feet for a street, whereon the widest space ever to be used would be for the passage of two horsedrawn buggies.

The railroad was snaking its way slowly from Lexington and the optimism shown by the purchase of land had already become contagious in Ashland, where realty values were booming. Several small newspapers had been started in Catlettsburg, Ironton, Greenup and Grayson. In these small papers, the land company made its announcement early in the summer of 1854, offering townsites at public auction on the 14th day of June.

H. B. BRODESS

Published an early newspaper, and later became Ashland's first mayor.



Town Lots Sold at Auction

Auction day in Ashland was a gala occasion and people from miles around came by horseback, ferryboat and wagon to witness the event. The auctioneer was hauled from one lot to another in a flatbed wagon and ninety-five lots, ranging in price from \$150 to \$500 were sold. There followed a surge of building and business activity which surpassed anything the residents of Poage Settlement ever imagined.

A post office had been established as Pollard Mills on Dec. 23, 1847—the same year the first adhesive postage stamps were used. H. B. Pollard was the first postmaster. On Dec. 20, 1854, the office's name was changed to Ashland.

Officials of the Kentucky Iron, Coal & Manufacturing Co. made an agreement with a group of Maysville men to establish a brick plant here. This concern was managed by Jacob Price, H. B. Nicholson and A. J. Crawford. It attracted workers and business and helped spur the growth of the town from 500 to 1,500 people in a few short years.

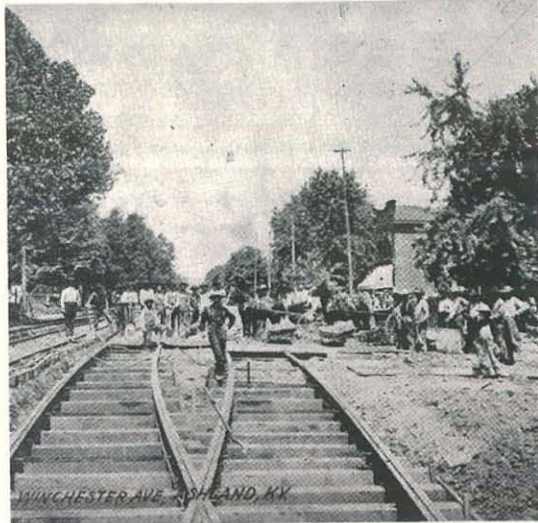
In the fall of 1854, John Willis began construction of the first hotel at 15th Street and Winchester Avenue. It was completed in 1855.

Hugh Calvin Poage and his brother, Samuel Poage, merchants, erected a brick business establishment on Front Avenue near the wharfboat. A little later, buildings for business purposes were built in the Dicky Jones block on 16th Street.

Then in 1856, the Aldine Hotel was erected near the Poage Store at 15th and Front. An imposing four-story structure, the Aldine was the showplace of Ashland and all important social events of the period were held there. It became a famous hostelry throughout Kentucky and many important guests were entertained there. A short time later, the Broadway Hotel was built on 16th Street.

In accordance with the Aldine's reputation as Eastern Kentucky's most hospitable hotel, its rates were completely reasonable, if one considered the fine accommodations. Lodging could be had for 15 cents per person, the same price charged for breakfast, dinner or supper. Horses, likewise, would be fed and quartered for 15 cents each.

Front Street was Ashland's choice business and residential section, with many fine residences fronting the river, but the move toward the hills had started and Greenup Avenue was building up. In 1856, D. K. Weis—the same attorney who had helped chart Ashland's course as an industrial city—started the town's first newspaper, the *Ashland Kentuckian*. Weis withdrew from the newspaper after a few months and others took over its publication. A few months after the *Ashland Kentuckian* was started, Judge H. B. Brodless, who was later to become Ashland's first mayor,



LAYING OF CAR TRACKS

The scene is Winchester Avenue in about 1890. First street cars were drawn by mules.

published an outspoken anti-slavery paper called the *American Union*. A year later the *Ashland Journal* entered the field.

Ashland Is Incorporated

B. Veyssie opened the town's first clothing store. The first bank, the Ashland National, was organized in 1856, with D. K. Weis acting as attorney in securing the charter.

Soon afterwards, Ashland's second church, the Methodist Episcopal Church, South, was built at 13th Street and Winchester Avenue on the present site of the Paramount Theatre. The Presbyterian Church was moved from Beech Grove to its present building at 16th and Winchester.

In February of 1856, a committee of leading citizens departed for Frankfort and returned a few days later to announce that Ashland's incorporation as a town had been approved by the General Assembly on February 23rd. In the midst of the organization of the town government, selection of a town board, passage of laws, etc., the railroad arrived. At least, a locomotive for the new railroad arrived and in the Ashland of 1856 an iron horse was big news.

Literally, the whole town closed up shop for the big celebration which welcomed the locomotive, "Constitution", into Ashland. Purchased at Trenton, Mass., the locomotive was shipped by rail to Pittsburgh and then loaded on a flatboat for the trip to Ashland. When it arrived, the iron for track had not yet been delivered and wooden timbers were laid as tracks to the town wharf. Hundreds of people from nearby

communities gathered on the riverbank with their basket lunches and spent the day watching the unloading process. It took hours to unload the massive iron contraption, shining with brass trim, and mount it on the wooden track. It certainly looked impressive enough, but many in the crowd made wagers that the cumbersome machine would never run, let alone climb the town grade.

At last, the "Constitution" had its steam up. Engineer George Rice climbed into the cab and pulled the bell cord. Black smoke belched from the smokestack, steam hissed, and the bell's clanging echoed from Park Hill. The crowd pressed back to give the iron monster plenty of room, just in case it might explode. Only a privileged few of them had ever seen a locomotive before.

Then the wheels began to move and the "Constitution" climbed—slowly but surely—every inch of the town grade with the dignity of a queen. A mighty cheer went up from the crowd and they returned to their homes that night filled with awe at the miracle of science.

Another, and perhaps more reasonable, account of the "Constitution's" arrival in Ashland states that the engine did not climb the town grade under its own steam. Instead, it is said that yokes of oxen and mules towed the heavy machine up the incline on the temporary wooden tracks. When it reached the level of Front Street or Avenue, it was mounted on iron tracks and proceeded under its own locomotion to a shelter which had been provided.

No matter which report is more accurate, the "Constitution" was sensational and the wonder of the year.

A few months later, iron for the track, which had been purchased at Liverpool, England, arrived at New Orleans and was towed by a steamboat up the Mississippi and Ohio Rivers to Ashland. It was also unloaded at the town grade onto a car which was lowered on wooden timbers and pulled up by the "Constitution". Track laying started immediately. By October of 1857, the Princess Tunnel had been completed and track had been laid to a point just west of Princess, a distance of ten miles from Ashland.

First Train Leaves Ashland

The first train, loaded with railroad officials and town dignitaries, left Ashland on Nov. 7, 1857, and proceeded to Princess. Its proud engine, the "Constitution", pulled two flat cars and a caboose. Passengers, of course, were given seats in the caboose. On its return trip, the train carried a load of pig-iron, produced by furnaces of the area for shipment by steamboat from the town grade to Cincinnati. Daily trips between Ashland and Princess were made thereafter.

New citizens and new industry came with the rail-

road to Ashland and the town was faced with the problem of governing itself. The first town board of trustees, named in 1856, were: E. S. Fletcher, chairman; G. P. Alexander, George W. Mead, R. C. Poage and James Haskell. Meetings were held at 9 A.M. on the first Saturday of every month.

Problems of moral conduct arose. Ordinances were passed against obscenity, indecency, vandalism, use of firearms in town, giving whiskey to slaves without owners' consent, etc. Fines ranging from \$5 to \$30 were set.

Hogs grunting through the town streets, wallowing in mud puddles, invading the open doors of stores and rooting up yards touched off a critical situation. The town board met the problem firmly by passing an ordinance that all hogs running loose on the streets should be arrested.

On August 12, 1858, an ordinance was adopted which prohibited theatrical performances, sleight of hand, animal or any other kind of show to be given within one-fourth of a mile of Ashland. The license fee for such performances was set at not more than \$40 and not less than \$3.

The town board elected H. C. Poage as the first town assessor and William K. Roll the first treasurer on August 16, 1858. John Casebolt was the first town marshal and tax collector. It was agreed to erect a jail on the upper corner of Market Square in 1859 and John Krause was allowed \$109.50 for the construction job. John Gleim was the first jailer.

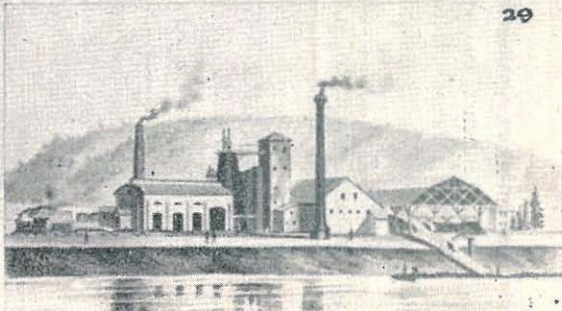
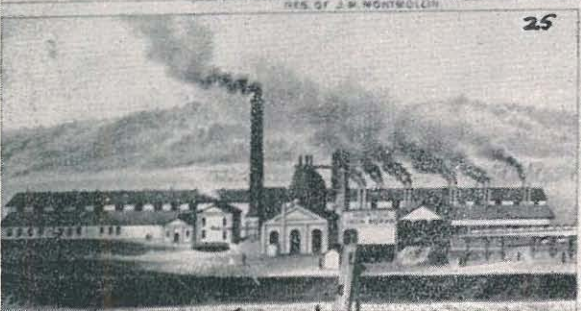
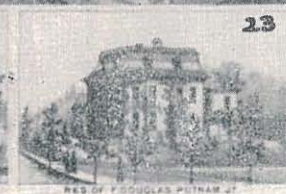
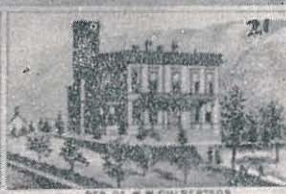
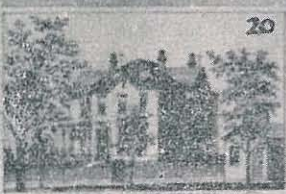
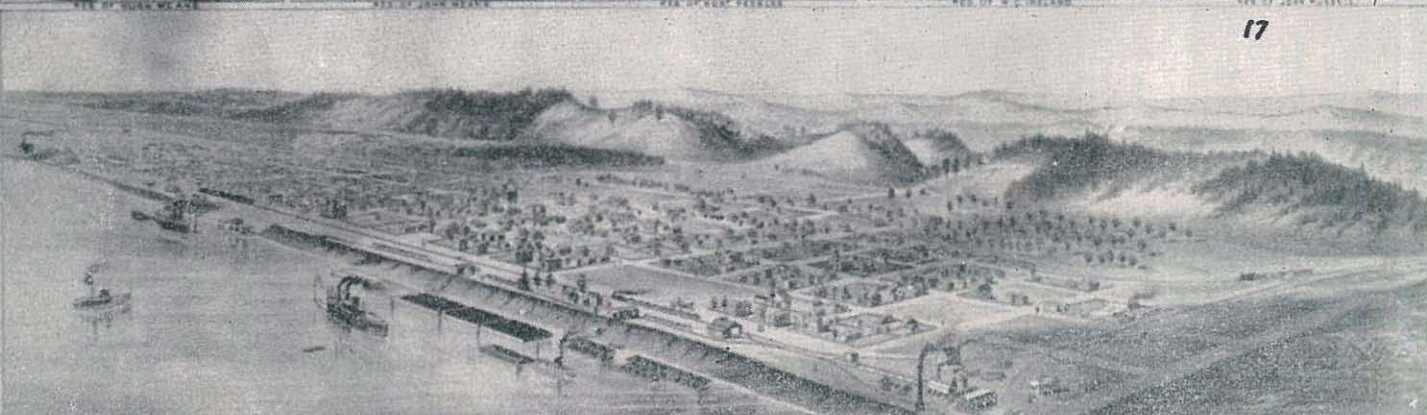
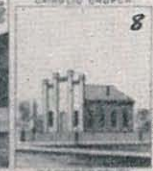
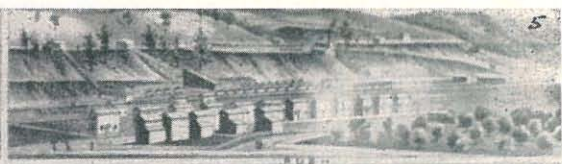
The first report of tax collections was made by Marshall Casebolt on April 30, 1859. He reported \$262.82 taxes collected, plus \$62 in dog taxes. The license on dogs at the time was 50 cents. The report also included unpaid taxes amounting to \$91.03 and dog taxes unpaid in the amount of \$128.

The first reported election in Ashland was held June 6, 1859, when James Haskell, H. C. Poage, Austin Sutton, Owen Burns and Joseph Burdett won seats on the town board. There were 438 votes cast. The city clerk's salary was set at \$20 per year. Property taxes in 1859 were levied at 15 cents on each \$100 property valuation.

Town board members for 1860 were John Means, E. S. Fletcher, Austin Sutton, Owen Burns and James Haskell.

Annual Fair Held in Park

The first annual fair in Ashland was held in Central Park on September 18, 19 and 20, 1860. It was sponsored by the Northeastern Kentucky Agricultural & Mechanical Association, of which H. C. Gartrell was president and A. C. Martin, secretary. Chief marshalls of the Ashland Fair were John Paul Jones and D. K. Weis.



ASHLAND SCENES NEAR TURN OF CENTURY

Guide to sketches on opposite page: 1. *The Princess Furnace.* 2. *Methodist Episcopal Church.* 3. *Ashland National Bank.* 4. *Catholic Church.* 5. *Rush.* 6. *The Machine Shops of the A. C. & I. Railroad.* 7. *Presbyterian Church.* 8. *Methodist Episcopal Church, South.* 9. *Coalton.* 10. *W. Meinhart & Co. Drug Store.* 11. *Residence of Hugh Means.* 12. *Residence of John Means.* 13. *Residence of Robert Peebles.* 14. *Residence of W. C. Ireland.* 15. *Residence of John Russell.* 16. *Patterson & Co.'s Arcade Building.* 17. *Artist's sketch of general view of Ashland on the Ohio.* 18. *The old Independent building.* 19. *West End Mills.* 20. *Residence of J. W. Montnollin.* 21. *Residence of W. W. Culbertson.* 22. *Residence of A. C. Campbell.* 23. *Residence of F. Douglas Putnam, Sr.* 24. *Residence of W. F. Gaylord.* 25. *Norton Iron Works.* 26. *Chattanooga Railroad's office.* 27. *Aldine Hotel.* 28. *Public School.* 29. *Ashland Furnaces.* 30. *Elizabethtown, Lexington & Big Sandy Railroad Depot.* 31. *Ashland Coal & Iron Railroad office.*

Exhibits began each day at nine o'clock, refreshments were available on the grounds, spirituous liquors were not to be sold within one-half mile of the area—"rigidly enforced"—and a brass band made the music.

The greatest feature of the fairgrounds was the fine three-quarter mile trotting track. No racing for money was allowed. The premium list amounted to nearly \$1,000, with the largest prizes offered on horses and cattle. For example: "best roadster to be exhibited in harness, \$50; best family buggy horse, \$10; best trotting buggy horse, \$10; best saddle trotting horse (mare or gelding), \$25; second, \$10; best pacing horse, \$25; second, \$10; best stallion over four years, \$15; best jack over four years, \$10; best yoke oxen, \$8; best milk cow, any breed, \$8." Exhibitors of fine horses from several of the interior counties of Kentucky were attracted to the fair.

The A. & M. Association had fenced in 33 acres of the park as the fairgrounds, which were "covered with a nice green sward and studded with beautiful shade trees." A well was dug near the center of the grounds and various small buildings were erected for the convenience of exhibitors.

Although the railroad had come to town in 1857 and Ashland had primed itself for the speedy expansion of business, further growth was stifled by the Panic of 1857 and mounting tension between the industrial North and the agricultural South. The Lexington & Big Sandy Railroad went bankrupt and only ten miles of track out of Ashland had been completed. Then, in 1860, Boyd County was formed from parts of Greenup, Carter and Lawrence counties. Catlettsburg was made the county seat, since its population was nearly double that of Ashland.

Boyd County was named in honor of Lynn Boyd, for many years a member of Congress from the First Kentucky District, and Speaker of the House of Representatives.

These were years of uncertainty for Ashland. The Dred Scott decision, "Uncle Tom's Cabin", the Lin-

coln-Douglas debates, John Brown's raid, Fort Sumpter—these were topics of the time and anxiety increased. Then, in 1861, it came—a war to preserve the Union and free the slaves.

President Lincoln promised Kentucky that she might remain neutral in the war.

Ashland was not drastically affected and the majority of its citizens remained loyal to the Union, but families were split on the issues and tension prevailed. Union soldiers camped in Central Park and rallies were held there for Northern enlistments. The town's celebrated Aldine Hotel was taken over by the federal government as a hospital for Union troops.

Guerrilla Bands Raid Town

On several occasions, groups of Confederate sympathizers from the surrounding area formed guerrilla bands and staged raids on the town. One such raid was projected on the Bank of Ashland, now the Second National Bank.

In anticipation of such a raid, Edwin W. Martin, the bank cashier, who lived in a residence adjoining the bank, took the bank funds to Cincinnati by buggy. During his absence, guerrillas surrounded his home by night, but when Martin's brother informed them that the bank funds had been moved to Cincinnati, they dispersed and did not disturb the bank.

During this time, Martin's wife wrote the following letter to her sister, somewhere in the North. It offers a crisp illustration of the tension which gripped Ashland during the four bloody years of the Civil War. The letter follows:

"Thursday morning—Edwin came home last evening only to go again this morning. The directors think it best, in which we also concur, to send the coin to Cincinnati, and he will go down with it this morning. You may be sure I am very loath to have him go so soon again, but I presume we will have to make many personal sacrifices for the general good. Edwin heard terrible stories of

the condition of things here and in the neighborhood. There was intense excitement along the river. He considered them too improbable to alarm him greatly. The version we heard at Cincinnati, which was variously modified at different points, was that John C. Breckenridge is raising an army in the mountains back of us. Edwin has never, and does not now believe, he is there—thinking that his ambitions would aspire to something higher than the command of a few mountaineers.

“Our men came back from Grayson last night. There was a regular fight there. Two men were killed (secessionists) and twelve taken prisoners. There are about a thousand men there from the surrounding country. Some people are afraid the secessionists can raise many men, that they all will make a descent upon us, but they have to fight a good many Union men before they get here and we all have time to get out of the way. I try not to get alarmed, and really do not feel so. I intend packing my trunks and getting things ready to flee for home if it should be necessary. Edwin says he will leave if things get worse. He knows we would be in great danger if secessionists were in power.

“I hope you will not be needlessly alarmed about us. I thought it best to write a correct statement of affairs as you may hear a pretty magnified account. Our town is well guarded every night, and now that it will be known that the money is not in the bank, there will be less attraction for invaders.”

Home Guard Formed

On May 14, 1861, a meeting of citizens was held in Central Park to recruit members for the Ashland Home Guards, an organization formed for “the defense and protection of our families and homes” from guerilla raiders. The Home Guard had at the time of the meeting a roster of 31 members. Forty new members took an oath of allegiance to the state and nation at that time. They were: J. A. Haskell, M. T. Hilton, J. T. Burdett, Isaac Collins, Hiram Ferguson, H. B. Brodess, David May, Bing Griffith, Obadiah Fults, John W. Jackson, David Lewis, Robert Hammond, Hiram Fish, R. B. Leffingwell, John Rauch, John Wilson, J. R. Gillespie, Thomas Stout, Perry Blankenship, Louis Colbert, James Haskell, Sr., J. T. Buckley, Henry Hart, Aaron Steed, C. Orensbey, George Groverbeck, James A. Snead, Joel West, Beny Rice, Jacob Price, Samuel Cavits, James Ellis, Samuel Gillespie, Marion May, F. Kirkpatrick, Ed Stewart, James VanBibber,

Sr., John W. Darby, Darius M. Clair and John Dixon. Col. Hugh A. Poage was appointed chairman of the Home Guards and John Means, secretary. D. K. Weis, Hiram Ferguson, John Russell, John G. Black and W. K. Boal were named to a committee to determine the best plan for efficient organization. Hugh Means, Dr. E. Weis and Thomas Irwin were appointed to act in conjunction with a committee from Catlettsburg and “correspond with the officers of the General Government and ascertain whether and on what conditions arms and ammunition can be procured from the Government.”

The Jenny Lind Visit

One Civil War story concerning Ashland, which has been widely circulated, is that Jenny Lind visited the city during the war years. The very popular soprano, known as the Swedish Nightingale, is supposed to have stood on an exposed rock in the Ohio River while she sang to Union troops, who were patients in the army hospital of the Aldine Hotel.

Historians record, however, that the charming singer's only tour of the United States took place in 1850-52, after which she returned to Europe. It is quite likely that Union troops in Ashland were entertained by singers and musicians from time to time. Perhaps, some other well known singer of the period made them forget the tragic war for a little while, but not Miss Lind.

By the end of the Civil War, Ashland's stagnant industry again began to show life, and the town started a new growth. Interest in public schools awakened, new churches were being organized, streets were improved, and board sidewalks were laid throughout the main part of town.

Soon industry knocked on Ashland's door and the welcome mat was always out. The vision of the incorporators of the Kentucky Iron, Coal & Manufacturing Co.—which never manufactured anything but progress for Ashland—was beginning to pay off. The Ashland Coal & Iron Company, formed at the close of the war, took over the railroad to Princess and extended it to their vast tracts of mineral and timber land in the Coalton area.

The wealth of Northeastern Kentucky's coal fields was opened by the A. C. & I. and channeled through Ashland. The Ashland Iron Furnace started in 1869 and the Norton Iron Works came to town in 1872 with a blast furnace, rolling mill, nail and keg factory. The furniture factory of H. Hermann in 1883, Ashland Firebrick Works in 1886, Ashland Hub & Spoke Factory in 1887, Ashland Foundry & Machine Shops in 1889—all gave new impetus to Ashland's growth during the latter part of the 19th century.

New workers were bringing their families to Ashland and sturdy family homes rose up out of Poage Settlement's cornfields. Business houses were spreading over on Greenup Avenue, stretching up Broadway (Sixteenth Street), and even Winchester Avenue was no longer "too far out of the way". The quiet little town on the banks of the broad Ohio was really starting to "grow up".

Ashland was recognized as a community with a future on March 11, 1876, when the Kentucky Legislature enacted legislation, effective April 18, 1876, creating the City of Ashland, Ky., and providing for the election of a mayor, six commissioners (three from each of two wards), assessor, marshal, collector, clerk, city attorney, street commissioner, and the appointment of a treasurer.

At an election held on April 3, 1876, Ashland selected H. B. Brodess as its first mayor and a city council replaced the town board. Elected with Mayor Brodess to two-year terms were the following city officials: E. F. Tracey, A. J. Crawford and R. Bagby, council for first ward; John Means, M. T. Hilton and R. C. Poage, council for second ward; Benjamin W. Singer, assessor; R. S. Carr, marshal; H. C. Poage, collector; Edward B. Morton, clerk of council; S. S. Savage, city attorney; and Thomas Russell, street commissioner.

Mayor Brodess was re-elected for an additional two-year term in 1878, and again in 1880, but died in office and John Means was appointed to serve the remainder of his term. From then on, a succession of mayors rode the tide of Ashland's growth from a town of 3,000 to more than 31,000 population.

Following disastrous fires, which struck the Front Avenue business area in 1878 and 1883, the first Ashland Fire Department was organized with Jack Spicer as chief. It sported a hand-drawn hook and ladder wagon and 24 rubber buckets. This was supplemented with a horse-drawn wagon in 1889, and motorized equipment came in 1916.

The police force, which started as a one-man job with John Casebolt in 1858, grew as the town prospered and two extra officers were hired to help the town marshal in 1884. From then on, as the population increased, the force was increased.

Electric light was first furnished the city by a local company in 1889. The first telephone company likewise was locally owned, the Ashland Telephone Exchange being organized Aug. 22, 1882, to provide local service. The city previously had been connected by telephone with adjoining towns. The Western Union and Postal Telegraph Companies provided early day and night service.

A charter was obtained in 1890 for the erection of a water-works, to supply the city and provide fire protection. Water for many years was obtained from the Big Sandy River near Catlettsburg, as it was "a mountain stream having a drainage of 4,000 square miles of sparsely settled mountain territory" and consequently was freer from sewage pollution. There was an additional pumping station on the Ohio River, though, in case of an emergency.

Street cars with mule propulsion also came in 1890, covering the principal streets, "giving rapid transit to the Ashland Machine Works, the brick works, etc." The city got natural gas in 1899, and the first comprehensive plan for street paving in 1904. By 1908 Ashland boasted of ten miles of "brick and bitulithic" street paving "constructed under excellent specification rigidly interpreted".

The King's Daughters' Hospital started as a three-room emergency hospital over the Poage, Elliott & Poage Drug Store on Winchester Avenue near 16th Street in 1897. The building was later occupied by the Grand Theatre, then the Alfon Theatre, and is being completely rebuilt this Centennial year for a shoe store. In 1899, the hospital, founded by the What-so-ever Circle, moved to a seven-room building at 18th Street and Greenup Avenue; and, in 1909, to a nine-room building between 20th and 21st Streets on Winchester Avenue. A campaign started in 1915 for a permanent hospital, property was bought at 22nd Street and Lexington Avenue, and in November, 1917,

THE OLD CITY HALL

Built in the 1860s, Ashland's first City Building, on same site as the present one, had a tall steeple which is not visible in photo. The horse-drawn fire department was in the building, along with police and other departments.





KING'S DAUGHTERS' HOSPITAL

This is the main entrance to Ashland's 225-bed hospital, the original part of which was opened in 1917.

King's Daughters' opened its new two-story brick building with 50 hospital beds. The East Wing was added in 1930-31, a second addition was built in 1945, and in 1953 another large addition was completed to make it a 225-bed hospital.

The first issue of *The Ashland Daily Independent* came out Dec. 17, 1900. G. F. Friel was the editor. The newspaper and its later editor, Col. B. F. Forgey, have been strongly linked with Ashland's progress. The Ashland Broadcasting Company, Radio Station WCMI, was started by the newspaper April 29, 1935, and was sold to the Nunn Enterprises of Lexington in 1939. It was bought by an Ohio network this year. Ashland's second radio station, WWKO, operated by the States Broadcasting Company, went on the air July 31, 1954, and there have been rumors that a television station is coming to town.

City Buys Central Park

Through the late 19th and early 20th centuries, the City of Ashland took healthy strides forward as Eastern Kentucky's wealth of natural resources was exploited and transportation facilities were improved. The city even got around to purchasing Central Park for \$30,000 from the Kentucky Iron, Coal & Manufacturing Company in 1900, and though Ashland residents had enjoyed the park's 47 acres of beautiful grass and woodland ever since the town was laid out, every citizen felt a little burst of pride when he realized that—at last—the beloved park belonged officially, to him and his neighbors.

Of course, Clyffeside Amusement Park in the Normal Section was still "a veritable dream of beauty", too.

The grounds of that fine park, closed in 1924, were diversified by hill, dale and woodland. There were lakes, cool retreats, picturesque views, pavilions, bandstands, picnic grounds, ball park and a Casino seating 3,000 people. The grounds and buildings were lighted by electricity. Open the year around, one of the biggest annual attractions was the chautauqua attended by thousands of people from near and far.

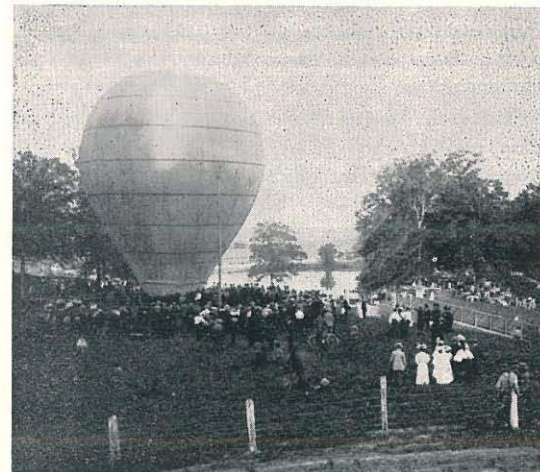
Ashland early had many outstanding social, fraternal, semi-literary and purely "club" organizations. A booklet on "Ashland, Kentucky—The Great Gateway Between North and South, East and West", issued in about 1908 by The Commercial Club, reported "no less than 43 distinct clubs and beneficiary organizations". One of the largest, having its own clubhouse—"a marvel of elegance, comfort and refinement"—was the Park City Club. Then there were the Elks Club, Merchants Club, the 20th Century Club, two Tennis Clubs, Golf Club, Browning Club, Comus Club, Good Fellowship Club and others. For ten years previously, the Y. M. C. A. had been a factor in the moral development of the city.

An impressive new post office building was erected at the corner of 17th Street and Winchester Avenue in 1912 to replace Station No. 1 in Pollard and Station No. 2 in the Ventura Hotel building. The building was remodeled in 1933, with Mrs. Franklin D. Roosevelt on hand for its dedication. City free delivery had started in Ashland March 1, 1900, rural free delivery in April, 1904.

The Ohio River rampaged in 1913, automobiles were becoming commonplace, movie houses were going up and so were ladies' hemlines, and then, the worst that

CLYFFESIDE PARK FEATURE

A balloon ascension was an attraction at old Clyffeside Amusement Park in about 1900.



could happen—did happen. World War I stunned the nation, and Ashland's young men went away to fight the war that would "end all wars". When it was over, Ashland and the rest of the nation celebrated the winning of a "lasting" world peace.

More industrial progress had been achieved by Ashland during the war. The open hearth steel plant of the Ashland Iron & Mining Company, successor of the Ashland Coal & Iron Company, was built in 1916-17. Six open hearth furnaces, four soaking pits and a blooming mill were put into operation.

Armco Brings Real Boom

Following the war, the greatest single event in Ashland's history occurred. George M. Verity, president of the American Rolling Mill Company, selected Ashland as the river site that his company needed for its new steel processing plant. In 1920, construction was begun on Armco's plant west of Ashland and steel sheets were produced by the new continuous rolling method—the first operation of its kind in the country.

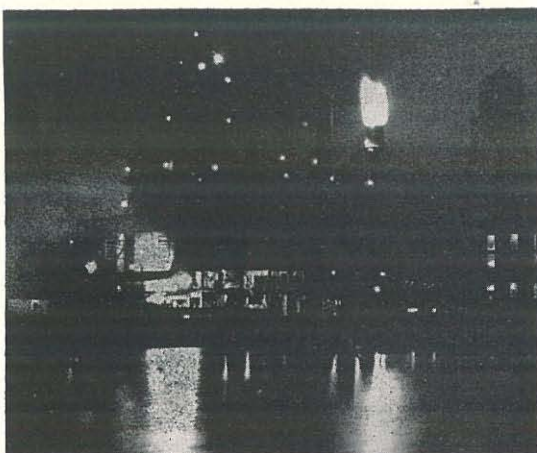
Armco by 1922 had acquired the properties of the old Ashland Steel Company and, a few years later, the Norton Iron Works and steel plant, as well as the old Ironton furnaces. That marked the end of local ownership and operation of an industry that has been so closely identified with Ashland's development.

It also marked the beginning of a "boom" town. Ashland's population, which had been less than 15,000 in 1920, jumped to 29,000 in a little more than five years as Armco built its working force to 3,600 men.

Ashland had never known such prosperity. Hastily

CLYFFESIDE LAKE

It provided boating in the summer and ice-skating in the winter. Picnic grounds surrounded the lake.



THE BELLEFONTE FURNACE

Ground was broken in 1941 by Armco Steel Corp. for its giant new Bellefonte blast furnace. It cost around \$5,000,000.

built-up suburbs were annexed by the city, new schools were built, and, to top it all, Ashland High School's Tomcat basketball team of 1928 won the national high school championship by defeating Canton, Ill., 15-10.

Ashland's "roaring '20s" saw the location of many new business enterprises in the city. It was in 1924, with a comparatively small beginning, that the city's second-largest employer today—the Ashland Oil & Refining Company—came into existence. It began by purchasing a small refinery near Catlettsburg with 1,000 barrel daily capacity. Paul Blazer, board chairman today, had foresight and determination of purpose though. Through development of new properties, acquisition or merger with other companies, utilization of river transportation of crude oil, the company grew rapidly. Its products—"Pepper" and later "Ashland" gasoline—became well known not only in the Tri-State but in many states. Headquarters of the company has remained in Ashland since the start.

The Chesapeake & Ohio Railway built a new passenger station at 11th Street and Carter, and the Ashland Culvert Works (to become Armco Drainage & Metal Products Company later) located here in 1925. A new city building (the present one) was erected that same year.

There were three bad fires in the 1920s—burning of the VanHoose & Adams Mill & Feed Store and damaging of Crump & Field Wholesale, 1922; a \$107,000 fire at Kitchen-Whitt & Company, 1924; and burning of the Ashland Drug Company, \$132,000 damage, 1928. The new Henry Clay Hotel opened May 14, 1928, to further confuse travelers as to just where is the "home" of one of Kentucky's greatest statesmen.

Ashland's growth in the next decade was dampened

by the depression of the '30s, and according to Uncle Sam's census figures the city's population showed less than a 500 increase from 1930 to 1940. But the city fared better than many other communities, W.P.A. projects helping to keep down the bread-lines. A wide concrete highway from the 36th Street underpass was built to Catlettsburg to connect with the one the Gate City had built in 1929-30.

Ohio River Bridge Becomes Free

One of the last big fires occurred Jan. 29, 1931, when the old Opera House, a historic landmark at the corner of 17th Street and Greenup Avenue, went up in flames. It took a half-million gallons of water to keep the \$41,000 conflagration from spreading to other business places on the south side of Greenup. Elaborate ceremonies were held later that year to dedicate the new Ashland-Coal Grove (Ben Williamson Memorial) Bridge, and the Winona and other ferry-boats were no longer. Ashland had a highway outlet to the North, but tolls were charged until the bridge became paid for and free August 5, 1941.

The Ashland Public Library was completed in 1936 on the corner of Central Park near 18th and Central with locally-raised and W.P.A. funds.

"The Great Flood" of 1937 eclipsed all records of previous Ohio River rampages, the angry, muddy waters reaching a flood stage of 73.8 feet, 5.1 feet

more than the 1913 flood's crest. At the flood's peak, Jan. 27th, waters extended at some points in the downtown area as far south as Central Avenue. Never before had the Winchester Avenue business houses had to fight water from their doors. There had been some talk before about a floodwall, and the 1937 disaster renewed it into a real effort for a dike.

It was in 1938 that the old familiar street cars and the "jitneys"—private automobiles used for "bus" service—were replaced by the modern and impressive carriers of the Blue Ribbon and Ohio Valley Bus Line Companies. Jitter-bugs and boogie-woogie were the rage. Ashland Junior College opened its doors for the first time that year, three old smoke-stacks of the former Ashland Steel Company were pulled down on the bank of the river, and the *Ashland Daily Independent* celebrated the installing of a big new twin press.

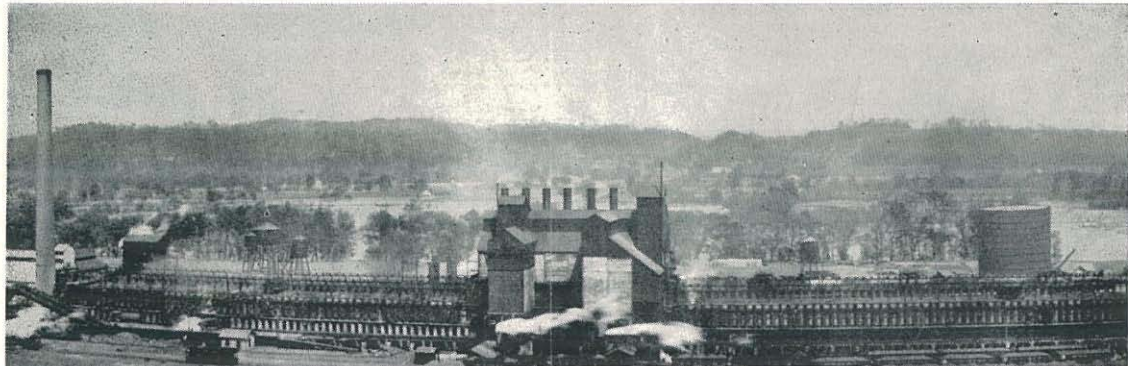
There were front-page stories of *The Independent's* celebration issue Feb. 6, 1938, about Europe's fears as to Adolph Hitler's intentions—and Japan indicated it would spurn a 1936 naval pact that limited the size of the navies of various countries. Coming events already had cast their threatening shadows.

Armco broke ground March 12, 1941, for its new \$5,000,000 Bellefonte blast furnace, with the ceremonies being held in Armco Athletic Field. Then on Dec. 7th, that year, America was plunged into the second World War when Japan bombed Pearl Harbor in

16th AND WINCHESTER DURING 1937 FLOOD

Floodwaters during the record-breaking flood of 1937 begin creeping across Winchester.





EARLY VIEW OF SEMET-SOLVAY PLANT

Built in 1912, Semet-Solvay's by-product coke plant was first known as the Kentucky Solvay Coke Co. It was the first coke plant in the state and one of the largest in U. S.

a sneak-attack. Ashland took on added significance because of its steel plant, and the city sent its share of young men to the armed services to fight.

When Bellefonte Furnace was completed in 1942, it operated at a maximum production rate of 1,000 tons of steel a day—one of the world's largest yields. Clayton-Lambert opened up in Ashland to help in the war effort by making steel cartridge cases. Ashland Oil & Refining Company expanded its refineries, and there was a "war-time" boom. A new business men's organization—the Ashland Board of Trade—was established in May, 1943.

An Ashland attorney, Simeon S. Willis, a Republican, was elected governor of Kentucky in 1943, serving from 1944 to 1948. He was instrumental in securing a modern new National Guard Armory for the city. One of the largest in the South, it was completed in 1949. Another state project, a district Tuberculosis Sanatorium, was started in 1950 near the city's southwestern limits.

The 1940s also saw Ashland become a "dry" town. In November, 1943, the citizens voted for prohibition, and since 1944 legal sale of intoxicating beverages has been banned.

Armco Expands Again

The 1950s brought a gigantic \$40,000,000 modernization and expansion program of Armco Steel Corporation's to eventually replace that first continuous rolling mill placed in operation in 1923. The new hot-strip mill of Armco's was dedicated May 20, 1953. Construction work had begun in July, 1949, on a floodwall project, and the wall, costing \$3,872,000, was completed in December, 1953. It was dedicated this centennial year. Another dedication was the Our Lady of Bellefonte Hospital in Ashland's suburban area

of Bellefonte, named for that early pioneer iron furnace.

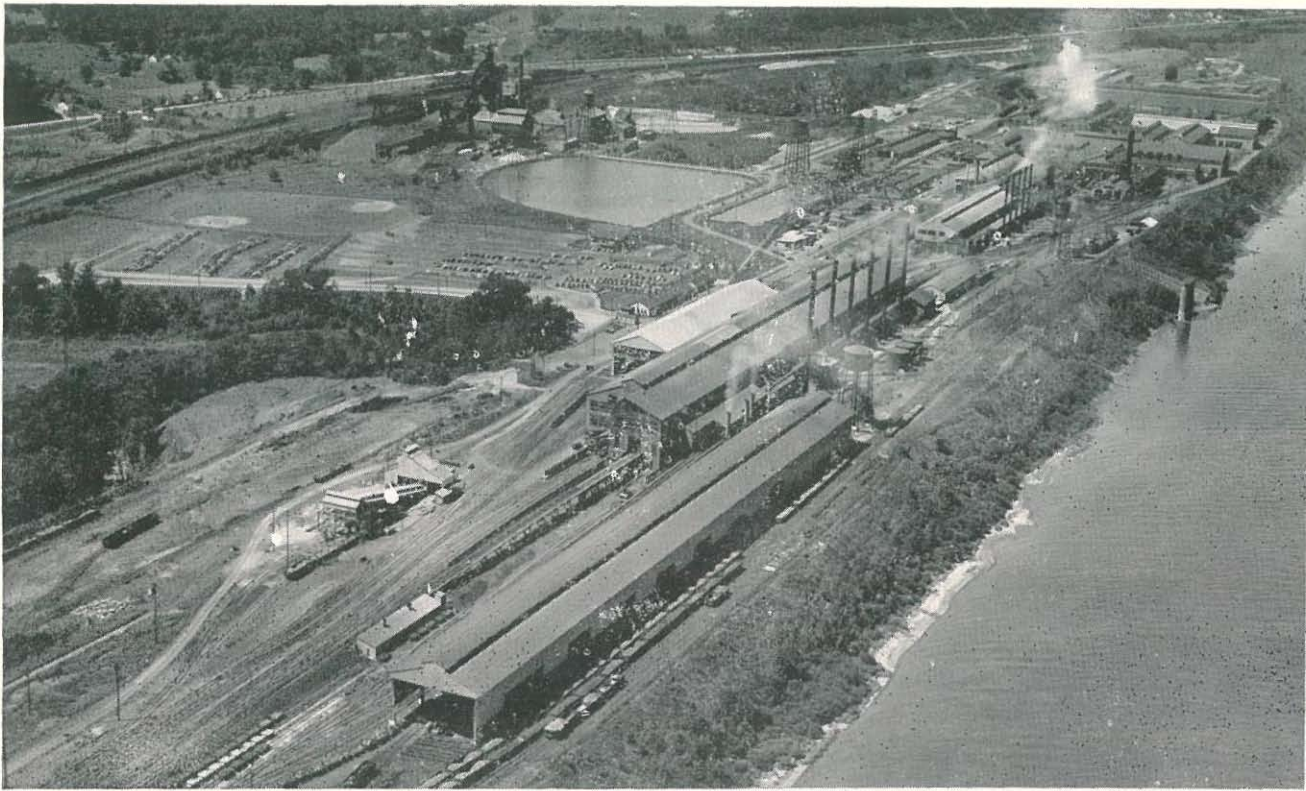
Ashland of 1954 is a "busy, friendly city", which has achieved a balanced level of living through the labors of many in many industries. With more than 35,000 people (estimated population), it is Kentucky's main representative at the apex of the great tri-state commercial triangle that swings into West Virginia and Ohio.

The city's chief manufactured products today include sheet steel in coils, cartridge cases, petroleum products, firebrick, coke, chemicals, sole leather, corrugated drainage pipe, steel buildings, staves, show-cases, mining equipment, concrete, asphalt, slag and children's dresses. The industries employ around 8,000 persons, with an annual payroll of more than \$25,000,000.

Statistical Facts on Ashland

Ashland has the city commissioner-manager form of government which replaced the councilmanic type in 1950. Its corporate limits comprises eight square miles, and its trade area has a radius of 75 miles in Kentucky and a population of more than 200,000. The city's total street mileage is 137, with 66 miles paved; 140 miles of sewers; 9,200 water meters; more than 10,000 electric meters; 9,220 gas meters. It is 534 feet above sea level, with a mean annual temperature of 55.9 degrees.

The municipally owned water-works has a daily capacity of 4,666,000 gallons, and plans are under way to increase the capacity to 8,000,000 through expansion or a new plant. There are 95 miles of water mains, and in 1952 a total of 11,351 telephones were in service. A new modern telephone exchange building is under construction, and conversion to dial-type telephones is set for mid-1955. The 1952 deposits of



ASHLAND ARMCO'S IMMENSE STEEL PLANT

This is an aerial view of Armco Steel Corporation's multi-million-dollar plant just west of Ashland on the bank of the Ohio. Armco's new hot-strip mill is the most modern steel plant in the world.

ASHLAND OIL'S REFINERIES NEAR CATLETTSBURG

Located on the Big Sandy River near Catlettsburg are the up-to-date No. 1 and No. 2 refineries of the Ashland Oil & Refining Company. They have a combined throughput of more than 50,000 barrels a day.



Ashland's two banks totalled \$30,459,280, and the institutions' resources amounted to \$32,616,664.

Other pertinent statistics on Ashland are: the police and fire departments, rated among the top in the state, average from 32 to 35 men each; the fire department has three stations and eight pieces of equipment; the police department, eight pieces of motorized equipment, one station and a two-way radio system. There is a city-operated garbage collection system. Modern buses operate over the principal streets and there are two taxicab firms. The new Ashland-Boyd County Airport was completed eight miles west of the city in 1953, with a runway 5,000 feet long and 3,000 feet wide. Passenger and freight train service are provided by the Chesapeake & Ohio Railway. Highways through the city are U.S. 23, U.S. 60, and the Ashland-Coal Grove Bridge connects with U.S. 52. Amusements include two motion-picture theatres, one drive-in theatre, a private golf course and a public course (under construction), 47-acre Central Park, lighted softball and baseball playing fields in Central Park, municipal swimming pool and Armco Park, 6 miles west of city, privately owned but for public use.

There are 14 public schools, including one senior high and two junior high; a vocational school, Ashland Junior College, a parochial school and a business college. The Ashland Public Library has around 30,000 volumes. With the construction of the 100-bed Our Lady of Bellefonte Hospital, it gave Ashland and suburbs two large and well equipped hospitals. King's Daughters' Hospital opened its latest addition (with 60 more beds) last year. The State Tuberculosis Hospital, with 100 beds, serves 18 Eastern Kentucky counties. There are three principal hotels, a number of modern motor courts, one daily and Sunday newspaper, two radio stations, and upwards of 50 churches, representing 16 denominations and having a membership of around 17,000.

Ashland is a city of many large and outstanding civic and charitable organizations, fraternal groups and social clubs. The Ashland Board of Trade, formed in 1943, is the chief commercial organization, and the Ashland Junior Chamber of Commerce during its 14 years has been one of the most energetic in promoting projects beneficial to the city and its citizens. Jaycee projects have included a Youth Center in a former Armco office building, 11th and Greenup, donated to the city in 1953. Organized October 23, 1916, the Rotary Club is Ashland's oldest present service-club organization. All of the four service groups meet weekly at the Henry Clay Hotel; Rotary, Monday; Lions, Tuesday; Kiwanis, Wednesday; and Optimists, Thursday. Possessing their own clubrooms or clubhouses are the Elks, Moose, Eagles and other fraternal or secret organizations, such as the Shrine and Masons.

Patriotic ex-servicemen's organizations include the American Legion, Veterans of Foreign Wars and Disabled American Veterans.

Censuses Show Growth

A review of census figures from 1870 to 1950 captures Ashland's steady growth:

<i>Year</i>	<i>Population</i>	<i>Year</i>	<i>Population</i>
1870	1,459	1920	14,729
1880	3,280	1930	29,074
1890	4,195	1940	29,537
1900	6,800	1950	31,131
1910	8,688		

Industry was the giant which pushed those figures up.

Mayors Are Listed

Ashland's chief executives (mayors) since incorporation as a city in 1876 follow:

- H. B. Brodess, from April 3, 1876, to October 20, 1881.
- John Means, from October 20, 1881, to June 7, 1882.
- W. W. Culbertson, from June 7, 1882, to March 4, 1883, when he resigned to become a member of the 48th U. S. Congress, serving until 1885.
- W. H. Eba, from March 4, 1883, to June 6, 1883.
- Thomas Russell, from June 6, 1883, to June 9, 1886.
- W. W. Patterson, from June 9, 1886, to May 6, 1889.
- Patrick Moriarty, from May 6, 1889, to June 5, 1889.
- D. A. Fisher, from June 5, 1889, to June 8, 1892.
- J. C. Whitten, from June 8, 1892, to January 1, 1894.
- T. S. Newman, from January 1, 1894, to November 9, 1897.
- W. A. Ginn, from November 9, 1897, to January 1, 1906.
- J. O. Mathewson, from January 1, 1906, to January 3, 1910.
- Dr. A. H. Moore, from January 3, 1910, to September 26, 1913.
- J. M. McCleary, from September 26, 1913, to December 9, 1913.
- W. A. Ginn, from December 9, 1913, to January 5, 1914.
- W. M. Salisbury, from January 5, 1914, to December 3, 1917.
- H. R. Dysard, from December 3, 1917, to December 5, 1921.
- W. M. Salisbury, from December 5, 1921, to May 11, 1925.
- W. M. Nicholson, from May 11, 1925, to January 1, 1926.
- W. B. Whitt, from January 1, 1926, to December 20, 1926.
- E. E. Ramey, from December 20, 1926, to January 4, 1927.

Charles F. Weaver, from January 4, 1927, to January 1, 1928.

W. C. Frailie, from January 4, 1928, to January 1, 1932.

Edgar B. Hager, from January 1, 1932, to December 20, 1935.

Will C. Simpson, from January 6, 1936, to January 1, 1940.

Henry D. Shanklin, from January 1, 1940, to December 30, 1943.

Clyde R. Levi, from January 1, 1944, to December 30, 1947.

Will C. Simpson, from January 1, 1948, to December 30, 1951.

David Aronberg, from January 1, 1952, to the present.

Ashland presently has the city commissioner - manager form of government, this being the city's second experience in that type of administration. The first experience started January 1, 1934, and lasted until January 1, 1940. City managers were William Powell, from January 1, 1934, to 1935, and John Kobs, from January 1, 1936, to 1940. In 1949 the citizens once again voted out the councilmanic form in favor of the commissioner-manager plan. James G. Wallace became the city manager Jan. 2, 1950, serving until June 21, 1950. R. R. Peebles, city auditor, was acting manager June 21, 1950, until Feb. 13, 1951, and Jack

Maynard became the manager Feb. 13, 1951, serving to the present.

Postmasters Since 1847

The post office in Ashland, Boyd County (formerly Greenup County), was established as "Pollard Mills" December 23, 1847. The name of the office was changed to Ashland December 20, 1854. The postmasters and their dates of appointment follow:

H. B. Pollard, December 23, 1847; Thomas Crum, September 5, 1849; John N. Bates, April 12, 1850; Joseph W. Rice, December 23, 1853; John N. Richardson, December 20, 1854; George S. Poage, April 3, 1855; Elias S. Fletcher, April 29, 1856; Hugh A. Poage, September 8, 1857; Elias S. Fletcher, April 13, 1858; Harrison B. Nicholson, July 9, 1861; Alexander C. Martin, August 31, 1861; Luther E. Shepard, January 4, 1865; Robert W. Lampton, November 20, 1874; Daniel K. Weis, December 20, 1887; James Stephen Ogden, December 19, 1889; John B. Powell, December 21, 1893; William S. Boggess, February 16, 1898; Thomas Boggess, Jr., December 15, 1899; Edwin F. Poage, January 29, 1912; Cyrus M. Preston, January 11, 1916; George P. Ginn, January 30, 1925; John H. Hubbard, May 27, 1929; Mrs. Sara G. Friel, April 13, 1933; and Henry D. Shanklin, January 1, 1943.

City delivery was started in Ashland March 1, 1900, rural free delivery in April, 1905. The post office in 1954 has 75 employees, and postal receipts last year were \$350,000.

1920 SCENE AT BROADWAY (16th) AND WINCHESTER

Looking west, Winchester Avenue today is quite different from this scene photographed only 34 years ago.



Ashland 1954 chief of police. Charles F. Howard, has the distinction of having served longer by far than any of his predecessors. He was appointed chief July 25, 1931. Following is a list of police chiefs (the first few actually being known as town marshals) since 1860:

John Casebolt, August 28, 1858, to August 8, 1860; Joseph McGarvey, August 8, 1860, to August 9, 1862; Jacob Price, August 9, 1862, to March 4, 1865; S. L. Davenport, March 4, 1865, to December 15, 1868; Owen Byrne, December 15, 1868, to July 3, 1871; R. B. Pennybacker, July 3, 1871, to July 2, 1873; R. S. Carr, July 2, 1873, to April 15, 1878; George Rice, April 15, 1878, to December 4, 1879; J. C. Whitten, December 3, 1879, to June 12, 1884; J. H. Emmons, June 12, 1884, to June 9, 1886; J. C. Whitten, June 9, 1886, to July 2, 1888; William Serey, July 2, 1888, to November 1, 1897; George F. Worthington, November 1, 1897, to April 1, 1901; W. H. Rye, April 1, 1901, to January 1, 1906; J. A. Kouns, January 1, 1906, to December 29, 1913; John D. Young, December 29, 1913, to December 17, 1917; R. B. Payne, December 17, 1917, to December 1, 1921; W. B. Gainey, December 1, 1921, to May 21, 1926; D. T. Clark, May 21, 1926, to July 25, 1931; and Charles F. Howard, July 25, 1931, to ———.

First Fire Chief Named in 1885

Volunteer bucket lines to the Ohio River failed to make much dent in conflagrations which hit Ashland in 1878 and 1883 — thus the first Ashland Fire Department was established in 1885. There have been eleven fire chiefs, counting Chief Burris Hensley, one of Kentucky's most outstanding firemen and who has served as head of the fire department for 38 years.

Ashland fire chiefs and the year of their appointments are: Jack Spicer, 1885; William Serey, 1889; Jess McMullin, 1896; John Meyers, 1898; William Gehringer, 1900; Mike Manley, 1905; Willard Staten, 1906; William Gehringer, 1908; John McNeal, 1909; Harry Davenport, Sr., 1911; and Burris Hensley, December 19, 1916.

* * * * *

A String of Beads . . .

Archæological investigations in Ashland, particularly between 1920 and 1930, indicated that the city was extremely rich in evidences of prehistoric occupation. W. D. Funkhouser and W. S. Webb of the University of Kentucky, reporting on an archæological survey of

the state, said that they knew of no other city in Kentucky which contained within the city limits so much evidence of prehistoric occupation as Ashland.

Apparently the entire area was at one time dotted with mounds, graves and other indications of extensive prehistoric occupancy. Down through the years these sites have been destroyed by the construction of streets and the erection of buildings, but several have been preserved. The group of five mounds in Central Park are the best known, and Dr. George G. Bell, who long had a great interest in the archæology of the entire Ohio Valley, was of the opinion that the Central Park mounds once were in a series that covered a large area of what is now Ashland and from the air would have resembled a string of beads.

Funkhouser and Webb said the mounds extended from the park in an irregular line from 15th Street to 21st Street between Montgomery and Bath Avenues. Several of these mounds were opened in 1870 by Dr. J. C. Montmollin and were found to contain human bones and other artifacts.

The archæologists concluded that Ashland seems to be located on an ancient village site as evidenced by the many mounds and graves which were here formerly. They said that the property of the American Rolling Mills (now Armco Steel Corporation), located just northwest of Ashland's city limits, undoubtedly represents the site of an ancient village or an extension of the site, represented by the city proper. In the construction of Armco's old mills, large numbers of mounds reportedly were obliterated and many graves were discovered. Many interesting artifacts, such as stone pipes, were found.

Other ancient mounds and a possible village site were destroyed by construction of the Senet-Solvay Company plant in the Normal section along the river front. The Ashland Water Works plant also is said to be located on a village or camp site of prehistoric times. A group of six or eight mounds was obliterated in the construction of Mound Street, which, of course, was named for them.

Other mounds cited by Funkhouser and Webb included: a conical mound, 15 feet in diameter and three feet high, at the corner of Lexington Avenue and 29th Street; twin mounds, one on each side of Ringo Street; and a large semicircular mound on Park Hill, one-half mile east of Ashland Avenue.

Many mounds probably were destroyed long before the University of Kentucky's survey here. For in the 1850s a mound about ten feet high and located about six yards northeast from Holy Family Catholic Church was opened and human skulls and bones were found.

Seven Sundays in the Week . . . Early Settlers Set Pattern

Religion played a very important part in the lives of the settlers of Poage Settlement, and those strong religious roots put down by Ashland's pioneers are reflected in the large number of energetic and healthy churches of our present-day city.

Perhaps unlike other rowdy Ohio River cities of the early days, Ashland acquired a reputation up and down the river as "the place where they have seven Sundays in the week." It was, almost 5 years after Ashland was so named and incorporated before the citizens even thought it necessary to build a jail.

In a letter written by Sophia Poage Payne to her son George in 1857 she spoke of the people as "a social, religious sort of folks". Two better adjectives could hardly have been found, but a third should have been included, one signifying the industriousness of the inhabitants. This attribute down through the years not only has expressed itself in the building and forming of new churches, but also in the progress of the city's business and industrial life.

Samuel W. Wilson in his "History of Kentucky" stated that the early history of Ashland before it became a city was principally the story of the Bethesda Presbyterian Church. More properly, it might be said that it was a story of the early iron industry in Kentucky which centered around the Poage Settlement and that the center of the Poage Settlement was the Bethesda Church, now the First Presbyterian Church.

There may be some confusion about the inter-relationships of the various Poages but there is none concerning the Poages' church relationships. They were all strong Presbyterians. Colonel Poage and other adult members of the family came to the present site of Ashland, bringing their church letters with them. Prayer meetings were held regularly in their homes.

First Church

On June 11, 1819, the Poages and other settlers decided it was time to form a church. They met in the log home of Major James Poage near the river landing which is now 16th Street. Twenty persons were received into membership, and it is interesting to note that one of the members was "Richard, a coloured man". It was a strict rule of the Presbyterian faith that children and servants were to be faithfully instructed. Slaves continued to be admitted to the Presbyterian Church as late as 1846.

Bethesda Church's first building was a simple log structure erected in 1819 on a piece of ground on what is now Pollard Road, adjoining the present Roman

Catholic Cemetery. The site was selected as being the most central and convenient for the settlement. The pioneer cemetery in which the earliest settlers were buried adjoined the church and what is left of it now is still known as the Bethesda Cemetery.

Bethesda Church's earliest membership lists were almost a directory of anyone of importance in the Poage Settlement since it was the first and only church until 1837 when Union Baptist Church (changed to Unity Baptist Church in 1858) was organized. The old records of the Bethesda Church reflect the great westward migration which kept many Ohio River communities small during the early days of the republic. For instance, 139 of Bethesda's early members by 1854 when Ashland was laid out had received their church transfer letters—many of which were to some church in "far-off" Missouri. Other letters stated simply: "to that church where God in His providence shall cast his (or her) lot."

Temperance a Problem

There are many interesting glimpses of life in Poage Settlement, too, in the Bethesda records. They show that temperance or "Johnny Barleycorn" was quite a problem of church leaders. The "sin" brought stern reprimands from the church elders. There were many "churchings" or ex-communications for "the too frequent use of ardent spirits". The problem of whiskey was reflected also in the records of the old Union Baptist Church. For a time in about 1850 the Union Baptist even withdrew from the Greenup Association of Baptist Churches, of which it was the first member, because as the records say "we could not induce her (the Greenup Association) by any entreaties that we could bring to bear nor any action we could enforce to expel drunkards."

The Presbyterian (or Bethesda) explanation for numerous church member expulsions was that many members who were admitted during a "protracted meeting" held in August, 1831, "acted unworthily of their high calling and solemn vows". The Baptists explained that much dissipation abounded among the part of the population who worked among the mines and furnaces.

Liquor, it seems, was not the only cause for "churchings". The Bethesda records tell of the expulsion of one "Benj. B. Nichols" in March of 1838 for "attending and participating at a ball on the 22nd of Feb. last". The "ball" possibly was the first President's Birthday Dance on record in Poage Settlement. The experience

of Mr. Nichols may have been a deterring factor for those who liked to dance as there is no other case of that kind in the Bethesda records until this entry in the minutes of the church "Session" on Sept. 16, 1859:

"It being known to the Session that certain members of the church recently attended a public ball at a hotel and had engaged in dancing, it was ordered that a committee be appointed to visit such persons and converse with them on the subject and to obtain from them if possible pledges that they will in the future abstain from such violations of the rules of the church."

Stern Church Standards

Evidently the members so cited gave satisfactory evidence of repentance for no further action was noted in the Bethesda records. Other stern standards of Ashland's early settlers might be best illustrated by these Bethesda record entries:

"Jan. 7th, 1837—The committee appointed (to visit certain individuals as proper subjects of inquiry for neglecting the ordinances and public

worship of God's house) were to visit them again and if possible convince them of their duty."

"March 26, 1837—The smallpox having been raging in the bounds of the congregation during the last two months, the Committees appointed at the last meeting of the Session have not been able to attend to the duties assigned to them: this committee was therefore continued."

"April 23, 1837—In view of the low state of religion in the midst of us the Session determined to call a meeting of the members of the church on Wednesday next for prayer and religious conference."

It is to be noted in the record entries that the prayer was not for God to "stay the plague" but for the "low religious state of the members" who were staying home from church because they or their families had the smallpox.

The summer before the smallpox plague—in 1836—Poage Settlement had another dreaded disease break out, Bethesda's records reveal. It was the custom of the church that cases of illness or distress be reported at

SITE OF FIRST ASHLAND CHURCH

A plot of ground on Pollard Road, adjoining the present Catholic Cemetery, was the site of the old Bethesda Church built in Poage's Landing in 1819. A simple log building, benches used for pews and the sternly-erect Presbyterian pulpit were its only furnishings. No pictures are known to exist of that first church or Bethesda's second church — a 36 x 40 foot brick building erected in 1828 in what is now Beech Grove. The Beech Grove church was entered through a vestibule containing two doors. The men and women entered separate doors and sat on opposite sides of the church facing the doors. The pulpit was a little right of center as a person entered. There was no musical instrument until 1856, when a little melodeon was secured. The first Sunday School in Ashland was organized in Bethesda's second church in about 1855 and was until 1857 a Union Sunday School with the Southern Methodist Church. The bell of the Old Bethesda Church is thought to have been given to one of the early schools in Ashland.



its Sunday service. One Sunday in August of 1836 the members were informed there was sickness among a group of men who were camped by the river. One of the ruling elders of the church, John H. Poage, was appointed to investigate. The men had yellow fever. Mr. Poage contracted the disease and died Aug. 29, 1836. His younger brother, Robert C. Poage, who went to visit him during his illness, also contracted the disease, dying Sept. 1, 1836. This is the only recorded incident of yellow fever in the history of Ashland.

(The John H. Poage mentioned is believed to have been the first white child born in Kentucky after it was admitted as a state in 1792. He was born at Mayslick, the son of Col. Robert Poage, Jr. John H. and his brother, Lindsey, came to Poage Settlement from Mayslick in about 1828 and they built the Amanda Furnace. John H. was the grandfather of the late E. H. Gartrell.)

Bethesda Church used its first log building until 1828 when a brick building was erected on the present site of the Bayless School—then a beautiful grove of beech trees. The Beech Grove Cemetery occupied the ground which is now the location of the Booker T. Washington School. The cemetery was not strictly for the Presbyterians but for a while served much of the community. Later when the present Ashland Cemetery was established, all bodies which could be moved were taken from Beech Grove to the new burial grounds.

Churches Donated Sites

When the Kentucky Iron, Coal & Manufacturing Company acquired the land on which the City of Ashland was laid out in 1854, the company did an admirable thing for the different congregations of the time. It offered to give lots to any organized church capable of building thereon a suitable building within a reasonable length of time. Six denominations had sufficient strength to take advantage of the offer. They were the Presbyterians, the Methodist Episcopal Church (known as the North), Methodist Episcopal Church, South, the Roman Catholics, the Lutherans, and the African Methodist Church.

When the last of these congregations completed their buildings in 1866, Ashland had a church for every 150

inhabitants as other churches meanwhile also had built. The high standards of the early church leaders had not been without effect for the new city of Ashland was almost a proverb for its sobriety and moral correctness.

It should be noted here that there was a continuous outreaching from each of the early churches to the iron-mine and furnace communities which ringed the little city. All of the early pastors carried on mission work, spending many hours on horseback, traveling the rough trails which linked the furnaces with Poage's Settlement and Ashland. They ministered to the small groups at each place where there was no settled preacher and "much destitution of the gospel".

First Presbyterian Church

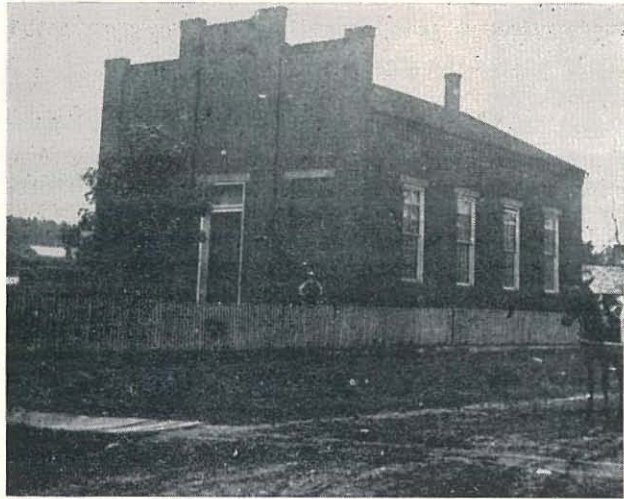
The first two building lots were donated to the Presbyterians on the stipulation that "said congregation shall erect thereon a brick church worth not less than \$2,500". The Presbyterians met the requirements in 1857 by building on the site at what is now the corner of 16th Street and Winchester Avenue a brick building costing \$4,000. The Bethesda Church then became the First Presbyterian Church of Ashland. Part of the original building is incorporated within the walls of the present Presbyterian Church.

Many of the Presbyterian ministers were prominent in the early history of Ashland. They included the Rev. John R. Condit, serving from 1835 to 1840, the Rev. Abel A. Case, 1843-52, the Rev. J. C. Bayless, 1854-66, and the Rev. W. C. Condit, 1866-1926, the latter being particularly notable, serving for 60 years as pastor, one of the outstanding records in the ministry of the Presbyterian Church. The Rev. Samuel R. Curry, the present pastor, has served since 1927 and is known as the dean of ministers here today.

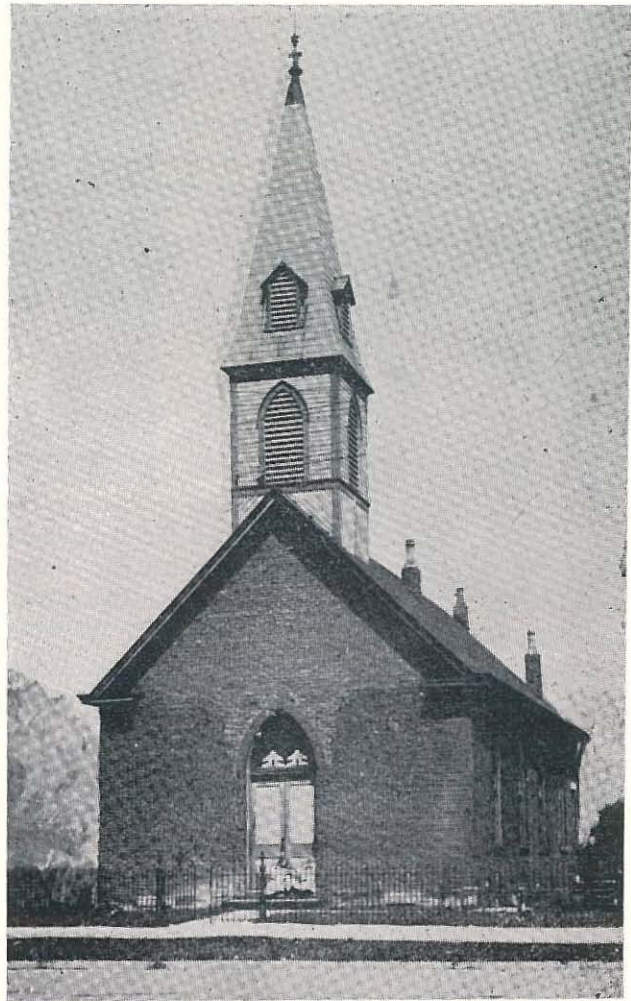
Methodist Episcopal Church, South

The second church to receive a donation of lots was the Methodist Episcopal Church, South, the lots being located at the corner of what is now 13th Street and Winchester Avenue. The denomination previously had built a church in 1849 in the section known as "Cold Spring". Little is known of the early history of

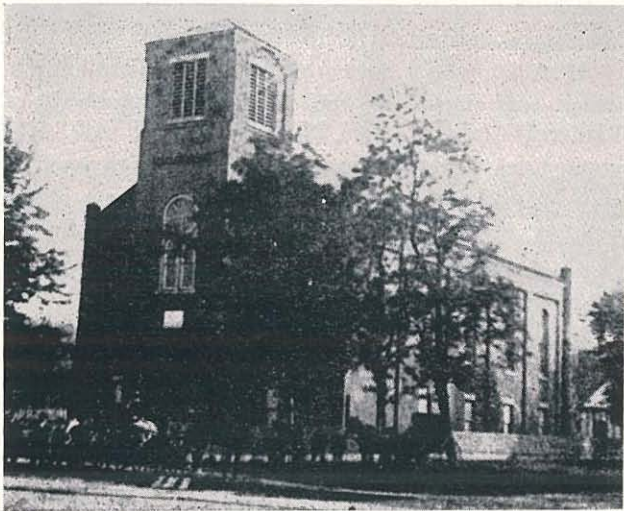
When Ashland was laid out in town lots in 1854, the Kentucky Iron, Coal & Manufacturing Co. offered free sites to any church capable of erecting a suitable building. Six congregations took advantage of the offer. By 1866, each of them had built on their lots. Five of the original churches are shown on opposite page. There was no picture available of the original frame structure of St. James A. M. E. Church, but it is brick-veneered today and is part of the church's present plant at 12th and Carter Avenue. Part of the original building of the Presbyterian Church is incorporated in its present church. The old First M. E. Church building at 15th and Carter still stands and has been used at times as a garage or storage place. M. E. Church South's building at 13th and Winchester was torn down and the Paramount Theatre is now located on the site. The Ashland Drug Company occupies the old Lutheran Church building in the 1400 block of Winchester.



*METHODIST EPISCOPAL CHURCH, SOUTH
Stood at Corner of 13th and Winchester*



*ST. PAUL'S LUTHERAN CHURCH
Built in 1866 — Now a Drug Store*



*FIRST METHODIST EPISCOPAL CHURCH
Built in 1874 at 15th and Carter*

*ST. JAMES A. M. E. CHURCH
Original church is part of present one.*



*FIRST PRESBYTERIAN CHURCH
As It Looked in 1858*



this church other than its first pastor was the Rev. John Thompson. He is believed to have been the first Methodist minister in this area. A Union Sunday School was organized in 1855 by the Methodists in cooperation with Bethesda Church, but the church known as the First M. E. Church, South, was not officially organized as such until 1857. The Rev. J. F. Medley became the pastor and the congregation met for a time in a storeroom on 15th Street between Front and Greenup while their church at 13th and Winchester was being constructed.

Mr. Medley personally supervised the burning of the brick for the new building on the donated lots. Later, in 1891, the church was rebuilt, and when it became too small for the congregation's needs the building was sold. It was razed and the Paramount Theatre was erected on the site. In 1927 the church started construction of its new edifice at 15th Street and Central Avenue, finishing about half of what was planned. This portion is the present building occupied by Ashland Junior College, acquired by the Board of Education for the founding of a two-year college in 1938. About this time there was the proposal for the unification of the Methodist Episcopal Church, South, in America with the Methodist Episcopal Church (North) from which the former had broken away. Thus in 1938, actually before the unification nationally, the two Methodist congregations in Ashland joined to form the First Methodist Church.

First Methodist Church

The Methodist Episcopal Church (North) had been the third to receive a grant of lots from the iron and coal company. This church had its beginnings in the 1860s with a class meeting under the leadership of L. E. Shepard. The class organized into a society June 11, 1864, and in that same year a one-room frame church was built on the donated lots at 15th and Carter Avenue. In 1874 a brick building was constructed on that site after the old frame church was moved to the 1900 block of Carter to become part of the public school system.

The noise from train traffic at the back of the church was one of the factors that caused the Methodists to decide to move to a new location in 1918. Lots were purchased at 18th and Carter, northeast corner, and there the impressive large edifice was erected. In January, 1938, after much deliberation and planning, the First Methodist Episcopal Church and the First M. E. Church, South, were united to become the First Methodist Church, using the edifice of the former church.

Holy Family Church

The fourth donation was of four lots to the Roman Catholics on condition they would build a church and school of brick within three years. The lots were located at 10th Street and Winchester Avenue, the present site of Holy Family Catholic Church. At the time of the land grant there were 32 Catholic families here, half being German and the other half of Irish descent. The nearest church was at Ironton, Ohio. There was not even a traveling missionary of the Catholic faith in Eastern Kentucky from Maysville to Harlan. This was noted by the Rt. Rev. Bishop George Aloysius Carrell, S.J., Covington, when he turned over the area to the Benedictines.

The Benedictines sent a missionary priest, Father Oswald Moosmueller, O.S.B., to Ashland during Easter week of 1858. The Catholic school had at that time been constructed and services were held in it until the church was finished. The first resident priest was Father G. H. Allen, who is buried beneath the present church, which was started in 1867 during the pastorate of Father C. L. O'Brien. The construction took eight years, brick being manufactured from a high knoll of clay located on nearby 10th Street. A new school building was erected during the pastorate of Father N. N. Gosselin who served Holy Family Church for 27 years. The school was largely remodeled in 1949 and a new grade school, high school and gymnasium added.

St. Paul's Lutheran Church

It was not until 1866 that another denomination took advantage of the land offer. In February of that year a large group of men of the United Evangelical



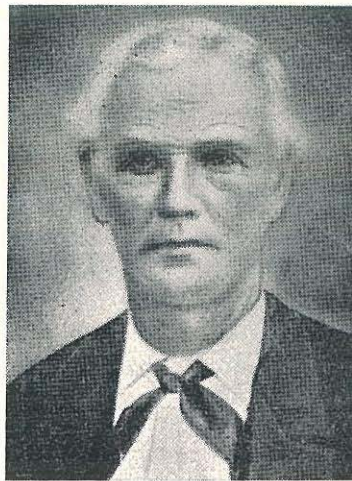
REV. W. C. CONDIT
Pastor, Presbyterian Church,
1866 - 1926



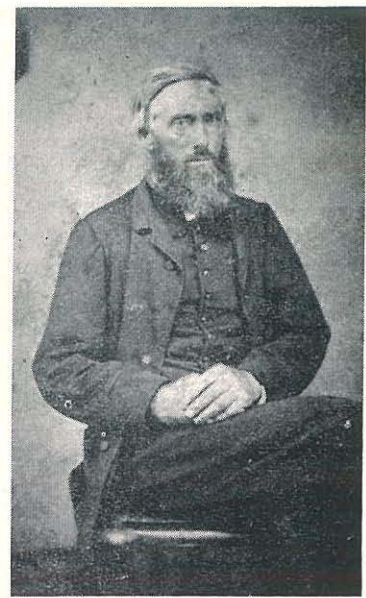
FATHER C. L. O'BRIEN
Early Pastor of Holy Family
Church.



REV. JOHN H. CONDIT
Pastor, Bethesda Church,
1835 - 1840



REV. T. K. REYNOLDS
Pastor, Unity Baptist Church,
1845 - 1873



REV. J. F. MEDLEY
Pastor, M. E. Church, South,
in 1858.

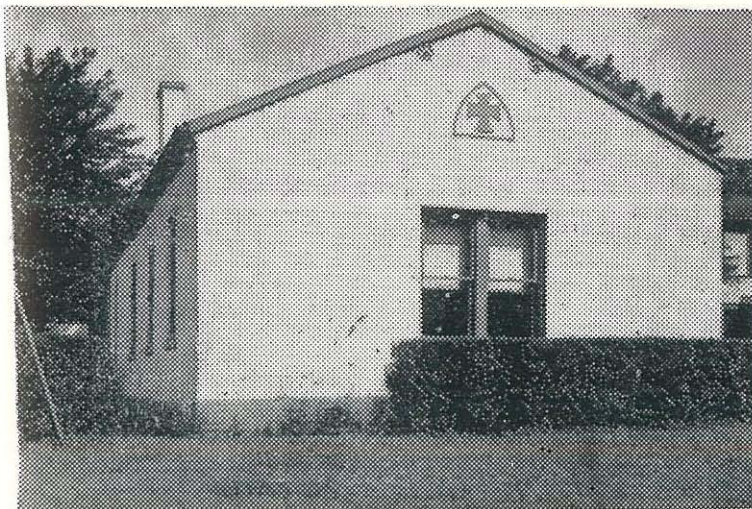
Church, as the present Lutheran Church was then called, organized a congregation under the leadership of the Rev. G. Baum. By September, 1866, they had built and dedicated a place of worship on Winchester Avenue between 14th and 15th Streets. The church took the name of St. Paul's Lutheran Church. Many of its members were of German origin, having come to the United States seeking asylum and political freedom at the time of the German Revolution in 1848. For some years the services of the Lutheran Church in Ashland were conducted in the German language.

A Lutheran school was also organized for additional

religious training of the children and it flourished for several years. In the fall of 1950, St. Paul's Lutheran Church occupied its new building at 14th Street and Bath Avenue. The old building was sold, its steeple removed, and the building was remodeled for occu-

FATHER OSWALD MOOSMUELER
First Catholic Priest in Ashland.

HOLY FAMILY CATHOLIC CHURCH
1859 — Tenth and Winchester



pany of the Ashland Drug Company. St. Paul's Church is a member of the Missouri Synod.

St. James A. M. E. Church

In 1858 the St. James African Methodist Episcopal Church was organized by the Rev. Christopher Seals, and the congregation was given lots at 11th Street and Carter Avenue. A small frame church was built there, and then in 1905 the lots were sold to the C. & O. and the building was moved to the corner of 12th and Carter, the present location of St. James Church. In 1912 the congregation erected a new church building and converted their original frame building for Sunday School use. Brick veneer was added to the frame.

Unity Baptist Church

As cited previously, Unity Baptist Church (first called Union Baptist) was the second church congregation to be organized in what is now Ashland. Unity is the oldest church in the Greenup Association of Baptist Churches as it was organized in 1837 by John Young, John Kelley and John Howell. Kelley lived on the Ohio side of the river and to keep his preaching appointments in Poage Settlement he had to swim his horse across the river. More than once he preached in wet clothes.

The church's first meeting place was at Rolling Green, now the corner of Blackburn Avenue and Summit Street. The church later moved to what is now Gartin Avenue, and in 1864 Richard Woods gave a site at the corner of Blackburn Avenue and Oakview Road for a church. The Baptists cut logs from the virgin woods and built there. Ten years later the log church burned to the ground, and Unity Baptist then erected a brick building on the same site. The latter stood until 1919 when it was torn down and a new church was built at Unity's present location, 2320 29th Street, in South Ashland. The pastor of Unity Baptist Church at the time Ashland was laid out in city lots was the Rev. T. K. Reynolds, who served from 1845 to 1873, almost entirely without remuneration, supporting his family by digging iron ore.

First Baptist Church

The First Baptist Church, now one of the city's largest congregations, had its beginning in September, 1858, when W. B. Wolfe and Thomas Eldridge presented a petition from a Baptist Church of 12 members for membership in the Greenup Association. This early organization did not survive the Civil War, and it was not until 1883 that the church members were able to reorganize following a series of revival meetings

in the old Geiger and Powell Hall at the corner of 16th Street and Greenup Avenue. Regular services began then in the old Turner Hall which stood at the corner of 13th and Carter.

Under the leadership of the Rev. W. T. Jolly, a lot was purchased at the corner of 17th and Winchester and a frame building was erected by First Baptist there in 1888. In 1903 that building was replaced by a brick edifice, which was razed this centennial year for the construction on the same site of a more commodious church plant to adjoin and harmonize with the church's modern new Education Building.

South Ashland Methodist Church

South Ashland Methodist Church was first organized in about 1865. For a time the congregation held services in the Unity Baptist Church, and after Oakview School was built services were held there temporarily. In 1892 the congregation erected a frame building on the church's present site at 2203 29th Street, which had been a portion of the church's early cemetery. South Ashland Methodist's present brick building was dedicated in 1942. One of the early pastors of the church was the Rev. Hiram Moore who served for 50 years among the churches of the community.

New Hope Baptist Church

Organized in 1882 by 14 charter members, the New Hope Baptist Church is now the largest Negro church in Ashland. From the time of its organization until 1912 it was located at Seventh Street and Central Avenue. That year it moved to new quarters at 11th and Carter Avenue. In 1923 this property was sold to the Chesapeake & Ohio Railway and is the location now of the C. & O.'s passenger station. In 1925 the church moved to its present location on Carter Avenue near 27th Street.

Centenary Methodist Church

In June, 1884, some members of the Methodist Episcopal Church, South, went to East Ashland and organized a Sunday School. The first sessions were held in a cottage at 27th and Carter, with S. Casebolt as superintendent. A chapel was soon built at the location and the name "Centenary" was given it by Mrs. John S. Secrest as the anniversary of the founding of Methodism was being celebrated that year. In 1891 the Rev. J. W. Glover was appointed as first pastor of Centenary Methodist Church. Then in 1906, Centenary Methodist moved into its new church building at the corner of 29th and Winchester. Fire did considerable damage to the building in 1921, and it was remodeled on a larger scale. A large and modern educational building was completed this year as an addition to Centenary Methodist.

Calvary Episcopal Church

The first Episcopal services were held in Ashland Feb. 2, 1885, by the Rt. Rev. T. U. Dudley. In March, 1887, the Rev. W. H. Hampton took charge of the Episcopal services which were held wherever was convenient until April 21, 1889, when the congregation's first church was completed at 14th and Winchester. That building was completely destroyed by fire in 1898. The Calvary Episcopal Church's present building was erected on the same site and dedicated in 1903.

First Christian Church

It was in the summer of 1887 that another of Ashland's largest downtown churches was founded. That summer M. C. Kurfees held a big tent meeting, at the conclusion of which the First Christian Church was organized. For a worship place an upstairs hall at the corner of 13th and Carter was rented. The Rev. E. Snodgrass was the first Christian minister. With the help of the Kentucky Mission Board, funds later were secured and a church house was erected at 315 17th Street. The Christian Mission Board also appropriated \$900 a year as long as was needed to help pay the pastor. In 1913 the 17th Street church property was sold and First Christian built its present brick edifice at 20th and Winchester. To this a modern educational plant was later added.

Normal Presbyterian Church

The Normal Presbyterian Church was organized in 1890 under the ministry of the Rev. S. D. Boggs, who served as pastor until 1907. The church did not have a full-time pastor until 1945, being served by supply pastors from the Catlettsburg and Grayson churches. The present property at 4316 Winchester Avenue was bought in 1943 and with the assistance of the Home Missions Committee of the Lexington-Ebenezer Presbytery a new church was built and dedicated in 1950. This church has sent five full-time workers to the field of Christian service and many others have received part of their early training there.

Second Methodist Church

From a Sunday School class which held services in the old Pollard School, the Second Methodist Church in Ashland's Pollard section was organized in the year 1890 or 1891. The congregation continued to meet in the school until the erection of a church in 1892 on the corner of Horn and Long Streets. The Rev. George W. Howes was the first pastor. Lots were later purchased and a building erected on Pollard Road, the present site of the church. Eleven members

of the church have become ministers, and Second Methodist had one of the first religious quartets to sing over the radio in this area.

Pollard Baptist Church

In January, 1892, S. Hensley, L. Mutters, J. D. Crum, N. B. Adkins and J. S. Gilpin organized the Pollard Baptist Church. It was first called the First Baptist Church at Pleasant Springs, the name later being changed to Pollard Baptist. The congregation first used a one-room frame structure, from which it has grown to be one of the largest Baptist churches in this area. It is widely known in the tri-state for its radio programs which were inaugurated in 1935.

Agudath Achim Temple

Agudath Achim Temple—Hebrew (Reformed)—was the first Jewish congregation in Ashland. It was founded in 1896. For many years services were held in various rented halls in the downtown area. As the population of Ashland increased and more people of the Jewish faith located in the city a lot was purchased at 24th Street and Montgomery Avenue. It was some time before the congregation was able to build there, the temple being completed and dedicated in 1938.

The Salvation Army

The Salvation Army first began organized work in Ashland in April, 1909, under the direction of Ensign and Mrs. Albert Figgins. Until 1911 meetings were held in a building at 210 12th Street, the headquarters then being moved to 318 Greenup Avenue. In 1922 a building was erected at 15th and Carter which was later sold to the Kentucky & West Virginia Power Company (now the Kentucky Power Company) in 1930. Meetings were held in the Paramount Theatre building until the Salvation Army's Citadel property was purchased at 1221 Carter. In addition to providing a place for religious services, the Salvation Army maintains sleeping and eating accommodations for both men and women transients. The Army is one of the city's main charitable organizations.

First Church of Christ Scientist

Miss Carrie Shrewsbury of Parkersburg, W. Va., came to Ashland in the early 1900s and started a Christian Scientist reading circle in the Alexander home at 17th Street and the Railroad. That was the beginning of the First Church of Christ Scientist. In May, 1911, the society moved to a suite of rooms in the Haskell Building. The first lecture was given by Bliss Knapp in the old Opera House. The church

received its charter in 1914, and its edifice at 315 17th Street was purchased from the First Christian Church when the latter moved to a new location.

Many Churches Formed Since World War I

The Historical Committee greatly regrets that space does not permit the inclusion of individual histories of the many churches which have come to Ashland since the first World War and the many branch churches which have also been established throughout all sections of the city and its suburbs. Some are units of downtown churches, some closely related, and some purely evangelical. Others are in the process of organization or reorganization, and all are carrying on the fine tradition which has been so outstanding throughout the history of Ashland.

Other churches whose individual histories have not been included in this brochure are: Apostolic Gospel Church, Ashland Holiness Tabernacle, Assembly of God, Beech Street Christian Church, Belmont Baptist Chapel, Bethel Holiness Mission, Central Baptist Church, Church of God, Church of Christ, Church of Jesus Christ of Latter Day Saints, Crum Chapel Church, First Baptist Chapel, First Baptist Mission, First Freewill Baptist, First Church of the Nazarene, First Pilgrim Holiness Church, Free Holiness Mission, Gospel Assembly, Gospel Tabernacle, Grace Nazarene Church, House of Israel, Old Orchard Church of Christ, Phillips Chapel C.M.E. Church, Second Baptist Church, Seventh Day Adventist Church, Twenty-first Street Tabernacle and Wildwood Baptist Church.

* * * * *

Interesting Discovery . . .

An interesting and unusual discovery was made in the fall of 1858 by some workmen digging a trench about 300 yards from the Holy Family Church on the southwest side. The men unearthed from a depth of seven feet a crucifix, the origin of which was never established. Speculation was, however, that one of the early missionary explorers, a Jesuit perhaps, had left the cross on the site.

The cross was 12 inches long; its wooden base was broken off, but the iron frame was intact, although corroded. Old records further describe it as being "one of those old crosses with inlaid wood". The ends were decorated with brass beech leaves, and the corpus also was of brass.

James Cane, an Irish Catholic, was said to have taken possession of the crucifix as he was one of those who assisted in the digging of the trench. Cane treas-

ured it so much that he would not consent to sending it away for investigation.

* * * * *

Abreast of Progress . . .

Excerpt from a newspaper clipping of June 16, 1921, in regard to a talk given by Miss Lou Poage on the history of Ashland churches from 1866:

"We have followed the growth of our little town to a little city; from 800 inhabitants to 18,000; from semi-weekly mail service to many times daily; from horse to automobile; from messenger boy to telephone girls; from coal-oil lamps to electric lighting; from coal to gas; from 8x10 business houses to skyscrapers almost; from mud and dust streets and treacherous walks to the finest pavements in the United States. We have grasped opportunities and kept abreast of progress. Success has marked the path of passing years."

* * * * *

"Remote District of Kentucky" . . .

An early Catholic missionary to the Ashland area in an account of his travels called this section of Kentucky a "remote district", where roads were very bad and ill-constructed. The wagons, he said, had wheels four to six feet in diameter and were usually drawn by a yoke of six or eight oxen.

His account continued that the Little Sandy River had many tributaries which in summer could be crossed on horseback, "but at high tide in spring these tributaries, especially the one located beside the saw mill on the road to Buffalo and Pennsylvania furnace is particularly dangerous". In that one creek, his account stated, there were nine persons drowned during the spring rains of 1856-57.

* * * * *

A Long-Time Resident . . .

Miss Mary Ford Condit, a daughter of the Rev. William C. Condit, who has been both active and prominent for many years in the educational, religious and cultural life of Ashland, enjoys the distinction of having lived continuously in one residence in Ashland longer than any other one person, so far as is known.

Miss Condit was born in the home of her parents at 1220 Bath Avenue in 1876 and has resided continuously in this same residence, where she still lives with her sister, Mrs. Lucian Waggoner, Jr.

SIGNS OF THE TIMES

From the *Ashland Daily News* — August 6, 1891.
"The People's Paper — Both Willing And Able."

From editorial columns:

"NAME THE MEN

"Catlettsburgers would lead the people to believe that Ashland will no longer have a fair, and that their fair (?) will equal the coming World's Fair. Don't let any such silly twaddle enter your head. Ashland is going to have a fair, not a Punch and Judy show, but a fair, one that will be worth attending; on grounds where you can enjoy the occasion, not in the river bottom in the broiling hot sun, but in one of the finest natural parks on the Lord's footstool. Ashland has no objection to Catlettsburg having a fair, or a dozen of them, but the people in that neck of the woods should learn to tell the truth, at all hazards.—*Ashland News*.

"Will our esteemed contemporary please give the names of those 'Catlettsburgers' who are trying to make people believe that Ashland will no longer have fairs? We are authorized to challenge the truth of the statement and call for names.—*Kentucky Democrat*.

"Bro. Marcum, the persons who talked thusly, are like the 'Catlettsburg liar', when wanted—they can't be produced—but they say it all the same."

* * * * *

Advertisement in *Ashland Daily News*, August 6, 1891.

"New Town of Pollard. Laboringman's Chance for a Home.

"Let monied men build solid blocks of brick, where the City Ordinance forbids the poor man to rear his humble home, as in the City of Ashland, North of the railroad.

"Let the 'BOOM' in this age of booming, boom on, but as it is not the storm, nor the flood, that gladdens the heart and blesses and fertilizes the earth, so it is not the boom in real estate that gladdens the poor man's heart by putting a pleasant home within his reach.

"But without any booming I have laid out a portion of my lands adjoining Ashland into town lots of convenient size to enable laboring men to procure a home at prices and on terms within their reach. These lots being outside the corporation have many advantages not enjoyed in the more densely populated city. While in easy reach of the workshops of Ashland, you will have no corporation tax collector claiming a portion

of your wage earnings. You can have better facilities for keeping your cow and pig, and your wife for raising her chickens and ducks. I have laid out quite a village of 400 lots and am selling every day and on easy and satisfactory terms, so as to enable any man, though he be poor, to secure a home near the town and yet so near the country that he can have the advantages of both. Now is your chance for a home.

"Call on me at my office, on Broadway, in the old Red Corner Block.

W. L. GEIGER,
ASHLAND, KY."

* * * * *

From the *Ashland Daily News*, August 6, 1891.

"OLD PAPERS FOR SALE.

At Daily News office. 25 cents a hundred, for clean, uncut copies of the Daily News—size 28 x 44 inches. No. 1 Wrapping paper, and nice to put under carpets."

* * * * *

Advertisement:

"FOR SCROFULA, scrofulous humor in the blood, ulcers, catarrh, and consumption, use Ayer's Sarsaparilla. The most economical, safe, speedy, and effective of all blood-purifiers. Has Cured Others—will cure you."

* * * * *

"PENCIL POINTS.

Drink Jackson beer; purest, best.

Considerably warmer yesterday.

No work has been done at the dry docks for some days.

Poage, Elliott & Poage can save you 10 per cent on paints and oil.

The steamer Mink passed up yesterday with a tow of empties.

Born on Tuesday, August 4th, to Mr. and Mrs. Hiram Howell, a daughter.

Good goods and low prices are what make us successful. Poage, Elliott & Poage.

It is thought there will be a game of ball at Athletic Park, next Saturday afternoon.

For the Stomach, Liver, and Kidneys, try Indian Sagwa. No cure, no pay.

The contractors are putting down the brick curbing and gutters on West Winchester Avenue.

Education:

From Log Schoolhouse to City's Modern Educational System Today

Ashland's story of education—from the first log schoolhouse in Poage Settlement to the city's three-and-half-million-dollar school system of 1954—traces an absorbing picture of the social growth of the community. Spanning more than a century, it is a story of pioneering spirit, sparked by the profound impulse of every man to raise his children above and beyond himself. This was the key to progress—painful in its slowness but steady on its course to develop young minds and establish new horizons of learning.

The beginnings of education in the town to be called Ashland were slow. By the time Kentucky was admitted to statehood in 1792, the pioneering Poage family from Virginia had established themselves on the banks of the Ohio, and other Virginia families were following. In the Poage Settlement of Kentucky, these sturdy folk had found a place to their liking; they had brought along their horses and slaves, had built good houses in the green valley and were giving attention to the creation of wealth on the new frontier.

With them came the tradition that education was necessary only for quality folk. It was well to train some men for political office and the clergy, but for the common people, why bother? This view of education was general throughout Kentucky. The governing powers of the new state, in the first Constitution of 1792, made no provision for public schools; nor did

THE ACADEMY HOUSE

Still standing today is this old brick house, built in 1839 in the Beech Grove Section at 924 Montgomery Avenue as a school.



the second Constitution of 1799. A weak comment in behalf of public schools came from Governor Gabriel Slaughter in 1816, but he was unwilling to sanction increased taxation for school purposes. The third Constitution of 1850 recognized a plan whereby meager grants might be made to schools on a per capita pupil basis, but there was no mandate requiring a school tax levy.

In Poage Settlement, meanwhile, many of the well-to-do families were sending their children back to Virginia for training in private schools, and others were being taught at home by private tutors. For those who were left behind, two log schoolhouses had early been provided in which subscription schools were taught for about three months each year. Many youngsters of the early settlement probably studied unaided, but the rigors of frontier living rendered book learning much less important than the pioneer skill of surviving in a wild, new land.

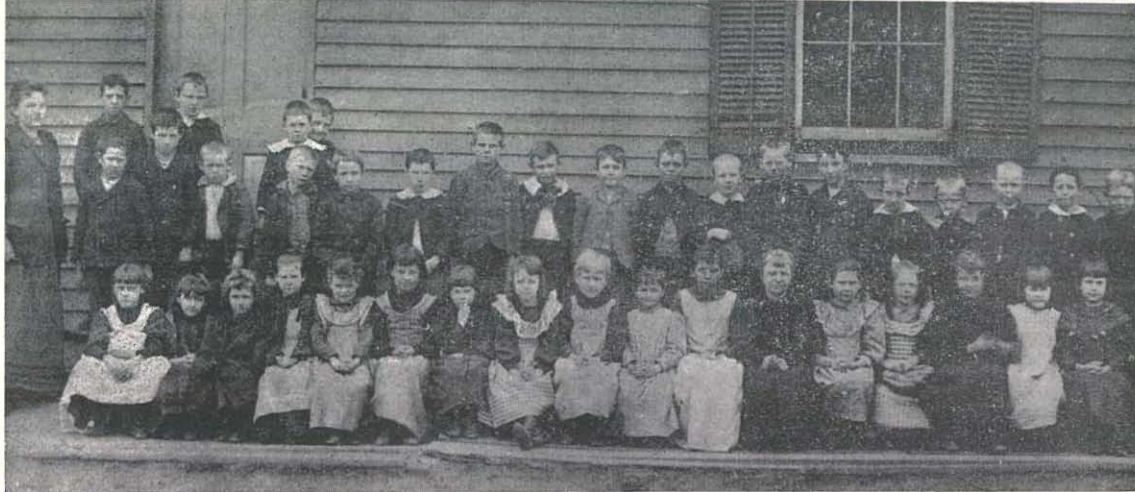
The Inductive Seminary

Although provision for public schools had been brushed aside, higher education was not neglected in the new state. In 1826, this trend reached Poage Settlement with the founding of a school, sponsored by Mrs. Nancy Allen Frame Poage, and known as the "Inductive Seminary" from some special views

THE McKENZIE HOME

Built in 1843 by the Rev. A. A. Case, who financed and established one of Poage Settlement's first schools in the old Academy House.





EARLY CLASS OF CITY'S FIRST PUBLIC SCHOOL

Ashland's first public school building was a two-room frame structure on the northeast corner of 13th and Winchester. It was built in 1857. The date of picture is not known.

Mrs. Poage entertained as to the proper method of mental training. The school lasted only a few years, but capable teachers were in charge, and Mrs. Poage was a liberal contributor to its upkeep.

In 1839, under the auspices of the Presbyterian congregation, money was raised to start construction of a two-story brick building, designed for an academy, near the site where Bayless Grade School now stands. Financial difficulties caused the program to lag until the Rev. A. A. Case came to the congregation as pastor in 1843, when the building was completed at his personal expense. Rev. Case financed and established a school in the brick building which still stands at 924 Montgomery Avenue. In addition, Rev. Case bought and repaired a partially burned brick house nearby, which also remains as an attractive old residence at the west end of Bath Avenue, known as the McKenzie estate. In the first of these two buildings, Rev. Case conducted a school which he, also, called the Inductive Seminary. The new school was well received by young people in Poage Settlement and also attracted students from neighboring areas. Rev. Case's home was filled with student boarders and other families in the settlement accommodated students from a distance. During the last two years, Charles Kingsbury of Ironton, Ohio, a well known and highly esteemed scholar, was employed as school principal. When Rev. Case died in 1851, the Inductive Seminary again closed.

By 1852, free public education had gained little progress in Poage Settlement, but civilization had penetrated the Kentucky hills. Iron ore had been discov-

ered in the valley; furnaces and salt works were flourishing; and a remarkable change in the economic atmosphere of Poage Settlement had taken place. Farming was giving way to industry; laborers and their families were flocking into the community. River trade was good and there were prospects of a railroad. A new concept of living was emerging and civic-minded people were looking to cultural needs to keep pace with material trends. One of these men was Captain Daniel K. Weis, a young attorney who had come from Alexandria, Virginia, in 1846. He first visited Catlettsburg, then Poage Settlement, and went on to Grayson, where he practiced law for nine years and became well known to all the people in Carter, Lawrence and Greenup Counties as he traveled from one county seat to another. When the district needed a man to represent it in the State Legislature, Captain Weis was elected. In 1855, he moved his family from Grayson to the newly incorporated town of Ashland. Population of the new town was about 1200, of which 18 per cent were children of school age.

About this time, State Senator Weis introduced a bill to levy a 25-cent tax for school purposes on each one hundred dollars property valuation. He relates that representatives from richer districts were amazed at his audacity in proposing to tax them to help the "mountaineers" but even with these obstacles the bill passed at a 22-cent levy.

On July 29, 1856, Ashland (then a part of Greenup County) became Independent School District No. 54 by act of the Legislature, and Captain Weis was appointed as one of three school trustees. Serving with

him were Mr. James Haskell, who had moved to Ashland in 1855 and opened a store at what is now 17th Street and Greenup Avenue, and Dr. John Clark Bayless, who had come to Ashland the same year as pastor of the Presbyterian Church.

First Public School

In the fall of 1856, the first free public school in Ashland opened a three months' term in a room of the vacant brick building which had, a few years before, been the Inductive Seminary. The Rev. A. J. MacMillan was the first public school teacher, with Miss Clara White as his assistant. Two hundred and eighteen children were on the census roll and about 83 were in attendance. The school fund of \$261.60 was all paid to the teachers.

In April of 1857, two new members were named to the school's board of trustees to serve with Dr. Bayless. They were E. S. Fletcher and W. K. Boal. During that year, the town's chief industry and land owner, the Kentucky Iron, Coal & Manufacturing Company, donated to the school district a lot 50 x 142½ feet, situated on the northeast corner of what is now 13th Street and Winchester Avenue. On that lot, Ashland's first public schoolhouse, a two-room frame building, was constructed at a cost of \$1,100. Four years were required to pay this debt, but townspeople shared the responsibility willingly by contributing to the building fund in amounts ranging from \$1 to \$30, and supplementing their gifts with the proceeds from pie socials and box suppers. The final deficit was donated by Dr. Bayless.

There in the bright new frame structure, during the

FIRST BRICK SCHOOL IN 1877

Called Central School, this structure was located on the south side of the 1400 block of Carter Avenue.



fall of 1857, a second three months' term was taught by Mr. A. A. Tomlinson of Ohio and, as the records indicate, a "female assistant".

As the work of Ashland's first free public school progressed, the Presbyterian pastor, Dr. John Clark Bayless, saw the need for a higher level of instruction and in 1856 opened a new school in the dwelling formerly occupied by the Case family. Miss Henrietta Turner of Franklin Furnace, Ohio, was employed as Dr. Bayless' assistant. Under his supervision, Miss Turner taught nine young ladies for ten months of the year. The first class was composed of Louella Poage, Mary Hilton, Mary Burwell, Belle DeBard, Mary Bayless, Susan Haskell, Mary Haskell, Alice Weis and Josephine Weis.

When the congregation of the Presbyterian Church determined to erect a new building on the church's present site, in 1857, the old church property in Beech Grove was sold at auction to Dr. Bayless. His purchase included both the church building and the former Inductive Seminary building. The church was torn down and sold but the school was enlarged to assume more academic proportions and a small frame addition was erected in 1860, which stands today as the residence at 616 Ninth Street.

The new academy held classes in 1857-58 which were restricted to girls and small boys with Miss Mary D. Sessions of Connecticut serving as assistant to Dr. Bayless. A ten-months term was taught in 1858-59 with Miss Sessions assisting A. A. Tomlinson, who moved there as principal for one year, advancing from the district school. The following year, the academy building was converted into a dwelling, a large room in it being provided for a limited number of female pupils and small boys. Rev. Bayless employed Margaret Elliott of Beaver, Pa., as teacher in the English branches and Miss Frances A. Hampton of Toledo, Ohio, as music teacher.

Another ten-months term was started in the fall of 1860 with Miss Hampton as teacher of music and Miss Julia Dickson of New York as assistant in the English branches. Civil War excitement caused the two ladies to leave Kentucky in January of 1861 and several of the more advanced students helped continue the school through the year.

The Ashland Academy

Early in 1862, L. E. Warner, who had conducted a boarding school at Washington, Ky., and was at that time teaching a select school for boys in Ashland, was persuaded by Dr. Bayless to combine his school with the academy. Again, classes were open to both sexes, patronage was greatly increased and students were attracted from near and far. Mr. Warner was assisted at different times by his wife and the Misses Julia and

Anna Ruffner of Charleston, W. Va. In the fall of 1864, J. B. Powell of Greenup County became principal and was assisted during the next three years by three former pupils of the academy, Miss Mary Berry, Miss Louella Poage and Miss Mary Hilton. With changes in teachers, the academy continued under Dr. Bayless until 1870, when the property passed into the hands of John Means. It became known as the Ashland Academy and, later, as the Beech Grove Academy, being well remembered by many of Ashland's older residents of today.

Greenup County had relinquished a liberal slice of her territory in 1860 to form Boyd County, and Ashland fell within that range. By reason of this change, School District No. 54 became Ashland Independent District No. 1.

The school of District No. 1 was scarcely under way when the Civil War erupted. Since Kentucky found itself in the unfortunate position of a slaveholding border state, divided loyalties split families and the tension was reflected in the schoolroom. With the

ASHLAND'S OLDEST SCHOOL BUILDING TODAY

In 1895, as part of a building program, property was purchased at 17th and Central, and there was completed in 1898 the new Central High School building which later became known as Crabbe School.

end of the war and emancipation of the slaves, a new problem emerged — the education of colored children. At first, the county undertook the problem of schooling for the colored child. If a colored man owned property, he was taxed and taxes so derived could be used toward his child's education. Colored trustees were appointed and small groups formed to hold classes in their church buildings or whatever room was available to them.

During the early 1870s, the Kentucky Coal, Iron & Manufacturing Company donated a building site to the Catholic parish for school purposes. The first Catholic school was a frame structure, located where the Sisters' present residence now stands, and taught by lay persons until 1879, when the Sisters of St. Francis from Rochester, Minn., came to Ashland and took charge.

Eastern Kentucky Normal School

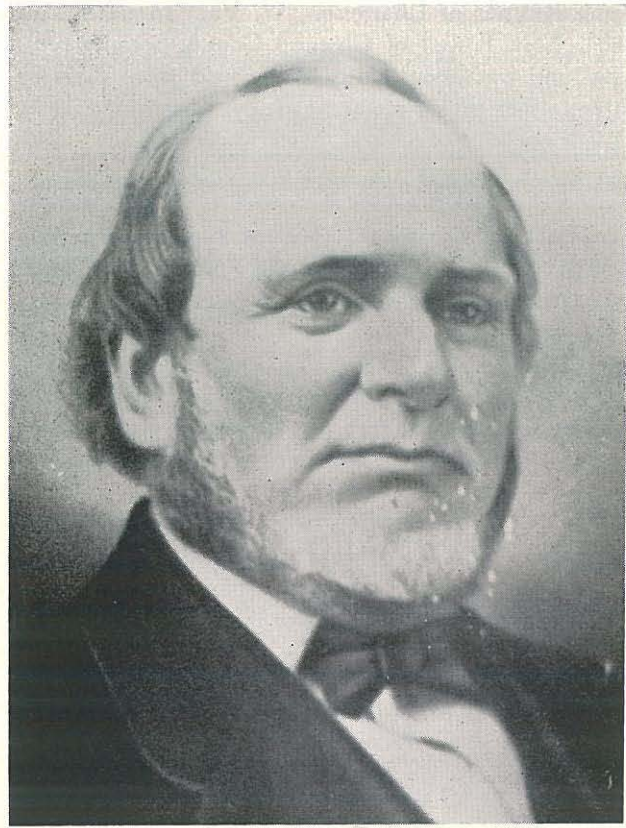
Very popular with more advanced Ashland students of this period was the Eastern Kentucky Normal





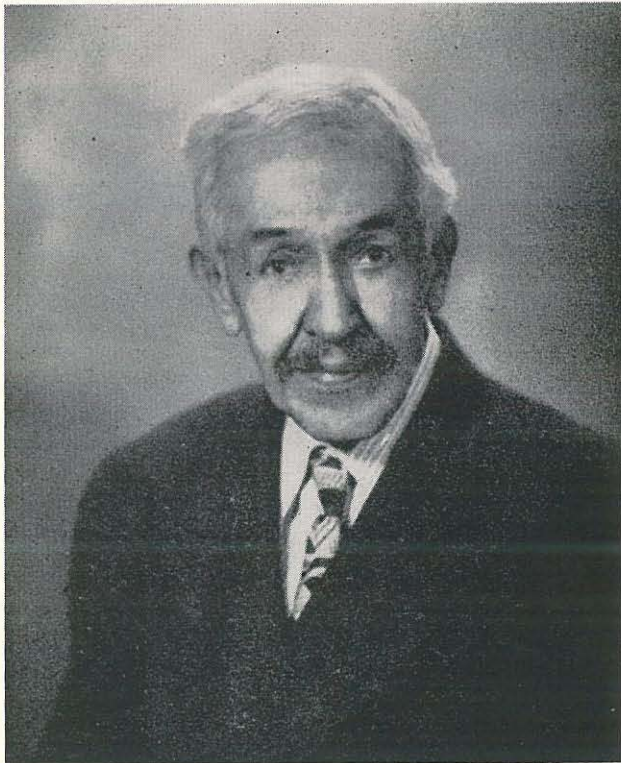
DANIEL K. WEIS

He became one of the first trustees of the Ashland school district in 1856.



JAMES HASKELL

Another of the first three school trustees in Ashland, Haskell had moved to Ashland in 1855 and operated a store at 17th and Greenup.



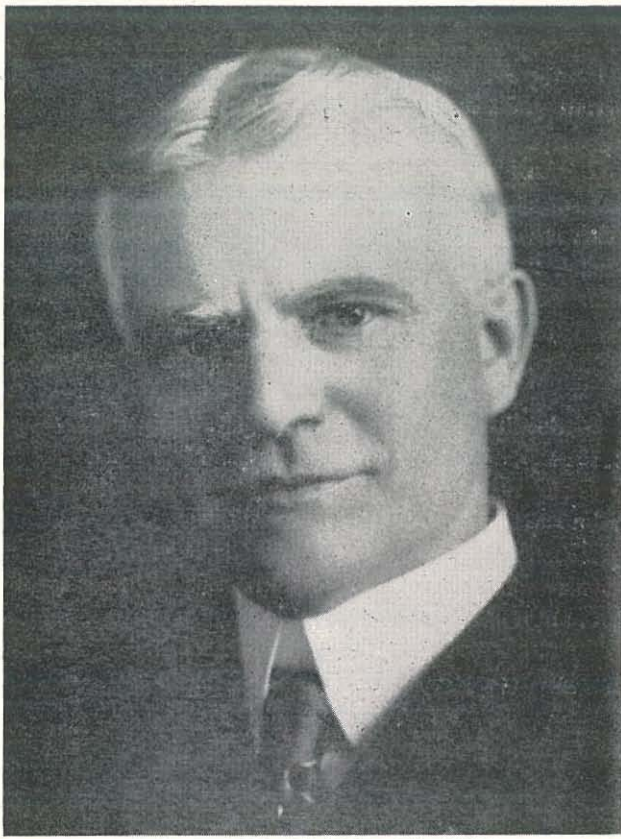
WILLIAM H. DAVIS

He was one of the last trustees (1894) of Ashland's colored school.

School, founded in the 1870s by Penelope Roberts Williams (Mrs. Mordecai Williams), a graduate of Ohio Wesleyan College, Delaware, Ohio. Although the Normal School is perhaps more closely associated with Catlettsburg, its role in the educational history of Ashland cannot be ignored. The present section of Ashland called Normal, took its name from the Normal School.

Mrs. Williams' wide reputation in school administration brought her many students from Ashland and Catlettsburg, as well as boarding students from throughout Eastern Kentucky, Central Kentucky, Southern West Virginia, and even as far west as Cincinnati. Although Mrs. Williams catered to female students, a number of boys attended, and many elderly Ashlanders remember classes there.

From 1878 until 1890, the Normal School was located on what is now Winchester Avenue, between 47th and 48th Streets. The large brick house at 4708 Winchester Avenue, formerly the residence of Paul Pollitt, was the home of Mr. and Mrs. Williams and a part of the school. A twelve-room frame building which stood nearby was used for classrooms and about ten teachers were employed. Mrs. Williams' school continued to prosper until about 1890, when lightning



DR. JOHN GRANT CRABBE

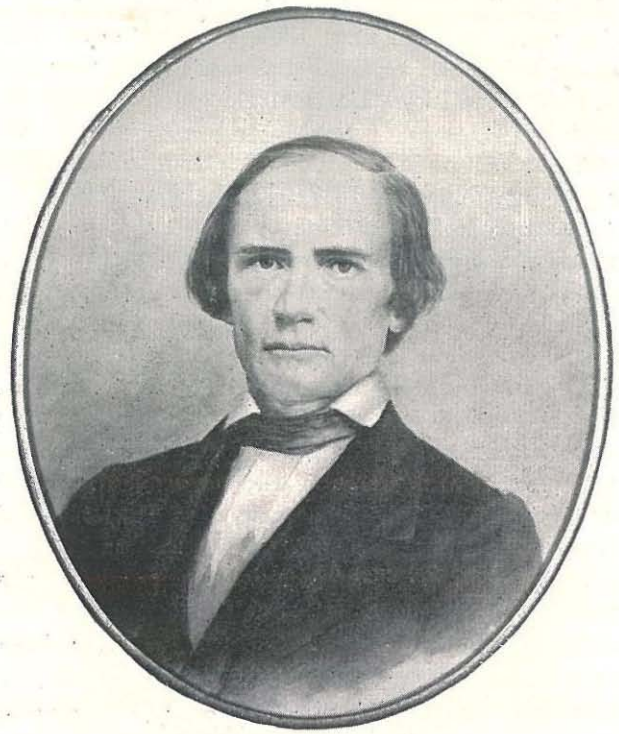
Coming to Ashland in 1892, Dr. Crabbe became head of the old Ashland Collegiate Institute. In 1893, he became school superintendent.

struck the frame building used for classrooms and it was destroyed by fire. The Normal School never reopened.

Meanwhile, Ashland's public school enrollment had grown until the lone, frame schoolhouse on 13th and Winchester was bursting at the seams. By 1875, rented storerooms were being used for classrooms and the frame building of Beech Grove Academy was pressed into service as a public school. Even the second floor of the City Hall on 13th Street and Carter Avenue was being used for the elementary children. In 1877, a lot on the south side of the 1900 block of Carter Avenue was acquired. A one-room frame structure was moved from the First Methodist Church property at 15th and Carter and two rooms were added to make available a centrally located three-room school building.

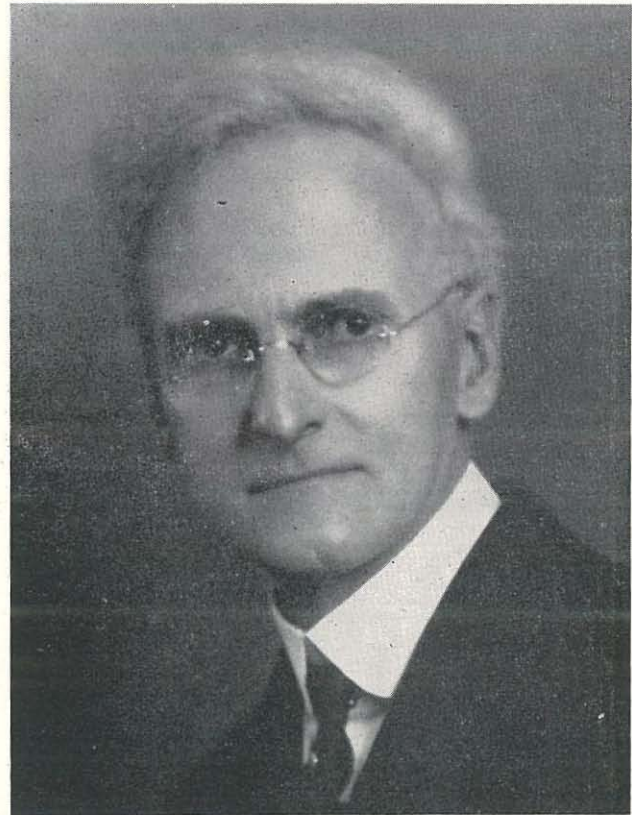
The First Brick School

During 1877, the school board purchased one-half of the south side of the 1400 block of Carter Avenue and erected Ashland's first brick public school. Consisting of four rooms, it was called the Central Building and high school subjects were taught as well as the grammar grades. Ashland's first Superintendent of Schools, W. B. Wylie, was now in charge and the first group of students completed the required three years of high



JOHN CLARK BAYLESS

Pastor of the Presbyterian Church, Dr. Bayless was a trustee of the new Ashland independent school district.



JAMES W. BRADNER

Like Dr. Crabbe, Bradner, serving as superintendent from 1913 to 1922, was a zealous educator.

school studies in 1883. The first commencement exercises were not held until 1885, however, when four young Ashlanders received diplomas. They were Ed T. Fisher, Ida Lloyd, Docia McNaughton and Guy H. Ogden.

A new venture in education other than public schools began in Ashland in 1887 with the founding of the Ashland Collegiate Institute by the Rev. J. R. Eads, pastor of the First Methodist Church. For two years, classes were conducted in the church building and although the school was under patronage and control of the Methodist Church, it was non-sectarian in its teachings. In 1889, a separate building was erected for the Institute on 17th Street between Carter and Winchester Avenue. It was a large two-story brick structure, with office and classrooms on the first floor and a chapel with seating capacity of 200 on the second floor. The library contained 1,000 volumes.

Early in 1892, following the death of Rev. Eads, a young man, who was to greatly influence public education in Kentucky, assumed leadership of the institute.

He was Dr. John Grant Crabbe of Ohio Wesleyan College, Delaware, Ohio. In 1900, the school was offering regular college courses, granting degrees, and was named Ashland College.

Dr. Crabbe Pushes Ahead

Another brick schoolhouse had been added to the city system in 1891-92 with the construction of a two-story building on 31st Street and Greenup Avenue. When a vacancy occurred in the position of superintendent of schools of Ashland in 1893, Dr. Crabbe accepted the post and there followed a great surge of progress in the Ashland schools. Dr. Crabbe brought to the system new ideas and better methods in education. He advocated teacher training for the faculty and at least a year of practice teaching before employment.

One year after Dr. Crabbe assumed leadership of the Ashland schools, the question of schooling for colored children resolved itself when the Negro population requested that the guidance of their school be

MEANS SCHOOL — FIRST MODERN ELEMENTARY BUILDING

Named for John Means, one of the city's most prominent early businessmen, the Means Elementary School at 25th and Carter was completed and occupied in 1905.



transferred to the white school administration. The retiring board of colored trustees was composed of William H. Davis, James Evans and Edward Greene. For six years following the new arrangement, colored school children were housed in their church buildings and vacant store rooms. Two colored teachers were employed to teach about 150 pupils, and in 1902, a two-story brick school was built for them at Seventh Street and Central Avenue. It was named for Booker T. Washington and is still in use today.

Superintendent Crabbe presented to the people of Ashland a building program which surpassed anything the schools had previously known. A site was purchased for \$7,000 on Central Avenue at 17th Street and in 1895, work was started on the new Central High School. Due to financial troubles, it was not completed and occupied until January, 1898. In addition to the four-year high school course, children in the fifth through eighth grades were taught in the imposing new brick building. At the entrance to Central Park, it was an architectural monument of the time and remains today as a landmark in the modern city of Ashland.

Holy Family Business College

Keeping pace with public school progress, the Catholic parish built a large brick building in 1890 and five years later introduced the first business course in Ashland. This form of business education later became Holy Family Business College.

In 1901, the St. Paul Lutheran parish opened a small school for their children, offering all grammar school subjects as well as religion, both in English and German. From 20-30 pupils were in attendance. During the period from 1913-16, Miss Louise Kahne, now Mrs. Joe Thompson, was teacher. The school closed in 1917.

Ashland's first modern elementary school, the John Means Building at 25th Street and Carter Avenue, was completed and occupied in 1905. The small frame schoolhouse on 19th Street was razed and the grounds sold for building lots.

Another grade school, named in honor of Dr. John C. Bayless, was added in 1908. It was built on the site of the old Beech Grove Academy where Dr. Bayless had worked so faithfully for the education of Ashland's young people. With the completion of the new Bayless building, the old Central Building on 14th and Carter was sold, removed, and is now residential property.

During that year, Dr. Crabbe was elected by the people of Kentucky to serve as Superintendent of Public Instruction and moved with his wife from their home at 1824 Winchester Avenue to Frankfort. At the time of his death, in 1924, he was president of Greeley State College, Greeley, Colorado.

Wylie School Built in 1911

The W. B. Wylie Grade School began serving the east portion of Ashland in 1911, while B. F. Staunton was superintendent of schools. James W. Bradner served the Ashland schools from 1913 to 1922 and, like Dr. Crabbe, will be remembered as a zealous gentleman who gave long and faithful service to public education.

In 1917, a large expanse of territory including Clyffside and Normal was annexed by the City of Ashland, bringing with it a four-room schoolhouse on 45th Street. Foreseeing the need for more buildings and grounds, the school board purchased a tract of land on Lexington Avenue and 26th Street; another tract of five acres on Bath Avenue at 31st Street; and one large tract in South Ashland near Holt Street.

New High School Erected

November of 1917 saw the citizens of Ashland vote a bond issue of \$200,000 for school building purposes. Within a year, the new high school on Lexington Avenue was opened for classes and Central Park High School was used only for elementary classes. Shortly thereafter the name of the Central Park building was changed to the John Grant Crabbe School in honor of the man whom all the children called "our friend".

The decade from 1920 to 1930 includes a long series of new buildings to meet territorial needs which, by annexation, had spread Ashland to the Catlettsburg line on the east; to Fairview and Greenup County on the west; and, to the south, embraced the old independent districts of Oakview and Pollard.

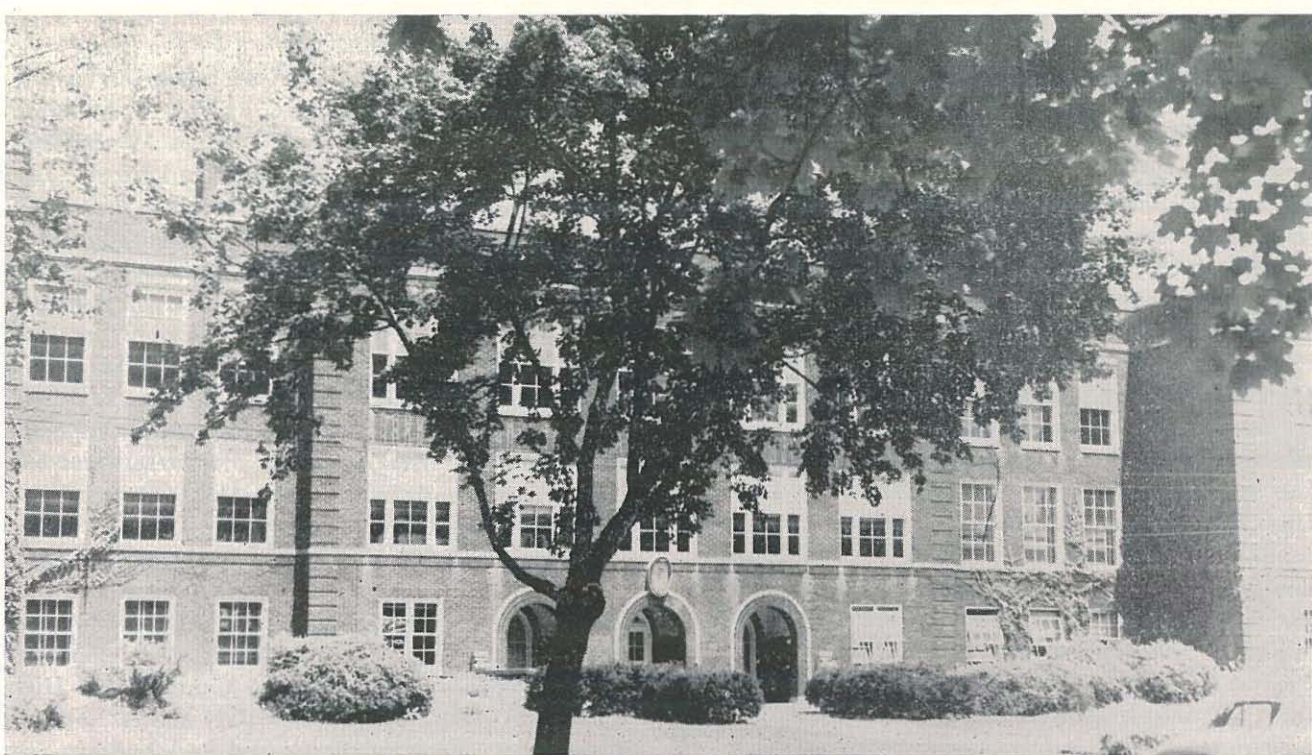
Other Schools Added

The William C. Condit Grade School was built in South Ashland in 1922; the John F. Hager School on Blackburn Avenue, 1922; the Margaret Coles Junior High School on Bath Avenue at 31st Street, 1923; the Ashland High School Gymnasium, the Charles Russell Grade School on Gartrell Hill, and the Robert Hatcher Grade School in Pollard, all in 1927.

The 1930s were also rich years for public education in Ashland. One ten-room addition to Ashland High School was built in 1930 and a similar addition was finished in 1936. Putnam Junior High School was built in 1936 to relieve congestion at the Coles building and Putnam Stadium was constructed in 1937 as the field for junior and senior high school athletic contests. The old Oakview Grade School building, which had come to the district by annexation, was enlarged and modernized in 1939. The Wade H. Clay Grade School on Williams Avenue was built in 1941.

Ashland Junior College

In 1936, under the provisions of an act of the Kentucky Legislature, the Ashland Junior College was



ASHLAND HIGH SCHOOL BUILT IN 1917

Ashland citizens voted a \$200,000 bond issue in 1917 for the erection of the new high school building on Lexington Avenue. Old Central High School became the John Grant Crabbe Elementary School.



ASHLAND JUNIOR COLLEGE OPENED IN 1938

Establishment of a two-year college in Ashland was made possible by an act of the Kentucky Legislature in 1936. The college began operations in 1938 in the building at 15th and Central.

established as a public institution and the only college of its kind in the state. Under control of the Ashland Board of Education, the Junior College opened its doors to Ashland students in 1938 in the present building, located at 15th Street and Central Avenue. Basic courses through the first two years of college are offered and the school is fully accredited by the Kentucky Association of Junior Colleges and the Southern Association of Colleges.

To meet the city's demand for skilled workers in trade and industry, the Ashland Vocational School was established in 1940 as one of twelve area vocational schools in Kentucky. Financially supported by the State, it is administered by the local Board of Education.

During the last ten years additions to school facilities have been made at Hager, Oakview, Wylie, Bayless, Hatcher and Charles Russell elementary schools; Putnam and Coles Junior High schools; and the Booker T. Washington school. Most of these improvements were in the form of gymnasiums and auditoriums with a few classrooms added.

As in the past, the Catholic parish has also kept pace with public school improvements. In 1948, they completed eight modern classrooms, offices, a cafeteria, and a combination gymnasium-auditorium—these, in addition to then existing buildings.

Expansion Needed Now

Ashland's present public school plant consists of sixteen buildings, including the Junior College and Vocational School, with all school property valued at approximately three and a half million dollars. Current school enrollment is 6,000 children, and provision is also made for teaching home-bound and exceptional children. The Ashland High School is fully accredited with the Southern Association of Colleges and Secondary Schools.

Ashlanders of 1954 can well be proud of their schools, but the time has come again when enrollment has outgrown housing capacity. A building survey is now under way. As always, the objective is to meet the needs of the children.

But if the people of Ashland would take pride in their schools of 1954, they must also realize that the real story of achievement in public education cannot be told on these pages. It is a story of too many dreams and plans and people to be reduced to mere words. The names of devoted teachers and inspired administrators and far-sighted citizens who have worked for Ashland's schools from the days of Poage Settlement would fill this space. And even those details could only indicate Ashland's proud history of planting and sowing in young minds. The real story of public

schools has not ended and one century of achievement is only a beginning.

In December of 1871, Dr. John C. Bayless wrote these words in his journal: "The teachers who have been employed from year to year have all labored under serious disadvantages arising from crowded rooms and other imperfect accommodations. Nevertheless, incalculable good has been done . . . whatever has been done in the past should be regarded as merely preparatory for something better. . . ."

* * * * *

Old Catalogue Reveals High Standards of Ashland Academy

A catalogue published in June of 1872 by the Ashland Academy gives a clear picture of the high standards maintained by the institution which later became known as the Beech Grove Academy.

An excerpt from the catalogue follows:

"Board of Examiners: Rev. W. C. Condit, Rev. J. E. Williamson, Rev. J. W. Zimmerman, Rev. H. Moore, John C. Bayless, D.D., Hugh Means, W. C. Ireland, John Means, Col. D. Putnam, Jr., John Russell, Dr. Thos. Young, Dr. J. W. Martin, John Paul Jones, Jno. B. Powell, Pres. Marshall College.

"This Institution is situated on an elevated portion of one of the most beautiful plains on the Ohio River, a pleasant walk from any part of the town. The space allotted to the Academy embraces several acres, interspersed with grand old forest trees, where aboriginal oaks and giant poplars appropriate their agreeable shade to the classic grounds. It is in contemplation to erect new and commodious buildings, and to furnish its students with every advantage for obtaining a thorough, practical and accomplished education. Every effort is made to render the course of instruction efficient and thorough; it is esteemed of greater importance to learn accurately and well, than to pass rapidly over any course. While its curriculum embraces all the branches of a liberal education, every study is made subservient to thorough English scholarship.

"Primary Department: Spelling, reading, writing and oral instruction.

"Juvenile Department: Arithmetic, geography and English grammar, in addition to the branches taught in the Primary Department.

"Advanced English Department: Embracing History and the branches taught in the preceding schools, with more advanced works on the same subjects.

"Mathematics: This department embraces a full course of mathematical science, algebra, plain and solid geometry, trigonometry, mensuration, surveying, naut-

ical astronomy, navigation, analytical geometry and conic sections. The strictest attention is given to the elementary principles as well as to the practical operations. After the student has mastered algebra, geometry and trigonometry, and the theory of surveying and leveling, he is taken into the field and taught practical surveys, with correct plots and profiles of the same, and to compute superficial areas.

“Ancient Languages: In the ancient classics, the student is daily drilled in the grammar, and in every reading lesson is expected to parse each word, if a noun, to tell what kind, its declension, number, gender and case, its government or agreement and rule. If a verb, to what class it belongs, its conjugation, mood, tense, number, person, agreement, and rule; and thus with all the parts of speech, according to their several usages. Greek and Latin, however, are not taught as isolated languages, but in their various important relations to our own vernacular. Fine English Scholarship can only be obtained through the medium and mutual connection of those languages which furnish the principles of universal grammar and rhetorical criticism. Throughout the entire course the grammar is used as the only security for accurate attainment, while every attention is given to the more elevated and refined rules of classical learning, as affording a rich treasury of useful and ornamental information for moulding and beautifying the taste and enlarging the intellectual powers.

“French Language: In the study of the French Language, great pains is taken to impart a correct and elegant pronunciation, and its philological connection with its parent tongue.

“Natural Sciences: Embracing Physiology and Hygiene, Botany, Chemistry, Astronomy, Geology and Philosophy.

“General Exercises: The school knows no sectarian or political distinctions. It is opened with Divine Worship every morning. On Monday of each week, throughout the scholastic year, all the pupils engage in a Bible recitation. The Bible is made the great book from the primary to the most advanced department. It is esteemed the best of classics, the purest and the noblest the world has ever seen, unrivaled in antiquity, in history and sublimity. It speaks as man never spoke. It is heavenly and divine, lovely, immaculate and holy as God himself. Its author is Jehovah; its recorders, the patriarchs, prophets and evangelists; and its subjects embrace all that is valuable for time and eternity. Many of the pupils during the past year have united with the different churches of the town. May the Ægis of Divine Protection ever overshadow this Institution, and the copious effusions of spiritual influence bless each succeeding year.

“Courtesy: Next to a pure heart and right motives, the improvement of the manners is most to be desired, and no pains is spared in cultivating that courtesy and modest politeness becoming the most refined society.

“Literary Exercises: Besides weekly essays, or letters, all the pupils are exercised daily in impromptu composition. There is also a Debating Society in the School, at which every male pupil is required to take part on each Friday afternoon.

“Boarding: Students from a distance can obtain good boarding in the families of Ashland on reasonable terms, and where the principal would have the supervision of their deportment and habits of study.

“The Academic Year: Commences the second Monday in September and continues 40 weeks. The principal would beg of his patrons to see that their children are prompt and regular in their attendance at school. Each recitation has its exact hour and any irregularity in this matter is productive of great injury to the pupils and great perplexity to the teachers. School hours from 8½ o'clock, a.m., to 12; and from 1½ to 4, p.m.

“Tuition: For the 40 weeks, payable quarterly, in advance: Primary Department, \$20.; Juvenile Department, \$30.; Advanced English, \$40.; Regular course, with mathematics, ancient languages, French, or the Natural sciences, \$50. W. W. Richeson, Principal.”

How's that for an education?

ACADEMY ADDITION

This present-day dwelling at 616 - 9th Street once was an addition to the old Ashland Academy. The frame addition was erected in 1860.



ASHLAND IN 1866

Dr. W. C. Condit, Presbyterian minister in Ashland for 60 years, made some interesting contrasts in 1916 of Ashland that year with the Ashland of 1866 when he first arrived. Some excerpts from his talk follow:

"I landed here a little over 50 years ago on a Saturday afternoon from the Steamer *Telegraph*, a boat that made bi-weekly trips. I saw on shore the wharfmaster, one drayman and a little boy whom I learned afterward was the first child (Ashland Poage) born after the town was laid out. He was the son of the Elder and was anxious to see the new preacher and report, so he was on the spot. . . . How different from the crowd you can see at the Railroad Station on 13th any time a train comes in night or day, rain or shine, and yet that boat was the connecting link to the outer world.

"I walked up the grade—no road, no path—go as you please, and watch your step. At the top of the grade stood a big hotel. Pretentious in its proportion to all other buildings here and elsewhere at that time, and Ashland was known as the 'town of the Hotel'. I noticed the post office was in the rear of the hotel. Mr. Shepherd, a prominent member of the M. E. Church, was postmaster. Mails were not heavy; we received our mail by horseback twice a week from Maysville, Ky. Benny Nicholson and his brother Bill were the mail carriers. . . . But we used to have pleasant times visiting while waiting for the distribution.

"We had no steam ferry in those days—no *Belle of the Wave*, no *Winona*. A rowboat took you over the river, or if you had the incumbrance of a horse or carriage, a flat rowed by hand. . . . Houses were scattered and wide spaces between where weeds and flowers grew. A block of brick buildings, four or five, stood at the head of the grade. Most business houses were on Greenup between 15th and 16th. Mr. Wm. Geiger, who approved of any color so it was red, had a store in the 'red' corner where the Gaylord Block now stands. John Jones, a brother-in-law of Mr. Veyssie, had a store in the block now occupied by Leffingwell Wholesale. Mr. Charles Wilson had a drug store in the same block. Haskell had a dry goods store on Winchester opposite the National Bank.

"Now for the churches. There were 5 in those early days for churches were scarce and preachers scarcer. . . . The Lutherans had just completed their present structure and had a pretty fair congregation. . . . The M. E. Church was a little white chapel on

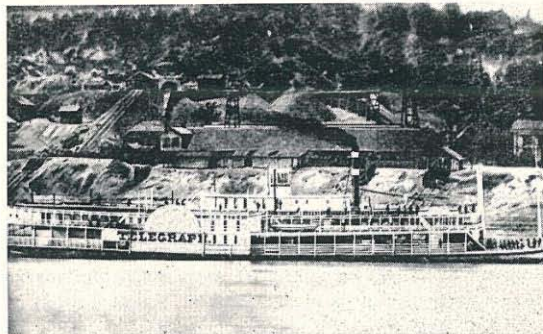
Carter. Their numbers were small. . . . The Catholic Church had a little church on their square. . . . The M. E. Church South was a brick on their lot and from the front finished with broken turrets it got the name of Fort Sumpter. It was served by an eccentric Englishman, who lived at Fulton Forge (now Wurland). His name was Sully Brass. He rode a horse, had a flaming red-head stall on his bridle and a large saddle blanket of the same vivid color. . . . The Presbyterian Church was a rectangular brick with a kind of chicken coop on the front, or the cow with the crumpled horn. It occupied the lot it still holds. . . .

"Now let me call attention to the Public School. There was a little frame building across where the hardware store stands—two rooms 20 x 30. It held all who wanted to go. The first election after I arrived I was chosen on the School Board. . . . We had in that day a subscription school, Beech Grove Academy. J. B. Powell was principal. . . .

"One feature of the town has passed away and that is the lakes. There was a line of them—one at the A. C. & I. shops, another where Wellman's Garage is, another large one where Mr. Crump has built, and another further up. These formed delightful skating places and were crowded with young people when the ice was frozen."

BROUGHT CONDIT TO ASHLAND

The Steamer Telegraph of the White Collar Line deposited Dr. W. C. Condit, Presbyterian minister, on the Ashland "grade" in 1866. His recollections of his first impression of Ashland are above.



Transportation:

City's Progress Closely Linked With Transportation Advantages

Long ages ago nature prepared the site of Ashland for a significant role in the industrial progress of America. Hidden in the earth of the surrounding region were stored rich deposits of iron ore and other valuable minerals . . . great beds of bituminous coal . . . reserves of natural gas and oil . . . huge fields of limestone, high-silica sandstone, and refractory clays. The heavily timbered rolling and hilly land was watered by pure streams, tributaries of the mighty Ohio River on which the city stands.

The advantages of Ashland's location, too, on an upward turn of the Ohio, and just past the gateway to the growing Midwest, were early discovered by industry. The river was initially important to Ashland's very existence and was the only "road to market" of the first products. The coming of the railway inaugurated another and perhaps more important means of fast, dependable transportation. It gave Ashland's industries new roads to the markets of the country and the world. Accelerated development of an industrial city was the result.

Yes, transportation facilities have been one of the principal reasons for Ashland's growth, transportation and progress going hand in hand. The river was of the first importance—

Rene Robert Cavalier, Sieur de LaSalle, discovered the broad Ohio in 1669. It was reclaimed in the name of the King of France by the explorer, M. Celeron de Bienville in 1749, the reclaiming attested to by the finding of lead plates placed at strategic places by the explorer. The discovery of the river set in motion the wheels of progress that have made the beautiful Ohio, called by the French "La Belle Riviere", one of the greatest streams of the world. Along its shores are located steel mills, chemical plants, glass factories, coal mines and practically every other industry of importance today.

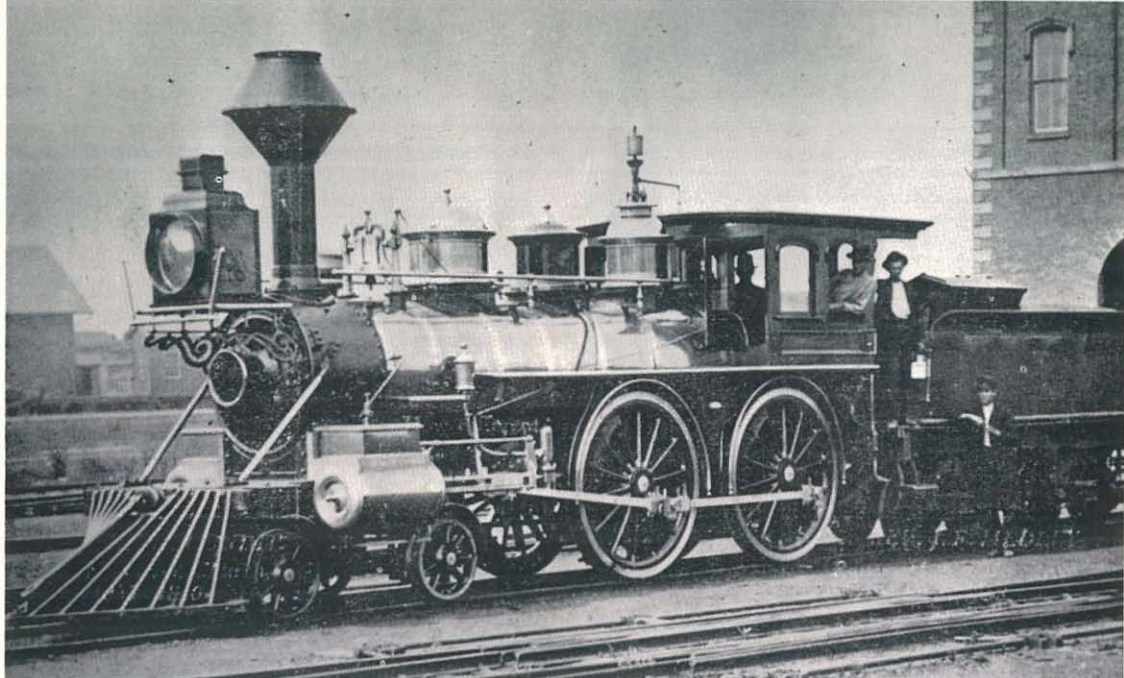
Down this great and beautiful stream the first traders came, at first by canoe or pirogue, to trade and deal with the Indians, to trap and gather furs and herbs. Many of those early trappers made charts and maps of the river, and over a period of years the maps were gathered and edited by an early printer and bookseller named Zadoc Cramer. He took advantage of the trend of the times when hundreds of people, seeking new territory in which to settle and build homes, were using the river as a means of transportation, to sell his book entitled "The Navigator".

According to Zadoc's Almanac the particular stretch of land now occupied by the City of Ashland stood high above the river and as Zadoc says, "You have another beautiful view of the river, six miles in extent, with an unbroken surface and fine farms on both sides. The banks, however, along here are much disposed to slipping, which injures their appearance, and in some cases renders it dangerous to build near their edges."

As the pioneer settlers started moving westward, they needed a guide to help them chart their way down the Ohio and Zadoc's "Navigator" and Almanac sold like hotcakes at \$1 a copy. The first families began coming down the river seeking new homes in the last part of the 18th century. Most of them came by keelboat or flatboat, and in the most cases by flatboat because of the simplicity of design and the cheapness of construction. After much hardship the first settlements were established throughout the entire Ohio Valley, and the big, broad "farmlands" described by Zadoc and now known as Ashland were settled by two families of Poages, one branch settling here from Virginia, the other coming from Mason County, Kentucky. The settlement became known as Poage's Landing or Poage's Settlement.

In 1811, the first practical steamboat was built on the Ohio River at Pittsburgh, and this, a few years later was to change the entire economic structure of the Ohio Valley. The boat, known as the *New Orleans*, was either built entirely or backed financially by Nicholas J. Roosevelt. Prior to this time and for several years yet to come, commerce between the settlements east of the Alleghenies and the eastern seaboard was carried on by means of flatboats and keelboats without the use of motive power other than the current when going downstream and by the use of poles when returning upstream against the current. In those days the roads over the mountains were almost impassable and the only commercial contact with the east was via the Ohio and Mississippi through the port of New Orleans.

By 1850 steamboat business was booming. Many boats such as the *Hibernia*, *Moselle*, the great *Diana*, and the *Alvin Adams* were operating between Pittsburgh, Cincinnati and St. Louis. Spurred on by the lucrative steamboat business, the settlements were fast becoming boom towns. Already Catlettsburg and Ironton had become incorporated towns and business in both places was excellent.



WOOD-BURNING LOCOMOTIVE OF 1868

The locomotive pictured is similar to the "Constitution", Ashland's first locomotive, that was purchased in Massachusetts for use by the Lexington & Big Sandy Railroad.

Then, in 1851, an event took place which probably had more to do with the development of Eastern Kentucky than any other one thing. The Kentucky Legislature had just passed an act incorporating the Lexington & Big Sandy Railroad Company. The original plan was to lay a railway line from Mt. Sterling to Catlettsburg and connect with the Ohio and Big Sandy Rivers there. The furnace men living in the vicinity of Poage's Settlement, knowing of the incorporation of the Lexington and Big Sandy Railroad and desiring that the railroad come nearer their furnaces, called a meeting of many of the prominent men of the community for the purpose of forming a company, taking options on lands and laying out a town at Poage's Settlement. The Legislature was petitioned to pass an Act of Incorporation for the newly formed company, the Kentucky Iron, Coal & Manufacturing Company. Accordingly a committee was appointed to meet with the directors of the railroad company to point out to them the advantages of changing the proposed route of the railway so as to include the new town.

The railroad company was at the time having financial difficulty. The furnace men, being exceedingly anxious to secure the railroad's facilities, agreed to purchase some \$200,000 of railroad stock. Had this transaction not taken place it is indeed likely that the present

city of Ashland would not have come into being. The railroad accepted the plan eagerly and D. K. Weis, a member of the town's railroad committee and a State Senator, introduced the Bill in the Legislature. It was passed by both houses in March, 1854. The Kentucky Iron, Coal and Manufacturing Company was organized with a capital stock of \$400,000, which was quickly purchased and the first meeting of the board of directors was held in April, 1854. Fifteen hundred acres of land on the present site of Ashland was purchased at a price of approximately \$50 per acre, and an engineer was employed to lay out and map the town. At a later meeting it was suggested that a more appropriate name be selected for the new town and that of Ashland was chosen in honor of "Ashland", the plantation home of Henry Clay at Lexington.

Construction Resumed

During the next few months, while the new town was busy preparing for its incorporation, the Lexington & Big Sandy Railroad, Eastern Division, had resumed construction. A brand-new locomotive was purchased from a firm in Trenton, Massachusetts, and shipped down the river from Pittsburgh on a flatboat towed by a steamboat. A temporary track of wooden rails was laid up the grade from the wharf and along the



CHATTAROI RAILROAD TRESTLE

Picture shows method of trestle construction on the Chattaroi Railroad, incorporated in 1873.

top of the bank to a building at about 7th Street where the new locomotive was to be stored. Rail for the new road which had been bought in England and brought to New Orleans was yet to be delivered in Ashland. When the temporary track was ready, a fire was built in the firebox, wood was piled on, the engineer climbed aboard, and amid the hissing of steam and the cheers of the crowd the new locomotive, named "Constitution", crept forward, cautiously at first, but gradually as she left the barge she picked up speed until she reached the top of the grade. Even though the new engine was in operating condition, it was some time before an actual train was hauled into Ashland.

It was in November, 1857, when the new locomotive and two cars left Ashland, went through the newly completed Princess Tunnel to the end of the track and returned with two carloads of charcoal iron for re-shipment by boat to points on the river.

Track was laid to Coalton in 1868 and to Rush in 1872. In 1880 the name of the Lexington & Big Sandy Railroad, Eastern Division, was changed to Ashland Coal & Iron Railroad Company (A., C. & I.) since the road was primarily operated by coal and iron interests. Then, in 1881, by mutual agreement construction crews of the A., C. & I. began forging westward through Williams Creek Tunnel and at the same time crews of the Lexington and Big Sandy Railroad, Western Division, were driving eastward. During that year the two roads joined at a point one mile west of Denton, which later became known as Seaton. Ashland now had a complete railroad connection with the west.

The Chattaroi Railroad

The second phase of the town's railroad history began in 1873 when the Chattaroi Railroad Company was incorporated by J. H. Carlisle, George S. Richardson of Cincinnati, Ohio, and others. Col F. T. D.

Wallace of Louisa, one of the incorporators, largely was instrumental in getting rights of way through Ashland, Catlettsburg and Louisa, and after much survey work and right-of-way buying the first shovel-full of earth was turned for the new railroad on April 1, 1880, at Ashland, a small town of 1,500 to 2,000 population then. Previous to this construction, a narrow-gauge railroad had been started, being used in connection with mines opened at Peach Orchard.

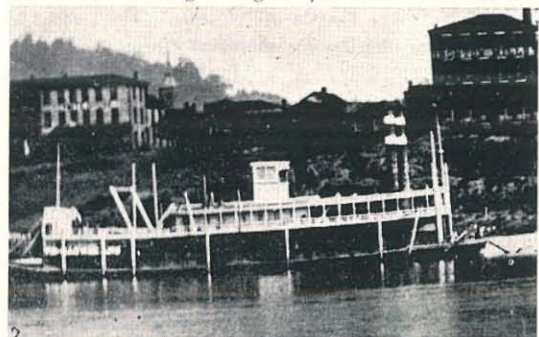
Changing the narrow gauge to standard gauge, the Chattaroi Railroad continued grading and construction work during the fall and winter of 1880. On April 10, 1881, rail was to the town of Louisa and the first locomotive arrived with cars and material.

Three miles above Louisa the road left the river, going up Three Mile Creek, crossing over and up Griffiths Creek to the Peach Orchard Tunnel, which was seven-eighths of a mile long. A series of switchbacks were necessary to bring the grade down to the level of the Peach Orchard Mines, whose coal previously had been transported by loading it onto barges while awaiting a rise in the river so that it could be taken to market. The road was completed to Peach Orchard in 1882 and the spring of 1883, and was operated between Ashland and Peach Orchard, about 45 miles. Shortly afterward, the line was continued down Gate's Creek, coming out again onto the Big Sandy at Richardson, Kentucky. As of May 1, 1883; complete distance, Ashland to Richardson, 49.72 miles.

The operation of the Chattaroi Railroad was by its own organization from July 1, 1881, to June 30, 1885. From then to April 30, 1888, it was operated by a receiver. On April 26, 1888, the property was conveyed by J. H. Northrup, Commissioner, to a purchasing committee composed of George C. Wood, Samuel D. Davis, Jerry Collins and Anson Mattly. They in turn conveyed it to the Ohio & Big Sandy Railroad Company on August 20, 1889.

STEAMER THOMAS W. MEANS

This steamer towboat, owned by the Cincinnati & Ironton Barge Line Co. (an offshoot of the White Collar Line), carried pig iron, nails, etc., from Ashland to St. Louis, returning with grain for the Ashland mills.



Early Railway Officials

Some of the first officials of the Chattaroi were J. H. Carlisle, F. H. Oliphant, Charles H. Rockwell, Col. George S. Richardson, Col. J. H. Northrup, superintendents; W. P. Morris, master mechanic; and L. S. Stewart, trainmaster. Among the first conductors were Phillip C. Montague, Samuel D. Lawrence, John Songer and Charles Richardson. Thomas C. Songer, George Stewart, F. G. Merriman, Andrew Berry, Bolivar L. Wesley, Oscar West and Charles Conway were early engineers.

Motive power of the Chattaroi consisted of six locomotives, four light eight-wheel passenger engines, and two light Baldwin Moguls, Nos. 6 and 7. Boxcars were of fifteen-ton capacity, and coal cars held from nine to twelve hundred bushels. Sixty-pound rail was used.

After the Chattaroi was purchased by the Ohio & Big Sandy Railroad, the latter constructed a line of track from Walbridge to Richardson, Kentucky, 15.70 miles completed May 28, 1892. A portion of the original line, Walbridge to Peach Orchard, Kentucky, 12.30 miles, was abandoned May, 1892, making the first track operated by the Ohio & Big Sandy Railroad, Ashland to Richardson, 50.11 miles; Richardson to Peach Orchard, 3.01 miles; total 53.12 miles.

The Ohio & Big Sandy Railroad was incorporated August 20, 1889. From August 25, 1889, to June 30, 1892, it was operated by its own organization. From July 1, 1892, to June 30, 1902, operation was by the Chesapeake & Ohio Railway, by virtue of ownership of the entire capital stock of the company. This was the beginning of the present Big Sandy Division of the Chesapeake & Ohio Railway.

White Collar Line

In the late 1860's another great transportation company was organized by men of this vicinity. Known

THE STEAMER BOSTONIA

The beautiful Bostonia made the run from Cincinnati to Huntington in 13 hours. She was built in 1879.



as the "White Collar Line" of steamboats, its official name was Cincinnati, Portsmouth, Big Sandy & Pomeroy Packet Company, composed of such men as Captain Wash Honshell, Thomas W. Means, John Means, James M. Glenn, John Kyle and T. T. Johnson. Much to the surprise of many people, the company not only owned and operated one of the largest fleets of giant packets, but also owned a fleet of towboats used principally to tow iron, steel and nails to St. Louis and to bring back ore for the furnaces and grain for the mills.

These boats, unlike their sisters, the giant packets, were named for men prominent in the affairs of the town. They were the *Thomas W. Means*, *John Means*, *Etna* and *Cob Cecil*. Two prominent steamboat men were in command of two of the boats. Captain Will Kirker had charge of the *Thomas W. Means* and Captain T. T. Johnston spent much time on the *Cob Cecil*.

C. & O. Extends Its Lines

During this period of time the Chesapeake & Ohio Railway was also rapidly extending its rails westward. Under the direction of Collis P. Huntington, the C. & O. arrived at Huntington about 1873. Being extremely anxious to obtain a quick connection with the rapidly growing Cincinnati markets, and being advised that the fine side-wheel packets of the White Collar Line were of sufficient size and speed to handle the volume of freight, afford the best accommodations for the passengers and maintain the rapid schedule, Mr. Huntington contacted the general manager of the Collar Line, Wash Honshell and made arrangements for boats to meet the trains and transfer both freight and passengers to Cincinnati.

The Collar Line placed the big steamers *Fleetwood* and *Potomac* in the trade, and the two were able to handle all of the freight and passengers that the railroad had to offer. But the *Potomac* was not quite fast enough to maintain the schedule, and the big side-wheeler *Bostona* was bought to replace her. The *Potomac* was then placed in the Cincinnati-Pomeroy trade, along with the *Telegraph* and *Ohio No. 4*. These two boats were of about equal speed and were almost identical in size and power. Yet each boat had its own group of admirers, some preferring the graceful *Fleetwood* while others favored the beautiful *Bostona*. They raced for time nearly every trip and it was not at all uncommon for the boats to make the Cincinnati-to-Huntington trip in 13 hours.

Colorful Rivermen

Among the most colorful steamboat men of this area were the Bay brothers, George and William, founders of the Portsmouth & Pomeroy Packet Company, better known locally as the Bay Line. The two famous steamboat men were born at Crown City, Ohio, known then

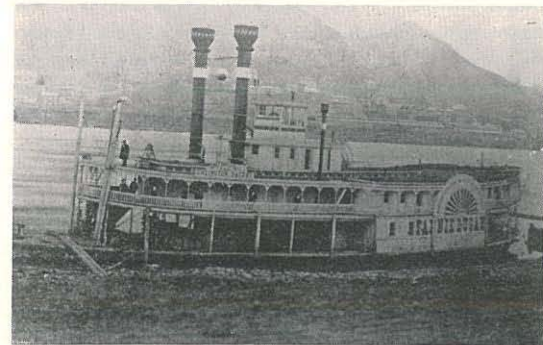
as "Hell's Half-Acre". In the early part of the Civil War the Bay brothers left Crown City on a storeboat but only moved a short distance downstream, where they laid up at anchor for quite a time, finally leaving the river to pursue a life on shore. After about a year they moved back onto the boat, pulled out into the river and floated down to Bradrick, Ohio, where they landed and built a combined store and dwelling house. Again they settled down to what they thought was to be a life on shore. But the river seemed to have an attraction for them as they soon purchased the old steamer *Hanging Rock*, which had been relegated to the "boneyard". They removed the engines and placed them on a new hull.

This new boat was named the *Minnie* after Captain George Bay's eldest daughter. While the *Minnie* was under construction on the Ohio shore opposite the Guyan River, the Bay brothers' store was attacked one night by a band of Confederate soldiers from Guyandotte who shot Captain George Bay twice. The noise of the shooting awoke brother Will and sister Sallie, who were asleep in the rear of the building. Sister Sallie also was wounded in the ankle during the altercation. Will, who killed two of the attackers, was untouched. Captain George, only slightly wounded, was soon up and about his business again.

When the *Minnie* was completed she proved to be a money-maker from the beginning, and the Bays soon built a much larger and better packet called the *Henry Logan*. Shortly after the Civil War the Bays built the *J. C. Crossley*. This boat, which was named for a well known iron manufacturer from Ironton, also was successful from the start. She never failed to have offerings of more freight than she could handle, and oftentimes found it necessary to unload non-perishables such as iron and nails to take care of the more perishable freight.

BROUGHT MAIL TO ASHLAND

The pretty little side-wheeler, the Steamer *Fannie Dugan*, operated by the Bay Line, carried the mail to Ashland.



About 1870 the Bays obtained a contract to carry the United States mail between Portsmouth and Proctorville, Ohio. In order to fulfill this contract they had the small side-wheel steamer *Fashion* built at Wheeling and completed at Ironton. It was designed by Captain Uriah Scott, a local boat builder, who later left the Ohio and built boats to operate on the Amazon River in South America. The side-wheel *Fashion* became known as the *Sandy Fashion* which exploded her boilers in the mouth of the Big Sandy in 1878.

The Bays discovered that the *Fashion*, though a very popular boat, was entirely too small, so they sold her and bought the *Scioto*. A short time later they built the *Lizzie Johnson*, named for Miss Lizzie Johnson, who was to be Mrs. William Bay. In 1876, the Bays pooled their interests with Mrs. John McAllister of Portsmouth, Ohio, who owned the pretty side-wheel steamer *Fannie Dugan*. This boat, which carried the mail from Portsmouth to Greenup, Ironton, Ashland, Catlettsburg, etc., was one of the most popular boats ever operated in this section and will be remembered by many of Ashland's older residents. It was the custom for mail clerks on the boats to gather little items of news, such as election returns, etc., write them on slips of paper and give them to the postmaster, who in turn would read the items to those gathered at the post office to receive their mail.

During their river career, the Bays built or operated many very popular boats among which were the *Lizzie Bay*, *Minnie Bay*, *Louise*, *Georgia*, *Henry M. Stanley*, *Urania*, *Greyhound*, *B. T. Enos* and *Chevalier*. After nearly three quarters of a century of successful operation, they closed their river careers with the sale of the *Bay Queen* to Arkansas interests.

Pittsburgh & Cincinnati Line

The giant Pittsburgh & Cincinnati Steamboat Line, operated by Pittsburgh interests, gave Ashland people connection with Pittsburgh not afforded by the other boat lines. Their boats, because of the nature of the upper part of the Ohio River, usually were stern-wheelers and were built differently from most of the White Collar Line boats. They were long, about 250 feet; slim, about 30 feet of beam and not so ornamental—still in their own way just as beautiful of line as their large side-wheel sisters. A few of these which will be remembered in Ashland because of their frequent visits are the *Iron Queen*, *Keystone State*, *Scotia*, *Hudson* and *C. W. Batchelor*. Another was the big stern-wheel packet *Granite State* which operated from Pittsburgh to St. Louis. It was from this boat that shots were fired into a crowd on the Ashland public landing during the early 1880s. The shooting was part of the episode which was later to be called the "Ashland Tragedy".

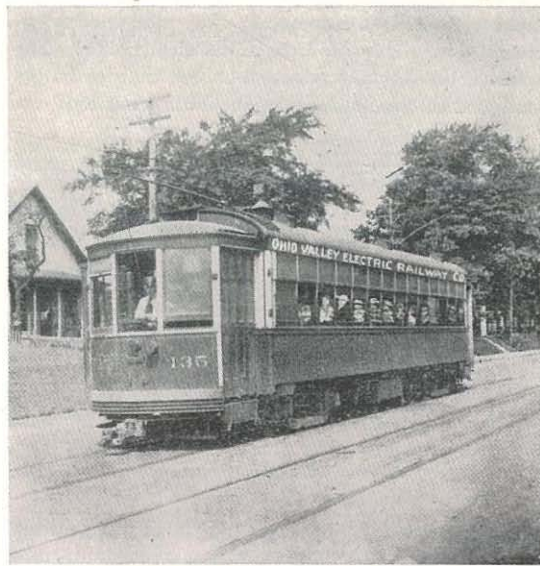
In 1890 Captain Gordon C. Greene went to Nashville, Tennessee, where he purchased the small stern-wheel steamer *H. K. Bedford*, brought her around to the Ohio River and started the line which was to be the last successful packet operation on the Ohio River. The Greene Line grew and prospered through the years, operating packet boats throughout the entire Ohio and Kanawha valley. Nearly everyone in Ashland will remember the Greene boats, especially the *Tom Greene* and *Chris Greene*, which were the last packet boats of any size to make freight and passenger stops at Ashland. In the late 1930s the cabins were stripped from the "Tom" and "Chris" and they were converted into strictly freight boats, operating in the Louisville and Cincinnati trade.

For a few years afterwards, and up until about the great flood of 1937, the Greene Line continued to operate the little stern-wheeler *Evergreene* from Cincinnati to Huntington, making a regular stop at Ashland. It was a last attempt to revive the dying up-river packet trade. When the Greene Line discontinued active freight business in 1947, they rang down the curtain on an era of transportation which had served the people and industry of the western rivers for more than 100 years.

From 1947 until 1950, the Greene Line operated two cruise boats for vacationers and sightseers, the beautiful *Gordon C. Greene* and the big steamer *Delta Queen*. The *Delta Queen* was purchased at the close of World War II on the west coast, brought around through the Gulf of Mexico via the Panama Canal, and up the Mississippi and Ohio Rivers to Pittsburgh, where she was prepared for inland waterways service. Some of the most prominent steamboat men of our time were on the *Delta Queen* during parts of the trip. In 1950, after the death of Captain Tom Greene, the Greene Line decided to discontinue the operation of the steamer *Gordon C. Greene* and devote all of its time to the operation of the *Delta Queen*, which is much larger but not so picturesque.

Along with the Greene Line in the early 1920s and up into the early '30s, a group of hucksters and poultrymen operated a fleet of packets, such as the *Betsy Ann* and *Senator Cordill*, to handle their produce and get it to the Cincinnati and Pittsburgh markets. By 1935 all of these had disappeared, leaving only the Greene Line operating on this beautiful waterway, along with a few coal boats towing coal to Cincinnati. The Greene Line at present operates the only overnight passenger boat on the Ohio and Mississippi River systems.

In the early 1880s, the Chesapeake & Ohio Railway Company completed its track from Huntington to Cin-



AN ELECTRIC STREET CAR

The Ohio Valley Electric Railway Company was the last operator of street cars in Ashland, this scene being on Winchester Avenue.

cincinnati through the merger of a group of smaller railroads, including the Covington Short Route Transfer Railway Company and the Maysville & Big Sandy Railroad Company. Collis P. Huntington honored the Bay Line by chartering from them the steamer *Louise* to carry himself and other officials of the railroad on an inspection trip of the new right of way to Cincinnati for the purpose of examining the grading, culverts, etc. The boat was especially equipped for the trip. Among other things the equipment included a number of fine saddle horses. At various points along the river the boat would land and the officials would proceed along the right of way on horseback, while the boat went ahead to the next landing four or five miles farther down the river and waited for the party. The completion of the railroad to Cincinnati ended the need for the railroad-boat connection at Huntington and their trips were then extended to Pomeroy, Ohio.

The S. V. & N. E. Railroad

Ashland had another railroad connection. In the late 1880s, the Scioto Valley & New England Railroad came into Coal Grove, Ohio, known at that time as Petersburg. By an arrangement with the A. C. & I. Railway Company, a transfer system was arranged whereby both passenger and freight cars were transferred across the river on barges. This service was kept until about 1892 when the Norfolk & Western

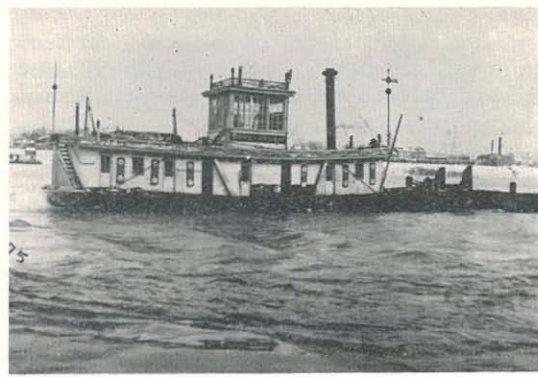
Railway crossed at Kenova, W. Va., and made connection with the S. V. & N. E. at Coal Grove. The passenger connection ceased, but the transfer barges continued to handle some freight until about 1917.

The A. C. & I. Railway had custody of the rolling stock after it was placed on the transfer barge and to handle this work they maintained various towboats, among them were the little twin-screw steamer *Lucy Coles* and later, the stern-wheel *John F. Klein*. The *Lucy Coles* was built at Ashland in 1881, originally for use by the Ashland Coal, Iron & Manufacturing Company in handling coal flats in and around the harbor. She was one of the first practical attempts at the application of screw-propellers to an Ohio River towboat. She later towed the showboat *Sunny South* and sank, a total loss, shortly thereafter.

Ferry Connection

As early as 1857, the people of Ashland had a ferry connection with the Ohio side of the river. Records indicate that the Kentucky Iron, Coal & Manufacturing Company granted a ferry franchise during that year to John Means and Joseph A. Davidson, the terms of this right to operate being for five years from that date. The franchise owners were required by their contract to "maintain and operate a good and substantial steam ferry-boat". At the same time Joseph A. Davidson was granted the right to operate a wharfboat at the Railroad Landing and the town landing. The ferry service was continued through the years under various owners until 1931 when the completion of the Ashland-Coal Grove highway bridge ended the need for it.

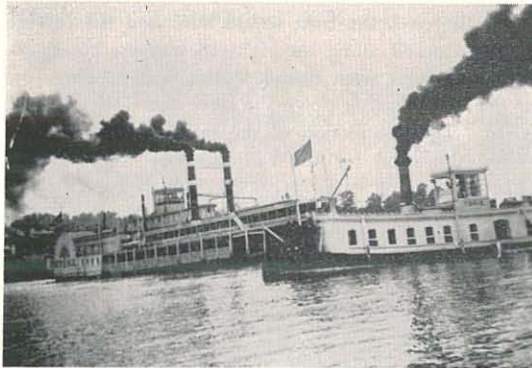
One of the early ferry-boats was the Steamer *Belle*



TOWED TRANSFER BARGE

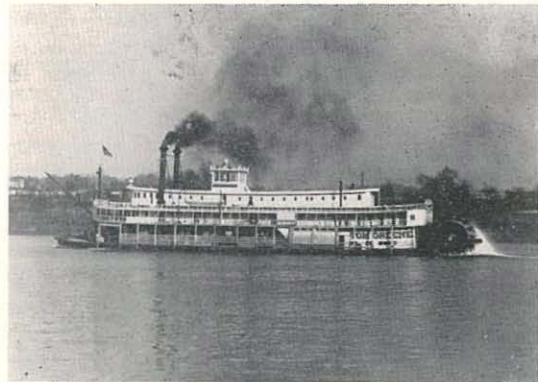
The Lucy Coles, an example of one of the first applications of the use of propellers on river steamers, towed the transfer barge between Ashland and Coal Grove for the A. C. & I. Railroad.

of Ashland, which exploded her boilers in the late 1880s or early 1890s and was replaced by the Steamer *Winona*. The *Winona* was lost in the ice during the winter of 1917-18, when the river froze over solid from bank to bank. When the ice gorge went out in early 1918, practically all shipping, which was not thoroughly protected, was lost. Afterwards the Steamer *Nina Paden* was purchased from up-river, brought to Ashland and renamed *City of Ashland*. She operated at Ashland as the regular ferry until the bridge was completed and was then sold to Portsmouth, Ohio, interests where she was operated under the name of *Captain John* until lost during the great flood of 1937. The *City of Ashland* was of ample size and had high-pressure engines.



STEAMER FARE WAS 5 CENTS

The little Steamer Jerrie, shown crossing the path of the big Bostona, carried passengers between Ashland and Ironton for a nickel. Built at Ashland in the 1880s, the Jerrie burned at the Ashland Coal Yard in about 1900.



THE TOM GREENE

One of the last packets to make regular freight and passenger stops at Ashland was the Steamer Tom Greene, named for Capt. Tom Greene of the famous Greene Line.

Transportation by Drays

During the early stages of Ashland's development the only means of transportation by road was by horse or ox-drawn vehicle. Roads through the country were not well maintained and became impassable in winter. Locally, freight and merchandise were handled on drays, those peculiar looking horse or mule-drawn wagons with the high front wheels and low rear wheels, so constructed for convenience of the drayman in loading and unloading. The drays handled freight in much the same manner as their modern counterpart, the transfer man of today.

Outside the town limits, travel was confined to horse and buggy, horseback or railroad. Nearly every family, who was financially able, kept one or more horses, either in their own stables or in one of the several livery establishments which maintained facilities for boarding. Such livery stables also had for hire saddle horses, carriages and buggies for traveling men, and for business or pleasure. It was the usual thing during nice weather for "trigs" to be spoken for well in advance by picnickers and amorous young gentlemen.

By the late 1880s there was a very evident need for some means of dependable public transportation between Ashland and Catlettsburg. To meet this need, the Ashland & Catlettsburg Street Railway was organized by A. C. Campbell and others. The first cars were horse or mule-drawn and began operation in 1890. The line was managed for some years by Willis Ringo and provided the people of both Ashland and Catlettsburg with a dependable although somewhat slow mode of transportation.

With the advent of electricity, another line was built from Huntington to Catlettsburg, and it later took over the operation of the Ashland & Catlettsburg Street Railway.

Electric cars were installed and operated under the name of Camden-Interstate Railway Company. The company also operated a line from Coal Grove to Ironton and afforded a connection from Huntington to Ironton via Ashland, across the ferry to Coal Grove. It also was responsible for the construction of Clyffeside Park near 39th Street in Ashland and Camden Park at the west side of Huntington. The two amusement parks were extremely popular and afforded mechanical rides, swimming pool, boats, space for dancing, parties, etc. Clyffeside Park ceased to operate in about 1924. The lake in the park was drained and filling was begun to afford space for real estate development. Hardly any trace of the park's existence remains in 1954, except the large old Casino building facing 39th Street, which is now owned by a religious organization.

The successor to Camden-Interstate Railway was the Ohio Valley Electric Railway Company which operated electric or "street cars" between Ashland and Huntington until 1936. The company also operated a branch or spur line from 29th Street and Winchester Avenue to Moore Street in South Ashland. The line probably was a great factor in the rapid development of South Ashland in the 1920s. As the more outlying residential districts of the city were developed, several extensions of the street railway system were proposed, but some areas through which the extensions would have had to be made had narrow streets and the extensions were impractical.

In the late 1920s and early 1930s, the residential sections were served by a system of public conveyances locally known as "jitneys". They were really privately owned passenger automobiles operated over various routes under the supervision of the city. They filled the need for a while but in later years were much over-taxed because of the increased population.

In 1935-36 the need for public transportation of a more suitable nature was extremely evident and a franchise was sold to Blue Ribbon Bus Company. Both the electric cars and "jitneys" ceased operation. The rails of the street car line were removed, and Ohio Valley Bus Company, successor to Ohio Valley Electric Railway Company, placed motor buses on the run between Huntington and Ashland.

Timber, Men, Boats

In the timber-boom era of the 1880s to the early 1900s, Ashland and the immediate vicinity had several saw mills, among them the famous Vansant-Kitchen Mill. Located at Keyes Creek, this mill depended principally on the river for bringing the timber from the forests to Ashland. It made use in the early days also of the splash-dam system of floating logs down Keyes Creek, but as the timber in that area became harder to reach, the system no longer worked well and a narrow-gauge railway was built up the creek to haul the timber from the jobs far up the hollows. Generally speaking though, the timber was floated from the Big Sandy and Guyan Valleys in rafts to the mouths of these rivers where they were measured and sold, and later picked up by the towboats and towed to the mills.

During that busy lumber period, there were many plucky little steamers manned by rough, rugged timbermen. Both men and boats were specialists in their field. The men were more versatile than other towboat men as the timber trade demanded more skills. The boats likewise were of a more sturdy type, most of them being model-bow and strongly constructed, with the peculiar ability to operate backwards for long distances. They often hooked into the giant fleets of

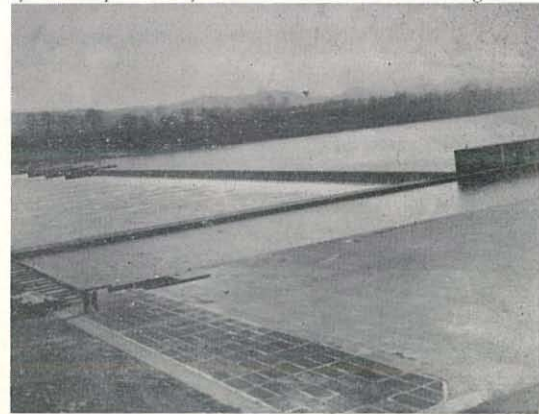
timber and "backed" from Ashland all the way to Cincinnati or Louisville. Among the most famous of the timber boats were the *Sea Lion*, *J. O. Cole*, *Catharine Davis* and *Crown Hill*. There were many others. Perhaps the best known was the *Catharine Davis*, built originally at Marietta, Ohio, in 1896 for Captain Steve Davis who used her for job-towing. She was later sold to Captain Bill Smiley of Catlettsburg. Smiley used her through her timber-towing days and also for towing sand and gravel barges. After the timber business subsided, Captain Smiley sold her to the Island Creek Coal Company which put her to towing coal to Cincinnati. In 1928 she was rebuilt and continued in operation until 1950, when she was finally dismantled at Huntington and sold as a wharf.

Early navigation on the Ohio River was impeded by snags, rocks, gravel and sand bars. The width of the channel varied considerably and the depth at extreme low water ranged from a minimum of one foot to two feet from Pittsburg to Cairo. The first money ever allocated by Congress for the improvement of navigating conditions on the Ohio was in 1824 when Congress appropriated \$75,000 for river improvements. The work consisted principally in removing the trees or snags from the river. Further assistance was given in 1827 and 1829 and at intervals thereafter. Other early improvements included the construction of stone dikes, built to narrow the Ohio's channel, thereby increasing the current which in turn increased the depth. The first dike was built near Henderson, Kentucky, in 1825. Later other dikes were built at Scufftown and at Sisters, French and Cumberland Islands.

Between 1844 and 1866, the improvements lagged for lack of Congressional help. But since the Civil War, river improvements and channel-aids have been

U. S. LOCK & DAM No. 29

This shot of U. S. Lock & Dam No. 29 on the Ohio River at Ashland was taken in November 1916, shortly after completion of the installation to aid navigation.



stressed constantly. Various plans have been formulated for affording year-around navigating conditions. They have included the Canal Plan, Livermore's Plan, and a reservoir plan which advocated the building of giant dams on the headwaters of the rivers which were to be filled in times of abundance and slowly drained in times of drought.

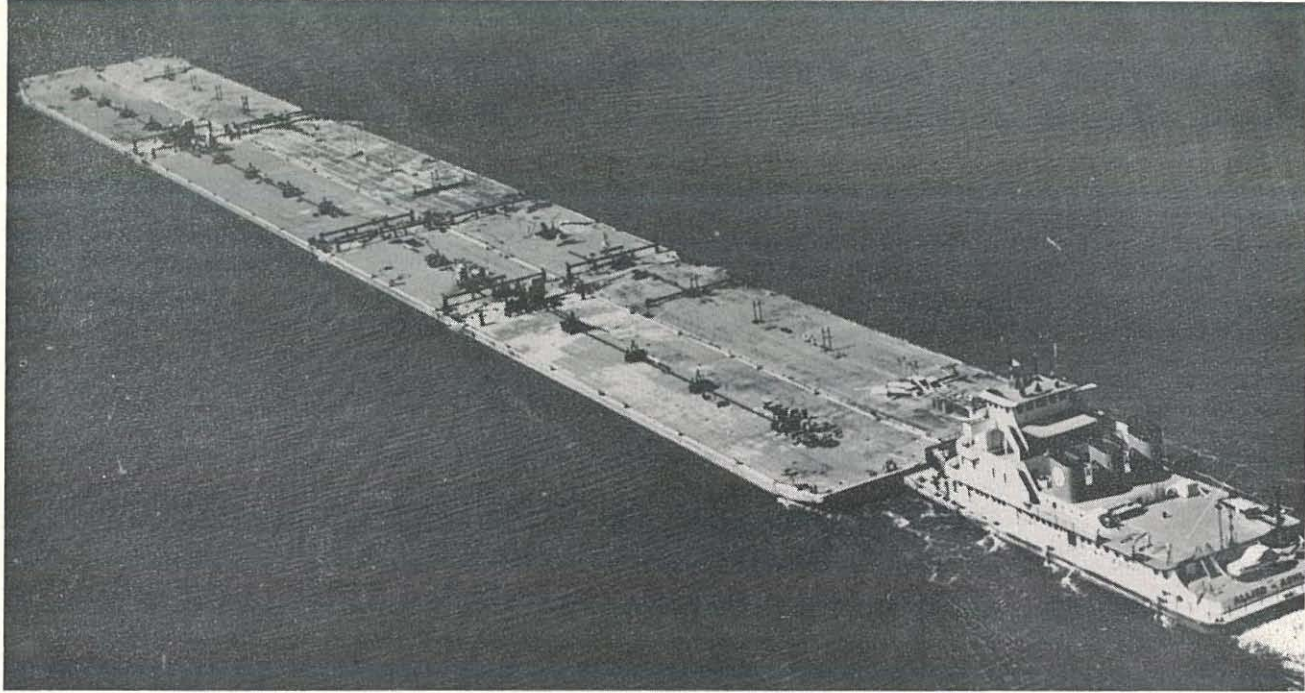
Locks, Dams Suggested

The first suggestion of locks and dams was made in 1870 by Milner Roberts, and in 1874 Major William E. Merrill of the Army Corps of Engineers recommended a removable dam which was then in use in France. Major Merrill's recommendation was acted upon favorably in 1878 and Congress appropriated money for the construction of the first movable dam on the Ohio River. It was placed at Davis Island, below Pittsburgh, and was opened to traffic late in 1885. It gave Pittsburgh ample low-water harbor for her steamboats and coal fleets for the first time in the history of the city. From this time on as funds were available other dams were started at strategic places throughout the entire Ohio Valley. In 1911 construction was begun near Ashland on Lock No. 29 by Bates and Rogers Construction Company.

After many hardships which included "runouts" from the Big Sandy River, the great Ohio River Flood of 1913 and numerous other mishaps, Dam 29 was finally completed and placed in operation in 1916. In 1923 Congress appropriated 56 million dollars for the completion of the Ohio River dams, and by 1929 the entire system of locks and dams were completed, affording a nine-foot navigable depth at all times from Pittsburgh to Cairo.

The size of the main-lock chamber is uniform throughout the entire series of Ohio River dams. Each lock is 600 feet long by 110 feet wide. The lock chamber is closed at both ends by one of two types of gates—"rolling" or "swinging". The difference between the levels of the upper and lower pools is overcome by admitting water to or discharging water from the closed lock chamber by means of a system of valves. The original slackwater-navigation system called for the construction of 54 dams throughout the length of the Ohio River, but it was not necessary to construct all those planned. There are now 46 dams in operation on the Ohio.

By the time the slackwater system was completed in 1929 the days of the packets had drawn to a close. Modern highways had begun to reach communities heretofore only served by the river boats. The motor-truck era for the handling of package freight, livestock, etc., had begun. At about this time the nation was in the throes of one of the worst depressions it had ever known. Business was practically at a standstill



ASHLAND OIL'S TOWBOAT ALLIED-ASHLAND

This powerful triple-screw towboat, the Allied-Ashland, is the latest addition to the modern river fleet of Ashland Oil & Refining Company. Ashland Oil began moving its oil products by river barge in the 1930s, and today has one of the largest fleets of towboats and barges on inland waterways.

THE MODERNISTIC MOTORSHIP SOLVAY

The Motorship Solvay is the latest addition to the fleet of the Semet-Solvay Division, Allied Chemical & Dye Corporation. It is one of the prettiest of the local towboats. Semet-Solvay moves coal on the river from its mines at Harewood in West Virginia to the Ashland plant.





STEAMER GEORGE M. VERITY OF ARMCO'S FLEET

The Steamer George M. Verity, named for the founder of Armco Steel Corporation, passes the Ashland plant of Armco. Armco began transporting coal by boat in 1940. The first boat in Armco's modern fleet was the George M. Verity. Others are the Charles R. Hook and Weber W. Sebald.

and Ohio River tonnage for the next few years was limited almost exclusively to the movement of coal in barges to Cincinnati.

By 1934, however, the backbone of the depression was broken and the industrial world began to awaken. Shippers of heavy materials began to realize the tremendous advantages of river and river-rail transportation. Industries formerly depending entirely on overland shipping were becoming conscious of the tremendous savings afforded by river transportation and began developing fleets of barges and towboats of their own. The development of the screw-type towboat during the depression period had changed the movement of tonnage from a downstream business to a two-way movement. Tows which formerly had been impossible to handle were now being towed from New Orleans to Pittsburgh with ease. The three major barge lines, Mississippi Valley, American and Union Barge Lines were among the first to capitalize on the modern propeller-driven towboat.

The steel and oil companies, taking advantage of this new trend in boat building, began bringing in their raw materials and shipping out their finished products in vast quantities by the river.

Ashland Oil's Fleet

Ashland was the scene of tremendous activity during this period. In the early 1930s the Ashland Oil &

Refining Company was beginning to move oil products by barge with their one small stern-wheeler *Ruth Ann* and a small fleet of barges. This proved so successful that in 1936 the firm built the *Senator Combs* which was the beginning of their present fleet. The *Senator Combs* took care of Ashland Oil's towing needs for the next few years, but in 1940 a larger boat was needed. The *Jim Martin* was added to the fleet. With war clouds threatening, the oil business in the Ohio and Mississippi valleys was increasing by leaps and bounds and several more towboats and barges were added to the fleet.

When war was declared it became difficult for private industry to secure materials to construct new towboats and barges which were sorely needed. The Federal Government, after much planning through the Defense Plant Corporation, constructed 21 twin-screw steam-towboats of identical design and tremendous power. These were leased to private enterprise for the movement of vital materials. Two of these boats, the *Midway Islands* and *Wake Island*, were operated by Ashland Oil & Refining Company for the movement of crude oil from the fields of Indiana and Louisiana to its refineries at Leach on the Big Sandy. As a mark of distinction, Ashland Oil's towboat *Tri-State* was the first boat on inland waterways to make use of radar as an aid to navigation. Ashland Oil & Refining Company also pioneered in the use of sonar and the integrated tow. In 1954, after the addition of two large

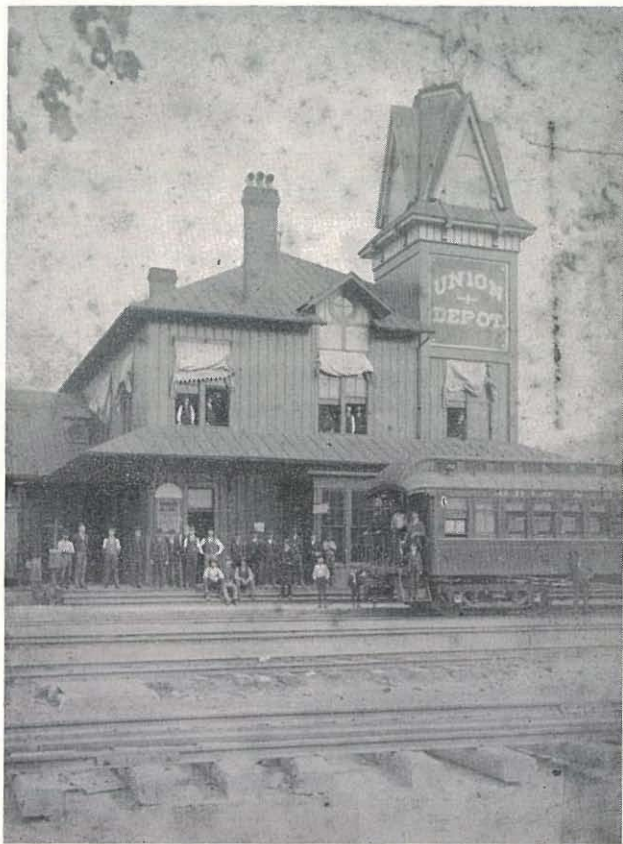
triple-screw towboats, their fleet is one of the most modern on the inland waterways.

Semet-Solvay, Armco Use River

The Semet-Solvay Division of Allied Chemical and Dye Corporation, Ashland Division, was another major industry to take advantage of low-cost water transportation for the movement of its products. This company which started into the river-transportation business in 1940 moves coal from its mines at Harewood on the Kanawha River to the Ashland plant. A modern fleet of towboats and barges is maintained for handling this work, and there are coal-unloading facilities at both the Ashland and Ironton plants of Semet-Solvay.

Armco Steel Corporation, which previously took no active part in river transportation, also began in 1940 to transport coal from Armco mines in West Virginia to Cincinnati, where it was transferred from barges to railroad cars and shipped to the plants at Middletown and Hamilton, Ohio. The first boat in Armco's modern fleet was the Steamer *George M. Verity*, named for the founder of the company. To the fleet has since been added the Steamers *Charles R. Hook* and *Weber W. Sebald*, along with a large fleet of modern barges. At Huntington, Armco has one of the most modern and by-far the most attractive coal-loading terminal in this entire area.

Armco's towboats are equipped with radar, ship-to-shore telephones, and every modern convenience for



ASHLAND'S OLD UNION DEPOT

This old picture, taken in about 1888, shows the old Union Depot which was located at 13th and Front. It was later used as a freight depot.

ASHLAND'S NEW PASSENGER STATION

One of the handsomest in the Chesapeake & Ohio Railway system is the Ashland passenger station, photographed at night as a train pulled in. The station also is tops in traffic and revenues for the C&O.



safe and comfortable operation. A pioneer in any other railroad. Passenger equipment is second to none and the traveling public is afforded a degree of safety and comfort that is only made possible by constant attention to the ever-changing needs of C. & O. patrons.

At the present, Armco's boats are the new development. Their boats have covered many thousands of miles on the Mississippi, Ohio and Kanawha rivers towing coal, pig-iron sheets and ingots to the various plants of the company from Harewood on the Kanawha to Ashland, Cincinnati, New Orleans and Houston, Texas.

C. & O. Has Modern Equipment

The Chesapeake & Ohio Railway Company, since it laid track into Ashland in 1880, has constantly sought to give the people of Ashland and vicinity the very best in passenger and freight service. During the time that other industry was forging ahead, the C. & O. likewise was keeping abreast with the times through the purchase of more modern and powerful locomotives and other equipment for the rapid and efficient movement of commodities.

Tremendous trainloads of Eastern Kentucky coal pass through Ashland daily on its way to Russell Yard, one of the largest and most modern in the world. The C. & O.'s fast freight service and rapid delivery are

not exceeded by any other railroad. Passenger equipment is second to none and the traveling public is afforded a degree of safety and comfort that is only made possible by constant attention to the ever-changing needs of C. & O. patrons.

In 1954 there is available to the people of Ashland and its business and industrial interests every modern means of transportation. Last year the new Ashland-Boyd County Airport was completed at Worthington, only a few miles drive from downtown Ashland. Regularly scheduled airline service is expected to be inaugurated in the near future at the airport, which is already in use by private planes. Almost as near to Ashland is the new Tri-State Airport, from which three airline companies presently operate regular flights.

The Greyhound Bus Lines this year began using its modern new terminal at 20th Street and Greenup Avenue, abandoning its former terminal in the Ventura Hotel building on 13th Street between Winchester and Carter Avenues.

Gradually the highways in the Ashland area are being improved through relocation and new-construction projects of the Kentucky Highway Department, aided by Federal funds since both of Ashland's main highways, U. S. 60 and U. S. 23, are Federal-aid roads. The toll-free Ben Williamson Memorial Bridge spans the Ohio to give Ashland connection with another of America's principal highways, U.S. 52.

MODERN C&O PASSENGER TRAIN

This is one of the Chesapeake & Ohio Railway Company's modern passenger trains which serve the people of Ashland. The C&O has converted to diesel locomotives.



People, Places & Events :

Here Are But a Few That Have Made News in Ashland

Many people have made their individual contributions, both great and small, to the growth and development of Ashland over the past 100 years.

There have been industrialists in iron and steel, lumber, leather, firebrick, coal and coke; ministers, educators, bankers, lawyers, doctors, dentists, newspaper editors, merchants, real estate developers, city officials, members of Council and Boards of Education—and that great body of mechanics and skilled workers in various industries and trades who have, each in his own way, played a part in making and keeping Ashland a fine, wholesome city.

To mention even only a relatively few of these would go far beyond the limitations of the space in this brochure. The same holds true also for the important and memorable events that have taken place, and the hundreds of things which are milestones in Ashland's first century.

A Great Engineer Became A City Father

On a cool fall day in October, 1853, an engineer by the name of Martin Tobey Hilton arrived in Catlettsburg to establish the resident engineer's office for the proposed eastern terminus of the new Lexington & Big Sandy Railroad. Hilton, a native of Maine, was to play a vital role in the changing of the farmlands of Poage Settlement, five miles below Catlettsburg on the Ohio, into the industrial city of Ashland.

It was Hilton who was employed by the Kentucky Iron, Coal & Manufacturing Company to make the surveys and lay out the new city's streets and lots. The early layout of the central part of Ashland proper is the same as today, and the wide streets and avenues reflect the foresight and engineering ability of Hilton. He has been honored by the changing of the name of Lawrence Avenue (as originally named in 1854) to that of Hilton Avenue.

Hilton was born May 2, 1817, in Bristol, Maine, the eldest son of Joshua and Abigail Keene Hilton. The family moved to Newcastle, Maine, in 1827, living there one year while their house was being built in the adjoining town of Damariscotta. Joshua Hilton was a house-builder by trade and his three sons were taught the trade by him. Little is known of Martin Tobey Hilton's early education, other than he attended Lincoln Academy in Newcastle. At 21, Hilton attempted

to find employment as a house-builder in Natchez, Miss., but apparently the carpentry business there was not lucrative as young Hilton moved on to Bloomington, Iowa Territory, in July, 1839. There he staked out a claim for 400 acres of prairie and woodland which he intended to farm in two or three years if he was successful in finding employment in the meantime. But by October of 1839, Hilton was anxious to return to Maine.

He returned to Newcastle, Maine, and on October 26, 1842, he was married to Henrietta Flye, the only daughter of Daniel and Huldah Flye. He took a subordinate position as an engineer on the Atlantic & St. Lawrence Railroad which was being constructed from Portland, Maine, to the Canadian border. During the next ten years two girls and two boys were born to the Hilton family.

Joins L. & B. S. R. R.

On April 1, 1853, Hilton was persuaded by John B. Westbrook to accompany him to Kentucky. Westbrook had been the chief engineer of the Atlantic & St. Lawrence Railroad, and when the Lexington & Big Sandy Railroad was organized Jan. 9, 1852, the directors selected Westbrook as the chief engineer of the

HOME OF M. T. HILTON

Located at 1314 Lexington Avenue, the house, built 99 years ago, is occupied by Mrs. Mary P. Richardson, a granddaughter of Ashland's "first engineer".



new road. Westbrook asked Hilton to take a job with the new railroad.

Hilton's old journals show that he and Westbrook left Portland, Maine, April 19, 1853, and after a trip of seven days arrived at Mt. Sterling, Ky., where preliminary surveys were made to determine the best route for the L. & B. S. On Oct. 13, 1853, Hilton left Owingsville for Catlettsburg and on Nov. 19, 1853, he noted in his journal that ground was being broken at the mouth of the Big Sandy for the railroad. He established his office in Catlettsburg and became the resident engineer for the eastern end of the line.

But before construction of the railroad from Catlettsburg as the terminus began, owners of the pig-iron furnaces in the vicinity of Poage's Landing petitioned the railroad company to change the proposed route to what is now Ashland, and evidently the route change was heartily endorsed by Hilton.

A journal entry of Hilton's Jan. 23, 1854, was: "This morning left town for the purpose of making a reconnaissance of a line approaching the Ohio some 5 miles below town (Catlettsburg). Met Mr. Savage on the road, had an introduction to Dr. Kinkaid, invited to his house, would accompany me on the morrow. The river being up (flooded) Dr. K. piloted me over hill & down dale around the heads of the streams. Arrived at Mr. Savage's about 4 P.M., much pleased with the site selected for a town if the location of the road is made on this route. At Mr. Savage's all night."

Railroad Changes Route

On the following day, Hilton further examined the proposed change for the railroad and the site (five miles below Catlettsburg) for the new city, and a letter to his sister in Maine (dated Feb. 19, 1854) explained the reasons for the change in the railroad's route:

"For some days past we have been awaiting the decision of the directory (railroad's board of directors) in regard to a change which they propose making in the line of the road at this point. I must inform you of the reasons for the change in the line.

"The eastern portion of this State, as you may be aware, is quite a rich iron and coal region. Within some 20 miles of Catlettsburg there are eight or ten hot-blast furnaces, and all the pig iron from these furnaces is sent into other states to be manufactured into wrought iron, rails and all the varieties of forms in which the article is brought into market. The iron masters are intending to erect suitable mills for its manufacture near this terminus of the road, but not being able to obtain suitable sites at Catlettsburg, they have petitioned the directory to change the location



THE DR. W. C. CONDIT HOUSE

M. T. Hilton also designed this house at 1220 Bath Avenue, built as the home of the Rev. William C. Condit family.

so as to approach the Ohio some five miles below this, where there is a broad and elevated bottom of such extent as to allow them sufficient room for all manufacturing purposes, and a fine location for quite a large town. The landing is the best for some miles. There is a good vein of coal, in the hills, directly back of the Town (Poage Settlement), good water and as healthy a locality as we find on the river.

"The projectors are men of wealth and should the thing progress much capital from other states will be invested there, as taxes are less burdensome here than in many portions of the Union. The project is creating much excitement in other parts as well as here; all look upon it as a fine opening for business men and, being, as you are aware, a business man, am thinking seriously of incorporating myself with the town, transporting my matrimonial wealth to it, and settling myself once more as a staid citizen and perhaps at some future time my name may be enrolled among those who are acknowledged as city fathers."

Subsequent entries in Hilton's journals noted that the route change of the railroad to the new town had been approved by the railroad's directors and that work started locating the curve into the town and on "the tunnel through the hill".

A notation in May, 1854, refers to work "on the City", apparently referring to his surveys of streets and lots for Ashland.

It was not until May 10, 1855, after Ashland had been plotted by Hilton and the first auction sale of lots held in June, 1854, did Hilton move from Catlettsburg to Ashland. A journal entry of that date stated that

"this morning left Catlettsburg on the 'Boone' with all my plunder for Ashland. Commenced boarding at the 'Iron House' at noon. Took possession of the new office."

A notation on May 12, 1855, states: "Evening commenced making draught (sic) of Mr. (Hugh) Means house." The estimates of the excavation and the stone for the foundations of the Means house are listed in Hilton's journal under the date of July 25, 1855. Also in the journal for 1855 are measurements and other data with regard to Hilton's own house at 1314 Lexington Avenue. (This house has remained in possession of the same family for the 99 years since its construction and is presently occupied by Mr. Hilton's granddaughter, Mrs. R. L. Richardson. Just how many other houses in which Hilton had some part in building is not known. Besides his own, however, two houses still standing today were his designing handiwork—the Hugh Means house at 1504 Bath Avenue and the W. C. Condit house at 1220 Bath Avenue.

During the Civil War, Hilton spent two years in Washington, D.C., where he served the Union cause by working as a clerk in the Auditor's Office. He resigned the position and returned to Ashland in September, 1864, and here he spent the balance of his life. He continued to be actively engaged in surveying and engineering work until his death in 1898 at the age of 81 years.

One of Mr. Hilton's daughters, Miss Mary Hilton, was a noted teacher for many years in the old Ashland Collegiate Institute, a private school situated in a two-story brick building on the east side of 17th Street or

OLD ALLEN POAGE HOME

Possibly the oldest brick house in Ashland today is the old Allen Poage or Mordecai Williams home at 5308 Winchester Avenue. Dr. J. D. Williams now owns the house, built in 1825.



the north side of the alley between Winchester and Carter Avenues. Part of the lot is now the location of the building, constructed in 1921 by M. F. Field, and now occupied by the Sears Store.

Ironton's Juvenile Neighbor

The Ironton, O., *Journal* for July 27, 1854, carried the following news item after Ashland's first lot auction June 14, 1854:

"Ashland, our juvenile neighbor up the river, is going ahead swimmingly. About 300 lots have already been sold at an average of nearly \$300 each, and the town site is already being largely dotted over with foundations for buildings, the purchasers of lots being bound to build on them within two years from the time of purchase.

"It will be recalled that the conveyances of the lots contain the 'Ironton Liquor Restrictions', ensuring at once a sober, industrious and thrifty population, and the town has, to 'back it', immense resources of iron and stone coal; and there is nothing to prevent its permanent rapid growth, until it becomes one of the largest towns in Kentucky—only see to it that the resources in iron and coal are put to use."

* * * * *

Another news note in the same issue of *The Journal*:

"The *Greenup Record* says that the Assessor's books show an increase of taxable property in Greenup County, compared with last year (1853) of over \$500,000, and predicts over \$1,000,000 increase next year, taking into consideration the capital that Ashland will bring into the county."

* * * * *

Further light was thrown on the progress of the new town of Ashland in the *Ironton Journal* Sept. 7, 1854:

"Last Friday, we visited Ashland, our up-the-river neighbor in Kentucky, for the first time since the first sale of lots, June 14th. Eleven weeks have wrought a great change. We found everything going ahead, as fast as the most sanguine could desire. Some 30 or 35 good houses had already been erected, and were being erected, besides foundations laid for others; and this exclusive of the cabins and shanties, of which there was a large number.

"Before the close of the present season some 60 or 70 good houses will have been erected in Ashland, and probably 1,500,000 of bricks will have been laid up. Population is flocking in rapidly, much of it transient, however, laborers upon the railroad and other works, and within a mile or so of the landing it cannot at present be less than 600. It is now confidently believed that 15 miles of the railroad out from Ashland

will be completed in a year from this fall. This will bring Ashland the iron of eight or more furnaces. Everything about Ashland betokens an active present and a great future."

Men of the Cloth

The Rev. Charles Phillips probably was the first pastor in what is now Ashland to receive a salary. The 1830 call of the old Bethesda Church read: "That he may be free from worldly cares and avocations we promise him (Rev. Phillips) four hundred dollars." . . . Rev. Phillips, it seems, had an unlucky love affair. It was he who began construction of the house at 1022 Bath Avenue, known as the McKenzie home, for his bride-to-be, a daughter of one of the furnace owners. The young lady broke the engagement before the house was completed, however, and to top it all the house was badly damaged by fire. Thus discouraged, Rev. Phillips resigned his pastorate in 1835, returned to his home in Central Kentucky, where he lived the rest of his life as a bachelor and without ever holding another pastorate.

* * * * *

Chance perhaps brought the Rev. John H. Condit to Poage's Settlement in October, 1835. Following his graduation from Princeton Seminary and his marriage, he and Mrs. Condit were coming down the Ohio by boat on a honeymoon. It being a Saturday and opposed to traveling on the Sabbath, Rev. Condit asked that he and his wife be put off at the Clinton Furnace Landing as he had heard of a Presbyterian settlement near there. The people of the settlement asked him to preach that Sunday at their regular "prayer meeting" as they had no pastor. Subsequently he was invited to remain as the Bethesda Church minister, and he accepted as it was too late in the Fall to begin the mission work he had intended farther west. He remained until 1840. He was one of the early teachers, having taught one year here.

The Rev. W. C. Condit, son of the Rev. John H. Condit, had a ministry of 60 years in Ashland and was recognized as one of the outstanding civic leaders of his time. He came to Ashland in 1866, following graduation from Princeton Seminary, to see the people his father had so often called "the salt of the earth" and also to mark the graves of a brother and sister who were buried in Ashland. The First Presbyterian Church invited him to remain as pastor. . . . Rev. Condit paid high tribute in his writings to the hospitality and community spirit of the people of the little city in 1866 and of the fellowship which existed among the different denominations.



THE McMAHON PLACE

Possibly the oldest house in Ashland today is this one at 621 12th Street. Built of logs, now weather-boarded, it is said the first meeting of the K.I.C & M. Company stockholders was held in it. Mrs. John H. Moriarity is present owner.

* * * * *

John Young, who founded the Unity Baptist Church in 1837 when Ashland's Winchester Avenue was just a cowpath "trod by the Poages and the Allens", had been a missionary to the Indians. He owned a grant of land between the Big Sandy and Little Sandy Rivers, and supported his family by selling tracts of land from time to time. . . . Unity Baptist's pastor when Ashland was laid out was the Rev. T. K. Reynolds, who served the Baptists in and about the community for 40 years, almost entirely without compensation. During the Civil War he served as both moderator and clerk of the Greenup Association of Baptist Churches.

* * * * *

The first recorded Methodist minister in the Ashland area was the Rev. John Thompson, nephew of the Virginia statesman, Patrick Henry, a grandson of General William Russel and a great-grandson of General Evan Shelby. Rev. Thompson came to the area from Virginia, bringing his family with him in a covered wagon via the Cumberland Gap. It is said the family spent their first night in the settlement camped by the spring in the Williams Avenue section of Normal. . . . Rev. Thompson pastored the first known Methodist Church in what is now Ashland. It was called the Cold Springs Church and was located near the west end of the city. Date of organization has been obscured, but ground for the church was purchased in 1849.

The Rev. J. F. Medley was pastor of the Methodist Episcopal Church South at the time Ashland became a city. Known as a man of great energy and of a keen sense of humor, he supervised personally the construction of a brick edifice at the corner of 13th Street and Winchester Avenue. Construction began as soon as enough money was raised to start a kiln for the burning of brick and to employ a few laborers to work under Rev. Medley's direction. . . . The story is told that he purchased an old mule to haul brick from the kiln to the construction site. After the building was completed, the mule was put out to pasture at Greenup where it died several years later. Upon the death of the mule, a friend of Rev. Medley, wishing to repay some practical joke, sent word to the preacher that a "former friend" of Rev. Medley's church had died and they wanted him to come to Greenup to preach the funeral. The unsuspecting Rev. Medley went. He was relieved to find that the "former member" was but the old mule and returned home thoroughly enjoying the joke on himself.

* * * * *

Moore Street in South Ashland is named for the Rev. Hiram Moore, one of Ashland's best remembered

ministers. He came here in about 1870 and remained until his death in 1907.

Ashland Sidelights

The rolling and high tableland on the hills back of the original part of Ashland was called the "Flat Woods" district, comprising the sections we know today as Pollard and Oakview. An early description of Ashland noted that the city was a beautiful place for homes, and that the "Flat Woods" district seems to have been "specially provided by nature as the site of a city of residences." . . . In the same pamphlet issued by the old Ashland Improvement Company in the 1890s there was this description of Ashland's general appearance: "The health of Ashland has always been excellent. There have never been any epidemics of disease, and the high and beautiful situation of the town renders it naturally free from any periodic visitation of disease, and also makes it a most delightful place of residence. The town has been built roomily over considerable territory, but it is a very charming place in appearance, with well graded streets 100 feet in width, shaded by trees and adorned by reserved

WINCHESTER AVENUE PARADE OF LONG AGO

Winchester Avenue was unpaved when this early unidentified parade (perhaps on a Fourth of July) was recorded on film for posterity.



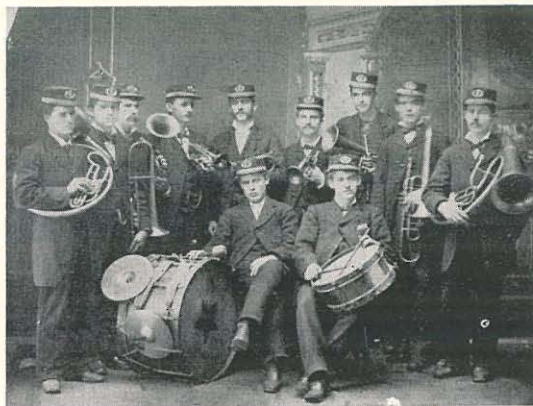
grass-plots, that give the residence streets the appearance of boulevards. Many of the residences are very handsome and costly, while the homes of the poorer class are comfortable and neat; and, what is far better, seven-tenths of the workmen of the town own the houses in which they live, and thus form the bone and sinew of a strongly attached and patriotic population. The community is orderly and law-abiding, and has had less trouble from strikes, and fewer instances of bloodshed and disorder, than almost any manufacturing town that might be named."

* * * * *

Ashland is near the center of population of the United States. In river distance, it is 147 miles upriver from Cincinnati, Ohio, and 320 miles downriver from Pittsburgh, Pa. It is 203 miles by rail from Ashland to Louisville. . . . Ashland was a part of Greenup County until 1860 when Boyd County was organized from parts of Greenup, Carter and Lawrence Counties. Boyd was the 107th county in order of formation. It was named for Linn Boyd who represented the first district until 1855 (for 18 years) and later was chosen the first lieutenant governor of Kentucky. . . . Catlettsburg, the county seat of Boyd, was incorporated in 1849. . . . Boyd County had a population in 1860 (the year it was formed) of 6,044. The Department of Commerce, Bureau of Census, population figures since 1860 reflect the steady growth of the County:

COL. COLES AND FRIENDS

The make and model of the car are a matter for speculation, but in this 1916 picture made on 17th Street were: Wirt Barber, at wheel, and Col. Frank Coles in front seat; back seat, from the left, William Kleykamp, Charles Schmitt, John Wittig, Tom H. Bullington and Henry Herbst.



ASHLAND BAND (1876 or 1878)

Band members, from the left, standing, were Luther Butler, Eugene Butler, next two unknown, Dick Hambleton, John Butler, Jim Moore, George Butler, William Hambleton. Sitting, George Hambleton, unknown.

1870—8,573; 1880—12,165; 1890—14,033; 1900—18,834; 1910—23,444; 1920—29,281; 1930—43,849; 1940—45,938; 1950—49,949.

* * * * *

The original designations of Ashland's north-and-south streets were entirely different from what they are today. Sixteenth Street was called Broadway and was 100 feet in width as was Winchester Avenue. Streets west of Broadway, 80 feet in width, were numbered Second (now 15th), Third (now 14th), Fourth (now 13th), etc., to 11th Street (now Sixth Street). The first street east of Broadway was also 80 feet wide and was called Park Street (now 17th) since it led to Central Park. The rest of the streets east of Park were lettered, 18th being "C", 19th being "D" and so forth to the eastern city limits. It has been generally believed that the city ended at "H" Street (23rd); however, a deed on record in the Greenup County courthouse lists six lots fronting on Winchester Avenue between "L" and "M" Streets which would indicate the city extended to the present 28th Street.

* * * * *

Ashland's winters used to be more severe than they are today, according to some of the older residents, who can remember the Ohio River freezing from bank to bank—hard enough that teams of horses could be driven across. . . . David A. Fisher, a native of Clearfield County, Pa., who came to Ashland in 1867, was one of those who capitalized on the river freezing over. Operator of a sawmill and lumber yard at the foot of 17th Street, Fisher would have his men cut the ice from the Ohio, pack it in sawdust at the mill and dispense it to Ashland residents. Some folks had their own ice-houses built for storage of ice blocks from the

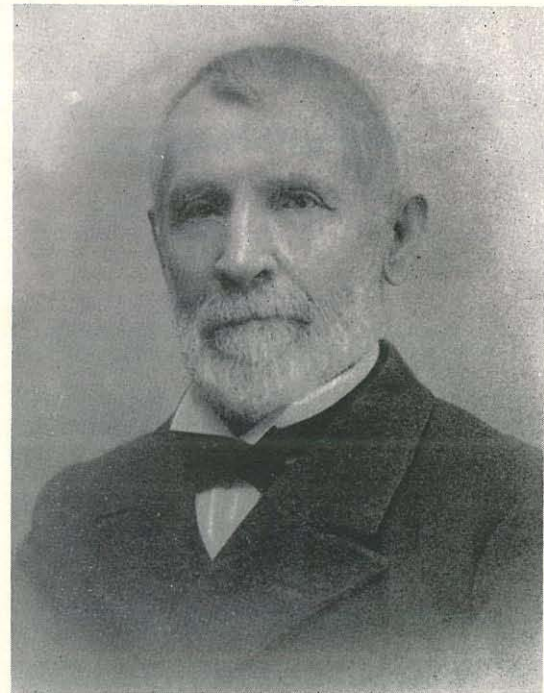
river. . . . Fisher, who served as mayor from 1889 to 1892, also was a contractor and house-builder, operated a livery stable at one time on Greenup Avenue in the 1600 block, opened and operated the first dime store in the city (on the south side of Greenup, 1600 block, opposite his livery stable), served as a conductor on the A. C. & I. Rialroad, and was overseer of the poor who were housed in a two-story red brick building on the west side of 19th, between Winchester and Greenup.

* * * * *

John W. Schmidt is known as Ashland's first photographer. Born in Pomeroy, Ohio, in 1858, Schmidt studied the new business of photography for six months as an apprentice without any remuneration, and his first salary figured at 75 cents a week. In 1879 he left Pomeroy to visit the towns along the Ohio, and at Ashland he found the town of 3,500 did not have a photographer. He opened his shop here Sept. 8, 1879, on the west side of what is now 16th Street between Greenup and Front. His business was an immediate success as the early photographers were considered more or less as magicians. He photographed many of the important people of his time, and many of the photographs in this book are his products.

JOHN MEANS

He was one of the most outstanding members of the prominent Means family of Ashland. Served as mayor and was leader in business affairs.



The Means Family

The Means family probably had more to do with the starting of Ashland's industrial growth than any of the prominent families who were so closely identified with the city's early history. The Means and their associates had an extensive influence in developing the natural resources of the Ashland area, Eastern Kentucky and the tri-state.

Thomas Williamson and Hugh Means, sons of John and Ann Williamson Means, came from North Carolina with their parents as young men, settling in the Hanging Rock, Ohio, area. Thomas was born Nov. 3, 1803, and Hugh, Oct. 14, 1812. Their father was the youngest son of William Means of Ireland, and their mother, Ann Williamson Means, was a native of the Carolinas, her mother being Mrs. Ann Newton, a relative of Sir Isaac Newton.

The Means brothers built the first blast furnace in Ohio at Hanging Rock, Thomas getting the honor of "firing" it for the first time. Then in 1847, Thomas helped to build Buena Vista Furnace on the Kentucky side of the river. Hugh was a stockholder. In 1852, Thomas Means bought Bellefonte Furnace, and in 1853 with others bought Amanda Furnace. Besides their interests in furnaces, they had large interests in 18,000 acres of ore, coal and farmland in Ohio, and over 30,000 acres in Kentucky, most of which was in the eastern part around Ashland.

Hugh and Thomas Means became directors in the Kentucky Iron, Coal & Manufacturing Company in 1856. The company had been organized for the purpose of building Ashland as a central community for the furnace enterprises and to bring in railroads and manufacturing plants. In the spring of 1856, the Means brothers helped organize the Bank of Ashland. Hugh was elected president, a position he held until it was dissolved, and John Means, son of Thomas, served as cashier from 1866 to 1869. When the Bank of Ashland closed in 1872, its directors organized the Ashland National Bank and Hugh Means became the president, and John Means, vice-president.

In 1856, Thomas, Hugh and John organized the Cincinnati and Big Sandy Packet Company, starting with one boat, called the *Scioto*, but soon expanding to include all the large freighters in the iron region from Pomeroy, Ohio, to Cincinnati. The Means were responsible also for the initiating of ferryboat service across the river at Ashland. It was started as a service to the people, but became a money-making proposition.

The Ashland Cemetery was laid out by John Means who bought the land and was a trustee of the cemetery for many years. In 1860, John Means was elected a trustee of the Town of Ashland, serving several years



in that capacity. In 1869, he was instrumental in organizing the Eastern Division of the Lexington & Big Sandy Railroad Company, and in 1870 was elected president of it. The Ashland Furnace Company was owned by the railroad, the furnace being built under John's supervision. When completed it was the largest then in the United States. John's two daughters had the honor of "firing" it for the first time on Aug. 30, 1869.

John Means helped organize in 1864 the Ashland Coal Company and also the Hanging Rock Iron & Coal Company. In 1864, the Princess Furnace, about ten miles from Ashland and on the L. & B. S., was put into operation.

Hugh Means was married in 1853 to Miss Amanda Wilson of Catlettsburg, and they had four children. Thomas W. Means was married in 1828 to Sara Ellison, their children being John, William, Mary A. and Margaret.

John Means was married to Mrs. Harriet Perkins of Marietta, Ohio, Oct. 25, 1854. Ellison Cooke Means, a son of John Means, was the general manager of the Ashland Coal & Iron Railway Company for some years prior to 1900, before moving to Lowmoor, Va. Returning to Ashland in 1914, Cooke Means devoted his abilities and broad experience to civic projects, being the first chairman of the Ashland Water Works. During his long service as chairman, the plant was developed into one of the best municipal water systems in the nation.

Daughter Marries W. B. Seaton

A daughter of John Means, Eliza Isabelle, married William B. Seaton, who started his business career at the old Bellefonte Furnace where the family lived in the two-story frame house, which still stands in excellent condition, in what is now the Bellefonte Subdivision. Moving to Ashland in the early 1890s, Seaton was secretary of the Kentucky Iron, Coal & Manufacturing Co., and through the years became the president of Means & Russell Iron Co., Ashland Fire Brick Co., now a part of North American Refractories Co., and president of the Ashland Coal & Iron Railway Co. and Ashland Iron & Mining Co.

During Seaton's term as president of Ashland Iron & Mining Co., the company erected in 1915 a new plant west of Ashland consisting of six open-hearth steel furnaces and a blooming mill. This very modern plant attracted the interest of Armco Steel Corporation (then American Rolling Mill Co.) and in 1921 the properties of both the Ashland Iron & Mining Co. and the Ashland Coal & Iron Railway Co., the stock of both being owned by Ashland Iron & Mining Co., were acquired by Armco through an exchange of Armco stock for



THOMAS W. MEANS

With his brother Hugh, he built the first blast furnace in Ohio and later bought Bellefonte Furnace. He was the father of John Means. Picture taken after his retirement.

stock of the Ashland Iron & Mining Co. Those open-hearth furnaces and blooming mill formed the foundation of the great developments that have been carried on by Armco at its West Works.

The three sons of Mr. and Mrs. W. B. Seaton have been prominent in the business and civic life of Ashland. John M. Seaton is a prominent real estate man. Kendall G. Seaton, who died in 1948, was president of the Second National Bank. Edward W. Seaton is the treasurer and a director of Ashland Oil & Refining Co.

The Death of General John Poage

This obituary notice of one of Ashland's earliest settlers appeared in the August 22, 1861, edition of the *Ironton, Ohio, Register*:

"General John Poage, one of the pioneers of this region, died on last Saturday, August 17, 1861, at his residence in Kentucky, about two miles above Ironton, in his 86th year.

"General Poage was born in Augusta County, Virginia, about four miles from Staunton, December 11, 1775, but he was raised principally in Bath County. He was the son of Major George Poage, who was one of the party that accompanied Colonel James Harrod to Kentucky in 1774, when the first house was built that ever stood in the interior of Kentucky, at Harrodsburg; Colonel Boone had previously built a cabin on

the borders of the State. That fall, Major Poage, having returned to Virginia, was at the famous Battle of Point Pleasant.

"General Poage first went to Kentucky at the age of twenty-one and spent the winter 1796-97 in the present County of Fleming where he was at the laying out of the town of Flemingsburg and with James Poage (we believe a cousin of his father, who was then a member of the Kentucky Legislature, from Montgomery County) who afterwards laid out the town of Ripley, Ohio.

"The father of General John Poage (Major Poage who did not settle in Kentucky until 1812), Colonel Robert Poage (grandfather of Cyrus Poage) and Colonel Robert Poage (father of William L. Pogue) in 1799, bought all the land on the Ohio from a few yards below Catletts Creek to the present town of Catlettsburg, down to the upper line of the farm owned by H. A. Meade, opposite Ironton, a little more than 10 miles on the river.

"That fall General John Poage, being then in his 24th year, settled on this land arriving on the 15th day of October nearly 62 years ago, together with his brother, Allen Poage, and six slaves, first breaking

ground about four miles below Big Sandy where Colonel Hugh Poage (youngest brother of General John) now lives. After living there two years he moved down to the place where he died, building the present house in 1810.

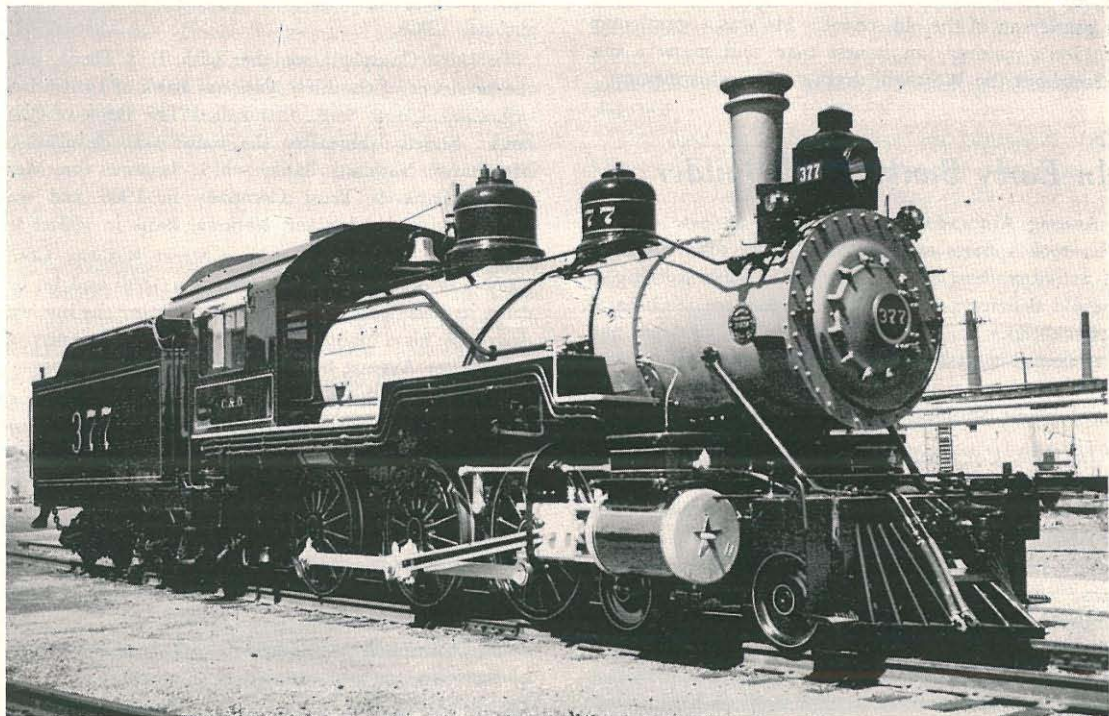
"At the time General Poage first settled there, 1799, less than twenty families lived within the limits of the present counties of Greenup and Boyd, Kentucky, and Lawrence Copunty, Ohio, but one family then (Vanbibber, we think, just below Ice Creek) on this side of the river between Big Sandy and Hanging Rock.

"Colonel Daniel Boone was then living with his son, Jesse Boone (afterwards Judge) on the place where E. Hockaday now lives, above Greensburg, but left late that fall for Missouri. General Poage spent much of his first winter in this region hunting, together with Horatio Catlett, a lad of some sixteen and a son of Elliot Catlett, who lives at the mouth of Big Sandy. On one occasion they killed two buffalo and again in a five-days' hunt, on Ice Creek, they killed thirteen bear, all but two full grown.

"In 1801 General Poage married Ann Pogue, of Harrodsburg, a daughter of William Pogue, who was

'OLD 377' TO BE A CENTENNIAL DISPLAY

The Chesapeake & Ohio Railway's historic locomotive, known as "Old 377", will be on display during Ashland's Centennial Oct. 1, 2, 3, 1954.



killed by Indians near Danville in 1778, and was the grandfather of Wililam L. Pogue, well known to our people as Lindsey Pogue. She died some fifteen years ago. Poage and Pogue-- of the same stock but different branches of the family, spelling the name thus differently.

"Elizabeth Poage, an elder sister of General Poage's wife, was engaged to a young man named Overton, who was one of the six of her mother's family who were killed in the Battle of Blue Licks, 1781. She afterwards married a man named Thomas and died a few years ago at a very advanced age.

"General Poage was on the first jury ever empanelled in Greenup County, which jury found guilty one McClure from Twelve Pole, for passing counterfeit gold eagles. The jury hung for a long time; General Poage, Colonel Robert Poage and another being for conviction. The other nine admitted the guilt of the man by the evidence but said, 'It was a pity to send him to the penitentiary'. In time, however, the three overcame the nine.

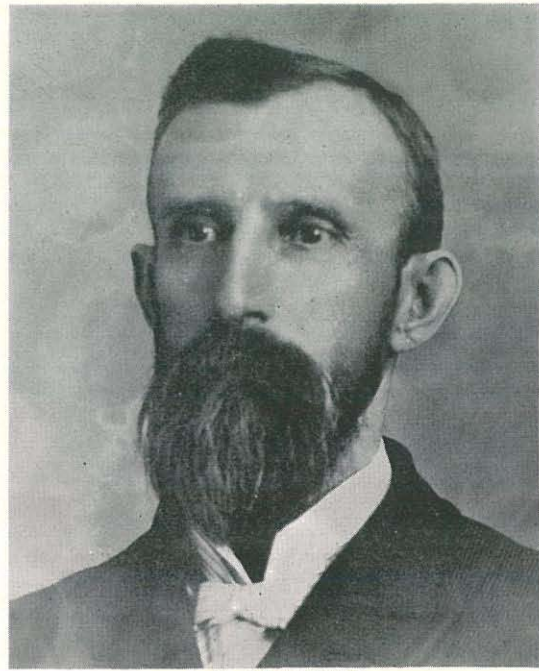
"In after years General Poage became a noted surveyor. He served one campaign, 1813, in the war of 1812 and commanded a regiment of Kentucky Volunteers from Greenup, Lewis, Mason and Nicholas Counties, in the Battle of the Thames.

"General Poage was always a highly respectable citizen and was greatly esteemed of late years as being 'a gentleman of the old school'. He was a 'gentleman of God's making', an honest man and many a one throughout the West will drop a tear to his memory."

An Early Banker and Builder

Among Ashland's early citizens there was no one who took a more active part in more different fields of activities than A. C. Campbell. After working at the old Bellefonte furnace as a bookkeeper, he became a bookkeeper for the Bank of Ashland in 1866 and was elected its cashier in 1868. He remained as cashier when the bank was reorganized in 1872 and became the Ashland National Bank.

In 1882, Campbell resigned as cashier of the Ashland National Bank, and together with John Russell and others organized the Catlettsburg National Bank of which he was made the cashier. Then a few years before 1890, Campbell resigned that position and became an official and chief executive of the Ashland Improvement Company, which acquired a large part of the land holdings of the Kentucky Iron, Coal & Manufacturing Co. The real estate boom, which started in Ashland at about that time, ended abruptly



A. C. CAMPBELL

A banker and builder. He financed construction of the Ventura Hotel, only one of his many projects.

with the depression which struck the whole country in the late 1880s.

In 1889, Campbell, together with T. J. Davis, later the president of the First National Bank of Cincinnati, organized a new bank, first called The Bank of Ashland. Shortly thereafter the name was changed to Merchants National Bank, which became the Merchants' Bank & Trust Company in 1906 and was merged with the Ashland National Bank in 1921.

The Ashland & Catlettsburg Street Railway Company was organized by Campbell in 1890 and he became its president. The first spike starting the line was driven by his daughter, Lillie (Mrs. V. V. Adkins) on Winchester Avenue between 13th and 14th Streets.

Campbell, individually, built and owned the Ventura Hotel which was completed in 1893. He had become a large owner of Ashland real estate, many very valuable pieces of which he sacrificed in order to finance the completion of the Ventura during the depression days of the early '90s. Although suffering severe financial reverses, Campbell never lost his poise, his kindly Christian spirit nor his deep and abiding faith in Ashland and its future.

The Campbell home was on the southwest corner of Bath Avenue and 13th Street, now being owned by Dr. R. M. Justice.

The Ashland Tragedy

"In this book is the written history of a crime without extenuating circumstances, so hideous that in all the annals of black deeds it would be difficult to find its parallel."

With these words, J. M. Huff, an early Ashland newspaper editor, prefaced his account of the murder on Christmas Eve, 1881, of two teen-age Ashland girls and a crippled boy. Since the murder and the chain of tragic events it produced constitute one of the most troubled, exciting periods in Ashland's history, a resume of the story is being included in this brochure.

Huff's account of the crime was published in a paper-bound booklet, entitled "The Ashland Tragedy", a few copies of which are in the possession of present-day Ashlanders.

The murder occurred in that section of Ashland then known as Geiger's Addition, the exact location today being 28th Street and Carter Avenue. Before dawn on the morning of December 24, 1881, a house occupied by the J. W. Gibbons family was discovered to be on fire. Within a few minutes, many residents of Geiger's Addition and Ashland proper were on the scene to give any assistance they could. Windows were smashed and three bodies were dragged from the flaming house.

The bodies were those of Fannie Gibbons, 14; her crippled brother, Robert Gibbons, 17; and a neighbor girl, Emma Carico, 15. An examination of the bodies by Drs. J. W. Martin, J. H. Wade and W. F. Tiernan disclosed that the skulls of the three young people had been crushed and that the two girls had been raped. A search of the area uncovered an old ax and a crowbar, both of which bore traces of blood and strands of hair.

The Gibbons and Carrico families were well known in Ashland. Hundreds of persons flocked to the house to view the bodies. Rumors were spawned on chance remarks, stretched by careless words, and spread as wildfire by word of mouth. Ashland was shocked and outraged by the terrible crime.

On the evening before the murders, Mrs. J. W. Gibbons and her youngest son, Sterling, 11, had gone to Ironton, Ohio, to visit one of her married daughters. As she expected to stay overnight, she asked permission of Emma Carico's mother for the girl to spend the night with Fannie and crippled Robert.

Mr. Gibbons, the father of Fannie and Robert, had been working in West Virginia and had left his home the week before. Thus, the three young people were alone in the house. One widely circulated rumor ad-

vanced the theory that Gibbons had come by skiff down the river from Charleston and committed the murders. This was later disproved in an affidavit by a Mr. Andrew Hager, with whom Gibbons had been staying.

Funerals for the three victims were held in the Methodist Episcopal Church, South, with the church crowded to overflowing. The Rev. T. S. Wade officiated, and burial was in a single grave in Ashland Cemetery.

"The friends returned to their homes saddened immeasurably, and a gloom, not to be described, fell like a pall upon Ashland," Huff wrote. "Business seemed to receive a check, the pursuits that were once interesting had lost their charm; parents gazed upon their loved ones and thought of the innocents that now slept in the cold ground, and the faces that were once beautiful, now horrible to think of."

Reward Money Raised

On the day of the funerals, John Means, acting mayor, called a citizens' meeting to raise money for posting a reward and hiring detectives to seek the murderers. The meeting was addressed by Judge S. S. Savage, J. H. Emmons, Judge W. C. Ireland, A. L. Stefanski and David Lady. City Council voted to offer a \$200 reward for the killers and a committee was named to solicit additional funds to employ detectives. The reward money was increased by private subscription to about \$3,000, and it brought Detectives Alfred Burnett of West Virginia, J. B. Norris of Ohio, and U. S. Deputy Marshal Heflin of Maysville to Ashland.

Ten days after the murders, on January 2, 1882, George Ellis of Geigerville became a suspect because of nervousness he displayed in talking of the crime at the store of Geiger, Powell & Ferguson. That evening, Ellis was taken to the Aldine Hotel and questioned by Marshal Heflin. The marshal reported that Ellis confessed that he had been forced to accompany William Neal and Ellis Craft to the Gibbons house on the night of December 23, and that he was an unwilling accomplice in the crime which resulted.

Following Ellis' confession, Craft was arrested at his boarding house and denied any part in the crime. Neal was found at work in the old rolling-mill and he, too, denied Ellis' confession. Craft and Ellis were taken at once to the county jail at Catlettsburg and Neal was guarded until the next morning, when he was secretly escorted through the woods and fields to Catlettsburg. All were placed in the same cell and Ellis repudiated his confession, pleading innocence.

Excitement was at fever pitch in Ashland following the arrests. Business houses closed and the rolling-mill

and nail factory suspended operation. The downtown section was crowded and many discussed mob law. When word came to town that the examining trial for the three men was to be held in Catlettsburg on the day after the arrests, many in the crowd started in buggies, hacks and wagons for the courthouse. At noon, the Chattaroi Railroad ran a special train to the Gate City. The hearing was opened by County Judge S. S. Savage in the packed courtroom and it was announced that a special term of court had been called for January 16. After consultation, the court further announced that the examining trial had been postponed until the next day.

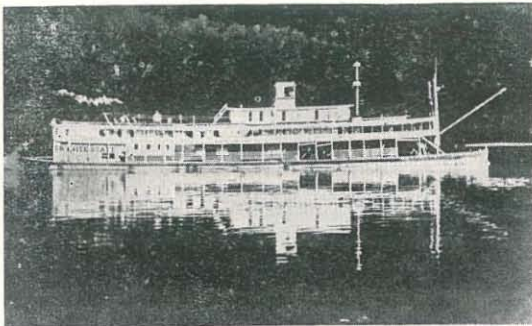
The following day, news was carried to Catlettsburg that a mob was being organized in Ashland to march on the jail and claim the prisoners for hanging. The rumor incited officials to make hurried arrangements to charter the steamer *Mountain Girl* and get the prisoners out of Catlettsburg and away from the mob. The prisoners were taken on board but before sufficient steam could be generated for shoving off, the Chattaroi train pulled into Catlettsburg depot and a large crowd of Ashlanders streamed toward the courthouse. They had come to attend the examining trial but the prisoners' guards feared otherwise. Without waiting for the *Mountain Girl* to get up steam, the guards whisked their prisoners aboard the Catlettsburg ferryboat and shoved off.

Prisoners Taken to Maysville

The Ashland people saw the accused men on the boat and were confused as to what was happening. Many of them made a rush for the wharf and boarded the *Mountain Girl*. Pursuit of the ferryboat began. Others in the crowd supposed the *Mountain Girl* would overtake the ferryboat at Ashland so they returned to the train and had it "backed" to Ashland. Meanwhile, however, the ferryboat met the steamer *Mountain Boy*, to which the guards transferred their prisoners and were on their way to Maysville.

The people of Ashland felt they had been terribly wronged, Editor Huff wrote, not only because the prisoners were taken someplace where they would have a better chance to escape, but also because it would give people elsewhere the idea that mob law prevailed in Boyd County. A committee was appointed to go to Catlettsburg and inform Circuit Judge George N. Brown that there was no intention to mob the prisoners.

Just as had been expected, rumors spread to other sections that the Ashland prisoners had to be moved to Maysville because of the danger of mob rule. A special bill was passed in the State Legislature for



THE GRANITE STATE

It figured prominently in "The Ashland Tragedy".

holding a special term of Boyd County Circuit Court, January 9, 1882, and Major John R. Allen was ordered to take charge of the Lexington Guards, the McCreary Guards and Mason County Guards and go to Ashland.

On January 11, the prisoners were returned to Catlettsburg under the guard of soldiers. The grand jury, composed of John Russell, foreman, D. D. Geiger, Hugh Means, L. E. Veysie, R. Adams, R. Prichard, R. B. Rigg, C. C. Eastham, R. Hatfield, William Lockwood, Martin Kazee, John Lockwood, J. McFinny, J. L. Mead, Joseph Mitchell, and H. Blankenship, deliberated five days. Indictments were brought against William Neal and Ellis Craft for conspiracy and murder, and three indictments against George Ellis for murder.

William Neal went on trial January 16 for the murder of Emma Carico, pleading "not guilty". The trial lasted eight days with the jury returning a verdict of guilty and Neal drew the death penalty. Ellis Craft's trial lasted ten days and also ended with the death penalty. Sentence was passed on February 6 and the execution date was set for Friday, April 14, 1882, "between sunrise and sunset"—to be hanged until dead. The trial of George Ellis was reset for the regular May term of court and the three prisoners were taken by the soldiers to Lexington for safekeeping.

Attorneys for Neal and Craft appealed the convictions to the Court of Appeals and the executions were postponed. On May 22, Craft and Neal were reported to have attempted to escape from the Lexington jail with several other prisoners. The delay in execution and the possibility that the two might escape caused ill feeling back in Ashland.

George Ellis was returned to Catlettsburg from Lexington and arraigned for trial on May 30, 1882. His trial lasted two and a half days and the jury found him guilty of murder. The penalty was to be life imprisonment. The verdict was not well received.

Between 11 and 12 o'clock the night after the verdict, eighteen men with black masks over their faces marched up Ashland's Front Avenue toward the furnace and to the roundhouse of the Chattaroi Railroad. There, the colored watchman, Sandy Stokes, was ordered to fire up the engine. The locomotive headed for Catlettsburg; Ellis was removed from his cell by force and returned to Ashland, where he was hanged on a sycamore tree near the scene of the murders. The body was still hanging in the tree the next day.

Craft and Neal won new trials, which were set for October, 1882, term of Boyd Circuit Court. The two were brought back to Catlettsburg under guard of five companies of state militia, with one piece of artillery. They were quartered in an upstairs room of the courthouse. Catlettsburg was crowded with people because of the impending trials.

Governor G. W. Blackburn issued the threat that if called upon, he would send a sufficient force of soldiers with cannon to support the dignity of the law, if the whole county of Boyd had to be killed in protecting the prisoners. The threat intensified popular excitement and Boyd County seethed in resentment over the presence of the troops. An effigy of Governor Blackburn was hanged on the sycamore tree where Ellis had been lynched.

The prisoners were brought into court and their attorneys made application for a change of venue. Judge George N. Brown granted the change of venue to Carter County and new trials for Craft and Neal were set for the February, 1883, term of Carter Circuit Court. An order was issued that the troops were to convey the prisoners to Lexington pending the trial.

That night, rumors flooded Catlettsburg that mobs were forming in Ashland, preparing to storm the courthouse. Some reports said that the railroad tracks had been torn up at Ashland so the train carrying Craft and Neal could be intercepted. The courthouse was heavily guarded during the night and bursts of gunfire in the darkness increased the tension.

At noon on the following day, November 1, 1882, Major Allen abandoned plans to return to Lexington by train and moved his troops and the prisoners to the Catlettsburg riverfront. A passing steamer, *The Granite State*, was requisitioned for the trip to Maysville, and her commander, Captain Will Kirker, was ordered not to land at Ashland, Ironton or Portsmouth, lest they encounter trouble.

Soldiers Fire on Crowd

As the steamer was loading, the train arrived from Ashland, carrying 200 men and boys, armed with about 40 pistols and shotguns. Major Allen immediately dis-

persed his 215 troops along all approaches to the wharfboat and stationed a cannon in front of the Alger House where the prisoners were being held. A delegation of the Ashland men demanded custody of the prisoners and were refused. The militia hastily boarded the *Granite State* and started downstream.

The crowd, in turn, reboarded the train and started back to Ashland, firing several shots from the train windows as they passed the *Granite State* on the river. News that the prisoners were to pass Ashland on the steamer drew a large crowd of men, women and children to Front Avenue and the riverbank as the train arrived from Catlettsburg. *The Granite State* came into sight on the Ohio, and Huff reported that the soldiers aboard were concealed behind articles that had been piled up for protection. The sheriff and his two prisoners were in a cabin out of sight.

About 18 men and boys boarded the ferryboat and ordered the pilot, Wililam Kouns, to move out into the river. As the ferry approached and hailed the *Granite State*, there was a pistol shot, followed by a second, and then came a volley from the *Granite State*. The first volley disabled the ferryboat and it floated with the current on the Ohio. All firing by the Ashland men ceased. But, according to Editor Huff, "volley after volley came from the soldiers' guns until nearly 1,500 shots were fired—not at the ferryboat, but at the men, women and children on the grade, on the bank, on the streets, in the houses, and in the depot. In every direction the people fell—some dead, others mortally wounded, and some slightly wounded. The *Granite State* had gotten far down the river, and the firing ceased."

Among the first to fall was Col. L. W. Reppert, "aged and respected citizen", who had been sitting on a pile of crossties on the riverbank. When the firing began, he rose to leave and was shot through the heart. Col. Reppert had been one of those who had urged the men and boys not to go on the ferry.

Also killed instantly was George Keener, a young father, who was shot through the head as he stood at the top of the riverbank.

Among the wounded were:

James McDonald, brother-in-law of the murdered Gibbons children, shot three times.

John Baugh, about twenty, a workman at the drydocks, shot in the shoulder.

Robert Lawther, age between twenty-five and thirty years, a laborer, shot in the bowels.

Charles Bolinger, fifteen, son of the engineer on the tug *Lucy Coles*, shot in the leg.

Martin Dunlap, fourteen, son of the engineer at the mill, shot in the hip.

Alexander Harris, age twenty-five to thirty years, a workman at the mill, shot in the hip.

Willie Serey, fourteen, son of a contractor on the railroad, shot in the leg.

John Gallagher, twenty, worker in the mill, shot in the mouth and leg.

Julius Sohmer, nineteen, drayman, shot in the leg.

Thomas R. Bird, twenty, a laborer, shot in the shoulder.

Mrs. H. B. Butler, wife of the auditor of the Chat-taroi Railroad, shot in the thigh while sitting in the second story of the depot.

Will Springer, eighteen, mill worker, shot in the shoulder.

A. H. Dixon, middle-aged laborer, shot in the hand.

Mrs. Jackson Serey, wife of a carpenter, shot in the shoulder while sitting in a second story window of a house on the riverbank.

Thomas Demarrs, a stranger, shot in the arm.

M. A. Ball, age twenty-five to thirty, a mill worker, shot in the leg.

Graham Randal and Martin Greer, colored laborers, shot in the shoulder and leg, respectively.

Dr. Gillis, a physician, shot in the arm.

William Meyer, twenty-five, a laborer, shot in the leg.

William Kouns, pilot on the ferryboat, shot in the hand.

Others reported wounded were Robert Prichard, George Warner, W. Waugh, and Charles Donald.

Two Others Die

Of those wounded, Willie Serey and Alexander Harris later died.

Inquests were held in the deaths of the four, and among those testifying was Captain Kirker of the *Granite State*. He said that he attempted to get the soldiers to stop firing after their second volley at the ferry as those on the ferry had sought cover and he considered only the first volley was necessary. "I did not think the demonstrations indicated danger to the soldiers or their prisoners. I saw nobody armed on the shore," he said.

The coroner's juries in each of the deaths held that the troops' firing "was not in the line of their duty, but was wanton and reckless."

Ashland went into mourning for her dead. Business was completely suspended and attention of the people was given to arrangements for the burial of the dead and care for the sick and wounded. Bullets were picked up all over the business district and tales of narrow escapes were repeated in the hushed under-current of sorrow which settled over the city.

A citizens' meeting was held to raise funds for medical and nursing aid for the wounded, and the fire of resentment was fanned by press reports from Lexington, defending the action of the militia. The following

dispatch was posted in the telegraph office at Lexington's Phoenix Hotel:

"Ashland, Ky., November 2, 7:48 P.M. To The People of Lexington: We see by the press that you volunteer to send more soldiers to whip little Boyd County. We need, rather, help to bury our dead and nurses for our wounded. Peace on earth, good will to man. A. C. Campbell."

Lexingtonians explained that militia volunteers were called for after the first report of the battle said that Lexington troops were surrounded and being killed by a mob composed mostly of people from Ironton and Portsmouth.

Major John R. Allen issued a statement stoutly defending the "admirable bravery, coolness, and self-possession" of his troops in the fight at Ashland.

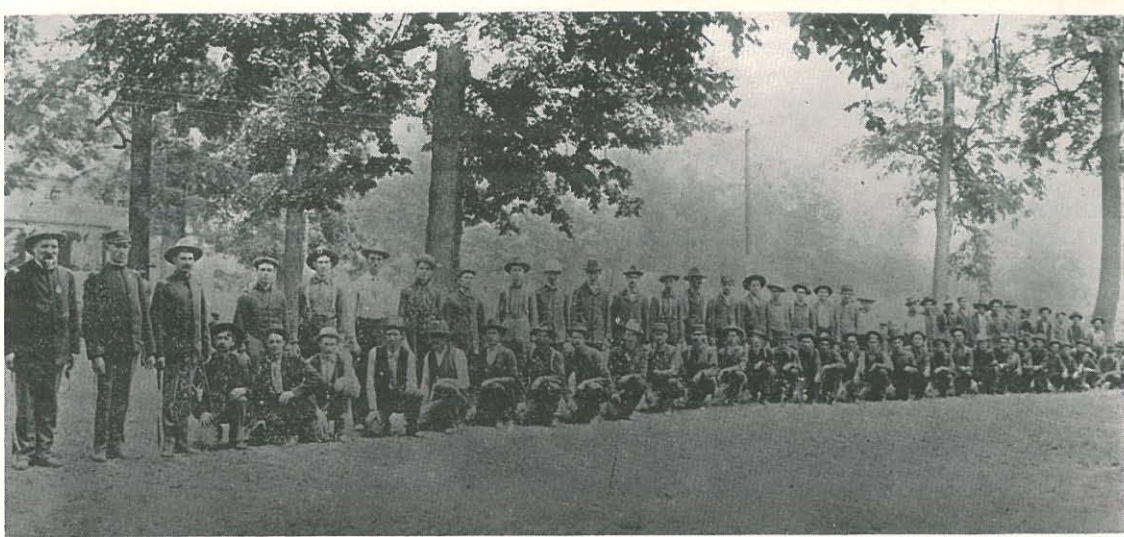
Boyd County's Judge Brown and the attorneys for Neal and Craft left Catlettsburg under cover of darkness and took the train at Grayson for Lexington. Governor Blackburn expressed sorrow at the slaughter but made it clear he completely upheld the action of Major Allen and his troops. He also announced that when the trials of Neal and Craft came up in Carter County the following February that he would send six regiments, or twelve if necessary, to defend the prisoners from mob rule.

But the worst that could have happened, had happened, and the tension in Boyd County lessened as the weeks passed and Ashland resumed normal activity. Craft's trial came up in 1883 in Carter Circuit Court and ended in conviction. He was hanged on Oct. 12, 1883, in Grayson. Neal's case was postponed until late in 1884. He, too, was convicted and records show that he was hanged at Grayson in February of 1885.

"Remember the Maine"

Following a riot at Havana, Cuba, then a Spanish colony, on Jan. 12, 1898, the U. S. Battleship *Maine* was ordered to Havana Harbor to protect American life and property. On Feb. 15, 1898, at 9:40 P.M. the *Maine*, while at anchor in the harbor, was destroyed by an explosion which killed 260 officers and men. A Naval court of inquiry reported in March, 1898, that the *Maine* had been destroyed by the explosion of a submarine mine, but was unable to obtain evidence fixing the responsibility—upon any person or persons.

Some of the press attributed the disaster to enemy agents and demanded United States intervention in Cuba. "Remember the *Maine*" became a popular slogan. The disaster did lead to the blockade of Cuban ports by U. S. Navy vessels on April 22, 1898, the declaration of war by Spain against the United States



SPANISH-AMERICAN WAR COMPANY IN 1898

Many Ashlanders served in Puerto Rica during the Spanish-American War with Company L, First Kentucky Volunteer Infantry Company. Picture believed to have been made at Lexington, Ky., where the volunteers were outfitted.

on April 24, 1898, and the formal declaration of war by the United States on April 25, 1898, made retro-active to April 21.

Where does this enter the history of Ashland?

Early in May, 1898, a company of volunteer infantry was recruited and organized in Ashland and Boyd County. It became Company 2 of the First Kentucky Volunteer Infantry. The officers chosen were R. S. Carr, a Civil War veteran, as captain; John Kobs, Jr., first lieutenant; Joseph R. Triplett, second lieutenant; and A. F. Ogden, first sergeant.

Company 2 left Ashland for Lexington, Ky., on Friday, May 13, 1898, from the old Chesapeake & Ohio Railway station, cheered by a large and enthusiastic crowd. The company was clothed and equipped with many difficulties in Lexington, and from there it went to Chickamauga, Tenn., then to Newport News, Va., and embarked for Puerto Rica.

The company remained in service in Puerto Rica until hostilities ended in August, 1898, returning to Ashland to be mustered out the latter part of November, 1898.

Central Park Is Acquired

One of the most fortunate things that has occurred in Ashland's history was the acquisition by the city of a tract of land of 47 acres as a public park in what is now a fully developed part of the city. For many years Ashland has been referred to as the Park City, which came about by reason of the tract of land which

was originally set aside as a park by the Kentucky Iron, Coal & Manufacturing Company when the city was laid out in 1854. This tract, which became known as Central Park, had virgin trees and a number of Indian mounds. It has been developed with roads, paths, baseball and softball diamonds, tennis courts, football fields and other recreational facilities which contribute to enjoyment for not only Ashland folks but also people of all the surrounding counties.

Originally the park was enclosed with a high board fence, with an entrance at 17th Street and Bath Avenue for pedestrians and another at Montgomery Avenue for wagons. There was a one-mile race track in the park. Later it was changed to a half-mile track. For a number of years a County Fair was held in the park annually in connection with a race meet, baseball games and various other forms of entertainment. At one time there were barns for horses, an exhibition hall, known as Floral Hall, grandstands for the races and baseball games, and bandstands.

A Chautauqua was held annually in the park, usually in a tent near 17th Street, south of the Crabbe School building. Many prominent national figures, bands and choirs appeared on those old popular Chautauqua programs. Through the years the park has been the scene of much political oratory. Among national candidates to make speeches in the area where the Chautauqua tents were pitched were Theodore Roosevelt, Charles Evans Hughes and President Warren G. Harding. Many of Kentucky's leading orators and politicians have spoken there also.

The purchase of the park by the city came up in 1900. On May 7 of that year, during the administration of Mayor William A. Ginn, the Board of Council adopted this resolution:

"On motion and second, the Mayor was instructed to appoint a committee to confer with the Kentucky Iron, Coal & Manufacturing Company in regard to the purchase by the City of the property known as Central Park, to negotiate price, terms, etc., the Mayor to be a member of said Committee. The Mayor appointed as said Committee—T. A. Field, S. S. Savage, Jno. O'Kelley, Jacob Leicht, Jno. Means, S. Coburn, N. E. Fisher, L. E. Veysie and B. C. Hyman."

On July 2, 1900, the Mayor's committee presented the following report to the Council:

"To the Honorable Mayor and
Council of the City of Ashland.

"Gentlemen:

"Your Committee appointed to negotiate for the purchase of Central Park beg leave to report that we have accepted a proposition from the owners of Central Park for the sale of the Park as a whole to the City of Ashland for the sum of Thirty-two Thousand five hundred (\$32,500.00) Dollars, the City to assume the taxes on the Park for the year 1900, terms of payment \$10,000.00 to be paid on or before Nov. 1, 1900, remainder in five equal installments due Nov. 1st of each year, all bearing interest from July 24, 1900. Your Committee respectfully asks the ratification of the purchase by the Council. Signed: T. A. Field, B. C. Hyman, J. Leicht, S. S. Savage, L. E. Veysie, S. Coburn."

Council duly adopted the report of the committee by this resolution:

"On a motion and second to adopt said report and ratify the purchase of Central Park on the above terms and to authorize and instruct the Mayor and Clerk to sign the obligation of the City. Aye: Herbst, Rose, Fearing, Putnam, Bagley, Field, Poage, Sands. Nays: None."

Then on Sept. 3, 1900, Council appointed the first Park Commission composed of John Means, J. G. Crabbe, S. S. Savage, Douglas Putnam and W. A. Ginn, Mayor.

The present City Park Commission, which has been very active in continuing to develop the facilities of the park, consists of R. D. Davis, chairman; Dr. J. Dillon Browne, Rives R. Jones, Jr., John L. Smith, George H. Yost, and John C. Vigor, secretary.



CLYFFESIDE BANDSTAND

Band concerts at old Clyffeside Park attracted large crowds in the unhurried first two decades of the 20th Century.

Clyffeside Park

At the turn of the century one of the most popular places in Ashland and the Tri-State region was Clyffeside Park, located near the eastern city limits. Originally there was a body of water known as Savage Pond which extended back from the Ashland-Catlettsburg turnpike up the hollow between Gartrell Hill and Clyffeside Hill. When the Ashland-Catlettsburg Street Railway line was built, a dam with a spillway was constructed south of the road and the pond developed into a lake.

The Street Railway Company operated the park, providing ample picnic grounds, boating on the lake, bandstands and a pavilion built on a peninsula extending out into the lake. The winters in those years seemed to have been more severe, and skating was enjoyed on Clyffeside Lake by throngs of people, both young and old. During the summer months a band was engaged and gave concerts in the park.

About 1900 a large Casino, which still stands, was built at Clyffeside. A Chautauqua was held annually in the Casino for a number of years. Also in the early days of the Casino, a professional stock company produced plays and many actors who later gained considerable prominence, were in the casts. A roller coaster was constructed in the later years of the life of Clyffeside Park and it operated for a number of years. The Casino continued to be the scene of many banquets and dances, including the Ashland Annual Charity Ball.

When Clyffeside Park was closed in the early 1920s, El Hasa Shrine purchased the Casino and held its cere-

monials there for several years. Later the Casino was sold to the Pentecostal Church of Christ, which still owns the building and uses it regularly for church services and other religious activities.

The Street Railways

"Horse cars" were the first street cars in Ashland. Pulled by horses or mules on steel rails, the first line extended from Seventh Street to just east of 23rd Street on Winchester Avenue. In 1890 the Ashland & Catlettsburg Street Railway Company was organized by A. C. Campbell, and with the advent of electricity electric street cars began operating from Ashland to Catlettsburg's Pike Crossing.

During the summer months the so-called "open street cars" were operated, these cars having seats extending the entire width of the car with running boards on each side. One of the favorite recreations of Ashlanders during the Gay Nineties was taking a ride on summer evenings on these open street cars to Catlettsburg and return. The most popular seat was on the platform in the very front of the car, immediately behind the motorman.

In the early 1900s, the Ashland & Catlettsburg Street Railway Company was acquired by the Camden Tri-State Railway Company, which extended a line from Huntington to Catlettsburg. Then in 1906, with the real-estate development known as South Ashland, a branch line was extended from Winchester Avenue

out 29th Street to Moore Street. The Park City Land Company, incorporated by Dr. V. V. Adkins, A. C. Campbell, and Thomas Boggess, Jr., was responsible for the development and opening up of the South Ashland section.

The inter-urban street car line from Ashland to Huntington was purchased by the Ohio Valley Electric Company later and Ohio Valley operated the line until 1936. The old car tracks were removed from Winchester and 29th in the late 1930s as a Works Progress Administration project.

Street-Paving Program Began in 1904

Prior to 1904 the only streets in Ashland that had any improvements at all were those running through the downtown business district. They had been improved by the laying of a foundation course of large pieces of slag from the local furnaces and then covered over with a layer of finer slag, cinders or ashes. During the summer months, City Council let contracts for sprinkling the streets in the principal part of the business district to keep down the dust.

In 1904 the first contract was let for the permanent improvement of the streets by paving. The first street paved was 13th, from the C. & O. tracks between Central and Carter Avenues northerly to Front Avenue at the old Union Depot. That was the beginning of a program of street construction in Ashland on a large scale that continued without lapse through 1910, by

THE GLOUCESTER ON CLYFFESIDE LAKE

"Excursions" on Clyffeside Lake were provided by this "simulated" gunboat. Date of picture is unknown.



which time practically all the street north of the river-side of the hills had been paved. Ashland became known as the best paved city in Kentucky.

All of the streets improved over this six-year period were constructed by either the Nashville Roofing & Paving Co. or its affiliated company, Southern Bitu-lithic Company, both of Nashville, Tenn. The most interesting thing in connection with the program was that the entire work was carried on under the direction and superintendency of John Bradley, an Englishman, with wide experience in street building and who took an intense pride in his workmanship, and to whom generations of Ashlanders owe a debt of gratitude for the splendid streets he built.

These early brick streets in Ashland were laid on a six-inch concrete foundation, on which a one-inch layer of sand was put as a cushion for the vitrified brick, made by the Pebbles Paving Block Co., Ports-mouth, Ohio. The brick was then covered, or grouted, with a cement wash.

This was before the days of the great concrete-mixers. Bradley, being of the old school, was quite skeptical of the small concrete-mixers of that day, so he required that all concrete be mixed by turning with hand shovels. Two wide mixing-boards, made of heavy sheet iron and extending across the entire width of the street being constructed, were placed on the finished grade; the slag, sand and cement for the concrete would be strung along ahead of the boards, and as the mixing progressed, the boards would be pulled forward along the streets by chains attached to the boards.

The swarms of men engaged in getting the materials in place, mixing the concrete, pouring it, and later the men laying the brick, created a scene of intense activity and always attracted a large number of spec-tators and "sidewalk superintendents" of the day.

While some of these early streets have since been blacktopped, many of the brick streets have stood for almost half a century with only very minor, or even no repairs—and are today a lasting monument to the fine integrity and skill of John Bradley and his great pride in his work.

The Fighting Mayor

Dr. William Monroe Salisbury, stormy Ashland political power in the 20th Century's first two decades, perhaps left the greatest impression on the city than any of its many distinguished mayors. Twice elected as the chief executive and called "Ashland's Fighting Mayor", he often demonstrated political strength that was hard to understand, as by his very nature and actions he did not court public approval. On the contrary, observers felt Dr. Salisbury seemed need-lessly antagonistic to the popular feeling, but the



DR. WILLIAM M. SALISBURY
He had a stormy political career.

retired-physician-turned-politician always had an object in view and he generally accomplished it. . . . He was called "the father of street paving" in Ashland, the rigid paving specifications adopted being responsible for the lasting superiority of Ashland streets. . . . Sanitary sewers, the new Chesapeake & Ohio Railway passenger station, improvement of the City's fire department, construction of the present City Building and the annexation of the Normal Section were ac-complishments of Dr. Salisbury's administrations. . . . One "hot potato" that was dropped during his second term was the proposal for Ashland and Catlettsburg to merge into one city. . . . Dr. Salisbury won his first mayoralty race in 1913, assuming office in 1914 and serving until 1917. He was elected again in 1921, taking office in December of that year and serving until May 11, 1925, when he resigned after a series of controversial events and heated charges and counter-charges. . . . Dr. Salisbury was born in Aden, Carter County, graduated from the old Jefferson Medical College in 1892 and after practicing for a short time in Huntington, came to Ashland. He became a leading physician, but decided to retire in 1905 to enter business, dealing with real estate, operating a planing mill and lumber firm and then organizing the Crystal Ice

& Cold Storage Company (now Federal Ice Co.). . . . He died Feb. 25, 1928, in a San Diego, Calif., hospital after being stricken with a heart attack while en route home to Ashland from a vacation in Honolulu, T. H.

* * * * *

Tomcat Town Made Famous

Ashland's prowess in high school athletics down through the years has made the teams of "Tomcat Town" feared far and wide, but the crowning achievement of the Tomcats came in 1928 when Ashland High School's basketball team, coached by James A. (Jimmy) Anderson, Jr., marched to victory in the district, regional and state tournaments, and then went on to win the National Championship Tournament in Chicago, Ill., by defeating Canton, Ill., 15-10. . . . In the State Tournament, the Cats defeated Danville, 16-8, Henderson, 25-13, Covington, 22-13, and Carr Creek, 13-11 (in four three-minute overtime periods). . . . Their successive triumphs at Chicago for the national crown were over Naugatuck, Conn., 20-13, Oregon, Mo., 41-22, Morris, Ala., 29-16, Vienna, Ga., 20-19, and Canton, Ill., 15-10. . . . The Tomcats of 1928 who went through an entire season without a single defeat were: Ellis Johnson (team captain, chosen All-American), Elliott (Eck) Allen, Jack Phipps, James (Jim) Barney, Darrell Darby, Kermit Riffe, Gene Strother, Bud Fullerton and William Hemlepp. . . . It was a double state victory for Ashland in 1928, too, as the once-famous Kittens, Ashland High School girls' team, romped 27-11 over the Oddville High School lassies for the State Trophy.

Ferry Boats . . . The Bridge

Before construction of the Ashland - Coal Grove Bridge transportation between Ashland and Coal Grove was by means of ferry boats which operated across the Ohio River for many years. The old ferries included *The Belle of Ashland* and *The Winona*. The latter was destroyed in January, 1918, in the great run of ice in the Ohio River and was replaced by *The City of Ashland*. The ferries were operated for many years by Capt. John Murphy and Capt. Dick Abrams until they were acquired by the Kentucky Highway Commission at the time of the construction of the bridge.

As early as the 1880s there had been a movement looking toward the building of a bridge to span the river, but the proposal appears to have been abandoned as unpractical at the time. When the Scioto Valley Railroad (now the Norfolk & Western) was completed to Petersburg (now Coal Grove) as its southern terminus, a transfer system from Ashland across the river

was established for both freight and passengers. Passenger trains starting from the old Union Depot in Ashland were ferried across the river by the transfer system, and freight cars, carrying rods and billets from the Ashland Steel Co. to the nail mills at Ironton, also were ferried across the river. Iron ore for the furnaces of Ashland likewise was transferred.

The transfer system continued until 1918 when the barges and towboats were destroyed in the ice-jams of the severe winter of 1917-1918. One of the transfer boats was the *Bob Ballard*, for many years in charge of Capt. J. Frank Morgan. In 1904 the Cincinnati, Hamilton & Dayton Railroad started the construction of a railroad bridge from Ohio to Kentucky at a point opposite Armco West Works' present site, then a part of the John Paul Jones farm. Several piers were constructed on each bank of the river, one of which still stands today. The C. H. & D. later was acquired by the Baltimore & Ohio Railway, but the bridge's construction was abandoned.

In 1928 the Ashland-Coal Grove Bridge Company was organized by Thomas Boggess, Jr., and John T. Diederich. This company acquired all of the rights of the Ashland Bridge Co., a Kentucky corporation, and the Coal Grove & Ohio Bridge Co., an Ohio corporation, that had been organized in 1926 to build the Ashland-Coal Grove bridge. The new company obtained the necessary franchises for the bridge from both Coal Grove and Ashland, along with a Congressional permit. Engineers completed the bridge's plans. In July, 1928, construction of the piers for the approach on the Kentucky side was started by the company. That same year the Kentucky Legislature passed what is known as the "Murphy Toll Bridge Act, under which the state was authorized to issue bonds for the construction of both intrastate and interstate highway bridges, the bonds to be paid for from tolls collected on the bridges.

In 1929 the Kentucky Highway Commission acquired the franchises and plans for the construction of the bridge from Boggess and Diederich, and included the Ashland-Coal Grove bridge in the program of the state. Construction under contracts awarded by the Kentucky Highway Commission was then started in 1930, and the bridge was completed and opened to traffic in 1932. By 1941 all of the "toll bridge" bonds of approximately \$1,000,000 issued to pay the cost of the bridge had been redeemed.

On August 5, 1941, the ceremony celebrating the freeing of the bridge was held in Ashland under the sponsorship of the Ashland Business Men's Association. Mayor Henry D. Shanklin presided at the ceremony. Governor Keen Johnson delivered an address in which he eulogized the late Senator Ben Williamson and

named the span "The Ben Wililamson Memorial Bridge" as he cut the ribbon making it toll-free.

Others taking part in the celebration program included J. Lyter Donaldson, commissioner of highways of Kentucky; Thomas J. Herbert, attorney general of Ohio; Joe B. Bates, Greenup, Congressman from the Eighth District; George Hatcher, secretary of state of Kentucky; Fred M. Vinson, then associate justice of the U. S. Court of Appeals for the District of Columbia; and A. A. Hines and Davis E. Geiger, representing the Ashland Business Men's Association.

* * * * *

An Early Civic Organization

One of the predecessors of the present Ashland Board of Trade was the Commercial Club of Ashland. The second annual banquet of the club was held at the old Hotel Aldine on Tuesday, Jan. 17, 1905. Invitations for the banquet showed the officers were: E. W. Strack, president; Jacob Leicht, vice-president; and V. V. Adkins, secretary-treasurer. Directors were:

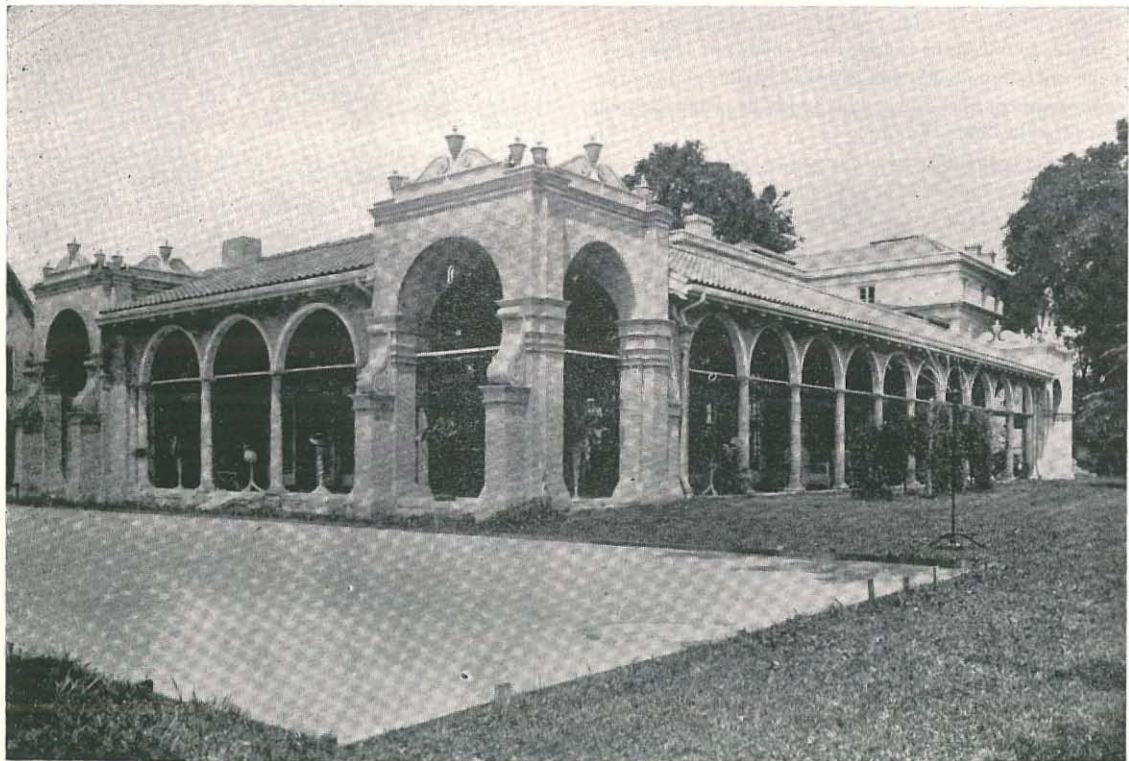
Thomas Boggess, Jr., James Ashworth, E. M. Roberts, J. W. Hampton, J. S. Ogden, J. A. Meredith, V. V. Adkins and M. W. Thomas. Serving on the program committee for the gathering were L. F. Zerfoss and J. W. Hampton.

The program committee evidently felt that the guests at the dinner would be in a leisurely mood, as is indicated by the program schedule which was:

- Introductory—E. W. Strack, President.
- Secretary's Report—V. V. Adkins, Secretary.
- Transportation—Col. Douglas Putnam, Chairman.
- Our Guests—C. F. Weaver.
- Response—F. B. Moore.
- Ashland as a Railroad Center—W. A. Ginn.
- Lumber Industries—Jacob Leicht.
- Public Improvements—J. O. Mathewson.
- The Press—B. F. Forgey.
- Ashland as a Manufacturing Center—W. B. Seaton.
- Big Sandy Development, a Factor in Ashland's Growth—J. W. M. Stewart.
- Ashland, a Jobbing Center—F. R. Henderson
- Religious and Intellectual Ashland—G. H. Heibold.

EXTERIOR VIEW OF MAYO MANSION'S FORMER POOL

Mrs. John C. C. Mayo moved from Paintsville to Ashland, following her husband's death, and in 1917 purchased the John F. Hager home at 16th and Bath. She had most of the existing house torn down and built the pretentious mansion, still standing, along with an ornate bath house that was the showplace of Ashland for many years.



Ashland's Relations to Our Neighboring

Cities—M. W. Thomas.

Prospecting—W. I. Canter.

Public Spirit Necessary to Development—John F. Hager.

The program's topics certainly gives a cross-section of matters that were receiving the attention of the Commercial Club, and no doubt seeds were sown at that time which later grew into fine things for the City of Ashland.

School Costs Illustrate Growth

The growth of the City of Ashland over the past half a century is strikingly illustrated by the following communication from the Ashland Board of Education to the Board of City Council, dated May 28, 1900:

"Board of City Council
Ashland, Kentucky.

Gentlemen:

There will be needed to defray the expenses of maintaining the schools for the coming year the sum of \$12,500, for liquidation of liabilities including balance on new building \$7,000; total \$19,500, of which we estimate we will receive from the State of Kentucky, \$4,900; leaving a balance of \$14,600, to be provided by levy of the City Council as directed in the Charter for cities of the 4th Class.

Respectfully submitted.

The Board of Education

By F. B. Moore, President

J. G. Crabbe, Secretary Pro tem."

For the fiscal year ending June 30, 1954, the expenditures of the Ashland Public Schools amounted to a total of \$952,935.60, which was derived from the following sources:

City of Ashland levy for school purposes.....	\$566,690.37
State of Kentucky, per capita allocation.....	295,969.65
Junior College collections	59,185.23
Tuition and miscellaneous income	31,090.35
TOTAL	\$952,935.60

A Great Citizen . . . and U. S. Senator

While he maintained his family residence in Catlettsburg, Ben Williamson was long regarded as one of the first citizens of both Ashland and Kentucky. Coming from his native Pike County, Ky., to Catlettsburg with

his father, Wallace Williamson, Ben Williamson established a wholesale and retail hardware business at Catlettsburg in 1886. This was during the days of the big timber runs down the Big Sandy and Guyan Rivers into the Ohio River—when fleets of timber were moored for miles along the banks of the Ohio on their way to the great sawmills of Ashland, Ironton and Cincinnati.

Williamson moved his business, known as Ben Williamson & Company, from Catlettsburg to Ashland in 1913, when he purchased the long-established business of Henderson Hardware Co., situated on Front and 16th Street. He was most active in all matters having to do with civic welfare, serving on various Kentucky boards, including the State Board of Charities and Corrections. In 1924 he reluctantly accepted an appointment from Governor William J. Fields as a member of the Kentucky Crippled Children's Commission which had been created that year by an Act of the Kentucky Legislature.

Williamson at once became intensely interested in crippled children's work and for years devoted a great amount of his time and energies to this cause. The original appropriation of the Legislature in 1924 was \$10,000 annually for the Crippled Children's Commission. During Williamson's service on the commission, he was successful in having the Legislature increase the appropriation to \$250,000 annually.

It is correct to say that there are hundreds—perhaps thousands—of children throughout Kentucky who have been enabled to stand upright and walk and have been cured of other physical defects through the devoted years of service given by Ben Williamson to their welfare.

In November, 1931, Williamson was elected to the United States Senate to fill the unexpired portion of the term of Senator Fred M. Sackett, who was appointed ambassador to Germany by President Herbert Hoover. While in the Senate for a period of only several months, Senator Williamson served with distinction and was held in the highest regard by his colleagues.

Senator Williamson died in 1941. His son, Ben Williamson, Jr., succeeded him as president of Ben Williamson & Co., and also has served as a member of the Kentucky Crippled Children's Commission.

Statesman . . . Jurist . . . Patriot

Fred M. Vinson, an "adopted son" of Ashland, originally from Louisa, resigned as Commonwealth's Attorney for Lawrence and Boyd Counties to go to Congress in 1923 at the age of 33 to represent the old Ninth District (now split among the Fifth, Sixth and Seventh). He served seven terms in the House—and



FRED M. VINSON
U. S. Chief Justice.



SIMEON S. WILLIS
Governor in 1943-47.

A Governor of Kentucky

The only resident of Ashland ever to be honored by election as governor of the Commonwealth of Kentucky is Simeon S. Willis. Judge Willis, as he is generally known, was born in Lawrence County, Ohio. He was admitted to the Kentucky Bar in 1921 and started in Ashland in the practice of law which was to bring him recognition over the years as an eminent attorney and judge.

Judge Willis was city solicitor of Ashland from 1918 to 1922 and during the same period was a member of the Board of Bar Examiners of the State of Kentucky. He served as associate justice of the Kentucky Court of Appeals from 1927 to 1933.

In November, 1943, Judge Willis, a Republican, was elected governor of Kentucky and served in that high office from December, 1943, to December, 1947. Judge Willis was the editor of the 15th edition of Thornton's Law of Oil and Gas (1931), a leading authority in that field, and which he has continued to edit with triennial supplements since.

Following completion of his term as governor, Judge Willis returned to Ashland and resumed his law practice.

World's First Continuous Rolling Mill

Developed after years of experimenting by J. B. Tytus and his associates, the American Rolling Mill Company (now Armco Steel Corporation), built at a cost of many million dollars in Ashland, the world's first successful continuous sheet mill which began operation Oct. 19, 1923. It is recognized as one of the most important industrial developments of the first half of this century.

Not only did the process make the life of the steelworker easier, but it was the means of creating thousands of new jobs in the steel industry, at much higher rates of pay. By greatly improving the quality of sheet metal and reducing its cost, the public was benefited, too, as the cost of automobiles, refrigerators and all the other useful devices and appliances of our modern life was brought into the reach of the average citizen. Ashland is justly proud to have been the birthplace of the idea which has made such an important contribution to modern living.

One of Ashland's biggest celebrations came in 1938 when the 15th anniversary of the first continuous sheet mill was observed. Citizens of Ashland, together with

for an appraisal of that service, here is the summary of William W. Oliver, now assistant professor of law at Indiana University:

"The reservoir of good will which Vinson had garnered in the Congress was to be a great asset to him throughout the rest of his remarkable career. . . . Again and again he was to be confirmed by the Senate for positions with dispatch and unanimity, even when other presidential nominations were being bitterly contested. But these were only postscripts to the sincere praise and standing ovation given him on May 11, 1938, when he resigned from the Congress, bringing to a close one of the greatest legislative careers of our national history."

"Fred", as he was known by his many Ashland friends, was sworn in May 12, 1938, as judge of the U. S. Court fo Appeals for the District of Columbia, an appointee of President Roosevelt. He sat on that court for five years. . . . Then came World War II, and with it public service that tempered Vinson into the stature of greatness. In three years, starting May 29, 1943, Vinson filled these successive offices with increasing distinction: Director of Economic Stabilization, Federal Loan Administrator, Director of War Mobilization and Reconversion, and Secretary of the Treasury . . . and on June 24, 1946, Fred Moore Vinson became Chief Justice of the United States, an appointee of President Harry Truman. . . . He died Sept. 8, 1953, at 63, and now lies buried in his beloved home town of Louisa. . . . A fitting tribute to the humanity of Chief Justice Vinson recently was given by seven brilliant law clerks who served under him. They evaluated him as precisely the genius of a man his homefolks in Kentucky knew him to be all along.

many distinguished guests from throughout the nation, took advantage to pay their respects to Armco and its management. Nearly all business in the city was suspended for the event, which was begun with a giant parade, including the Armco workmen, numbering more than 7,500. Then came a program in Central Park, with speeches by Judge H. R. Dysard, chairman, presiding; C. S. Lake, assistant to the president, Chesapeake & Ohio Railway; J. H. Van Deventer, editor, "The Iron Age"; and Charles R. Hook, president of Armco. Some 20,000 persons visited an elaborate exhibit by Armco and local merchants of sheet metal products in a huge tent in the park.

That evening a banquet was given in honor of Armco's officials at the Henry Clay Hotel. Judge S. S. Willis presided as the chairman. The program included: invocation, Rev. Francis M. Cooper; address, W. C. Hull, vice-president, traffic, Chesapeake & Ohio Railway; address, Calvin Verity, executive vice-president and general manager of Armco; and address, George M. Verity, chairman of Armco's board of directors.

When the day was over, it was generally agreed the city had had its biggest gathering of people. The celebration executive committee was composed of J. H. Mathewson, chairman; B. F. Forgey, K. G. Seaton and John W. Woods.

The First Automobile

Dr. J. W. Wade, who served as county judge of Boyd County, owned the first automobile in Ashland. That first "horseless carriage", which was such a curiosity in Ashland, was a 1904-model Oldsmobile Runabout. It was steered by a lever and was chain-driven.

There were no parking problems or one-way streets in those days.

The Record Flood of 1937

Ashland was declared a disaster area in January, 1937, when the greatest Ohio River flood on record inundated much of the city, causing damage estimated at \$1,348,400 and untold suffering. The city, located at one of the highest points on the river between Pittsburgh and Cairo, escaped with less damage than its neighbors, but the 1937 flood is generally regarded as Ashland's major catastrophe of its first century.

The state of emergency existing in those hectic days caused the closing of schools; lines were tightly drawn about the restricted downtown area, practically all of which was flooded; Armco, Semet-Solvay and other industrial plants had to suspend operations; an emer-

gency hospital was opened to care for the sick and inoculate persons against typhoid; and entire stocks of "flooded-out" grocery stores were taken to a central commissary for distribution to needy families.

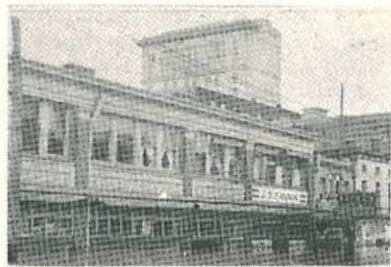
Churches and school buildings were thrown open to house refugees who had to flee their homes; an emergency landing field was established at Bellefonte Country Club for airplanes flying in medical supplies for Ashland and other communities; and motorboats patrolled flooded areas to do rescue work and guard against looting of homes. In general, Ashland took on a war-time appearance, as uniformed men checked passes and restricted traffic.

Police and firemen, U. S. Coast Guards, National Guardsmen, R.O.T.C. boys of the high school, Boy Scouts, Red Cross workers, American Legion members, State Police and hundreds of other volunteers worked continuously for hundreds of hours in flood-relief efforts, coordinated by the Ashland Flood Relief Committee, headed by City Manager John Kobs as general chairman and composed of Frank E. Vigor, J. Greene M. Robinson, D. H. Putnam, Sr., and City Engineer A. T. B. Somerville. The committee was named by Will C. Simpson, then the mayor. Porter M. Gray was city solicitor.

Radio Station WCMI, then owned by the *Ashland Daily Independent*, which was forced to suspend publication after its Jan. 23rd issue, assumed the task of 24-hour broadcasting of messages and announcements regarding the emergency. The communications division of the Naval Reserve threw its short-wave transmitters into service, and many "hams" cooperated in maintaining contact with the "outside world".

Several hundred boats were built during the disaster to supplement those which were available from the start. Three Coast Guard cutters came from the Atlantic seaboard, remaining several days to render what assistance they could. Gasoline was rationed temporarily, and passes were necessary to drive or "wade" in the business section.

The flood's crest of 73.8 feet was reached at noon Jan. 27, 1937. The record height—5.1 feet more water than the previous record flood of March, 1913—came as the peak of four rises in the river beginning as early as Dec. 19, 1936. At the peak, the yellow muddy floodwaters in downtown Ashland extended at some points as far south as Central Avenue. All of Greenup Avenue was flooded, and portions of Winchester and Carter Avenues from Seventh Street to near 18th Street were covered. Never before had the great Winchester business section had to fight waters from its doors. Sandbags and pumps were used extensively. The Normal Section was perhaps the hardest hit, the



ASHLAND FLOOD SCENES OF JANUARY, 1937

Left — the southwest corner of 16th and Greenup where the Lawrence Drug was then located. Center — 1500 block of Greenup, showing the old Kress Dime Store. Right — 15th Street, looking to southeast corner. Second National Bank building can be seen in background towering over the Fannin and the Star stores.

flood extending to the hill. Millseat and other outlying sections also suffered greatly.

The great flood was caused by heavy rains lasting more than a month over the entire watershed of the Ohio. The rains were interspersed at many points along the 980-mile course of the river by heavy snows. Ashland in the period from Dec. 19, 1936, to Jan. 27, 1937, recorded 14.07 inches of rain. Other cities on the Ohio had even heavier rains.

Floodwall Started in 1949

The flood brought home to the people of Ashland the urgent need for a flood protection system. Congress of the United States in the Flood Control Act of June 28, 1938, authorized the Ashland Local Protection Project as a unit in the comprehensive flood control plan for the Ohio River basin. Assurances of local cooperation on the part of Ashland with the Federal Government included, among other things, furnishing the lands and rights-of-way required for the floodwall. The rights-of-way were provided Nov. 27, 1945, and construction of the dike from Seventh Street to the 35th Street underpass, and the Long Branch earthen levee at the western end, was begun in July, 1949, and completed in December, 1953, under the supervision of the Huntington District, Corps of Engineers, U. S. Army. The system was taken over by the City of Ashland for operation and maintenance this centennial year.

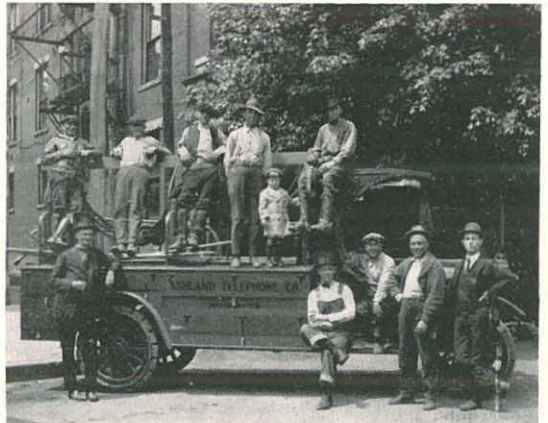
The works provide complete protection, with a free-board of three feet, for the area behind the wall against a river stage equal to the stage of the 1937 flood. Projects of this type on the Ohio are supplemented now by the withholding action of all flood control reservoirs included in the comprehensive basin plan on tributary streams of the Ohio. Of 52 such reservoirs that are authorized throughout the Ohio River basin above Ashland, 27 had been completed before January, 1954, and two were under construction.

Prior to construction of Ashland's floodwall, the city was subject to severe and fairly often flooding. In 66 years, according to the Corps of Engineers, Ashland's flood stage of 51.7 feet (56 feet at Dam 29) was exceeded 28 times. The 1937 stage, of course, was the highest. Since 1937 a stage of 63.9 was recorded in March, 1945, and in April, 1948, a stage of 65.3. The March 31, 1913, stage was 68.7, the second highest on record.

The Corps of Engineers estimate today that Ashland's \$3,872,000 flood control system would protect the city from a similar flood to that of 1937 to the tune of about three million dollars. The principal features of the wall include 13,530 feet of reinforced concrete dike, 777 feet of earth levee, six pump stations and 17 traffic openings through the wall. The pump stations are located at 34th Street, at the Ashland Tannery, 18th Street, 15th Street, Tenth Street and in the Long Branch section.

PROUD OF NEW TRUCK

Employees of the old Ashland Telephone Company posed with one of the first service trucks of the company about 1912.



Business & Industry:

Iron and Steel Have Sparked Ashland's Industrial Growth

Ruins of the old Bellefonte furnace and rust-tinged stones that you might pick up on the hills around Ashland are silent reminders of the pioneer "iron-masters" who sparked Ashland's growth from a river settlement into Eastern Kentucky's largest city and one of the principal industrial cities along this stretch of the Ohio River.

Only a few persons today, perhaps, can point out the crumbling vine-covered remains of the old Bellefonte charcoal furnace which operated continuously for almost three quarters of a century—longer than any other of the small, crude furnaces in this "Hanging Rock District" which were the forerunners of the modern blast furnace at Armco Steel Corporation's great plant today.

Iron ore—contained in soft stones, brown or red or yellow in color—was the lifeblood of Ashland's early industrial and business growth. The forests did not grow fast enough, however, to keep up the charcoal supply and the low-grade native ore began to play out. The old furnaces, such as Bellefonte, gave way to others using coal and coke for fuel. Thus Ashland became the "Where Coal Meets Iron" city.

Historically speaking, there were three iron sections in the Ohio Valley. The largest was the Pittsburgh area, which included Wheeling and the Mahoning and Shenango valleys. The second was known as the Hanging Rock region which included Ashland, Ironton and Portsmouth, Ohio. The third included the valleys of the Cumberland, Tennessee and Green rivers.

79 Furnaces

The Hanging Rock region, the one with which we are concerned, comprised Boyd, Greenup and Carter counties of Kentucky, and Lawrence, Scioto, Gallia, Vinton and Jackson counties in Ohio. There were 79 charcoal furnaces built and placed in operation in this district up to 1875.

The first furnace was built in the district by Richard Deering, who came from Pennsylvania and settled in Greenup County in 1800. He was a farmer and in clearing his land he discovered iron ore, plus the other requirements for iron of limestone, sandstone and plenty of timber. He had worked as a young man for a short time around a furnace in Pennsylvania, so he decided to try an experiment to see what kind of pig-iron could be made from this native iron ore.

Deering selected a site on his farm and built a rude

cupola, with an open hearth, out of native sandstone in 1815. After some trial runs he found the iron of superior quality, and when dipped from the hearth and poured into moulds it made excellent pots, skillets and other castings. His neighbors who first used his products wanted more than he could furnish from his small cupola.

Deering then formed a partnership with David and Thomas Trimble and they proceeded to build "Argillite Furnace" in 1818 against a black-slate cliff on his farm. This first charcoal iron furnace had a stack 25 feet high and was six feet at the bottom. Its location was about six miles southwest of Greenupsburg (now Greenup) on the Little Sandy River. The "blast" was supplied by a bellows driven by a water wheel in the Little Sandy.

Argillite Furnace's production reportedly was from one to three tons per day, and from all available records Argillite was the first charcoal furnace placed into operation in the Hanging Rock District.

Other Early Furnaces

Then followed other furnaces built in Greenup County (of which Poage's Landing or Settlement was then a part), Carter County in Kentucky, and in Lawrence and Scioto Counties, across the Ohio River.

The records show the following other early furnaces in Kentucky:

"Old Steam", built by William Shreve and his brothers in 1822.

"Pactolus", built by McMurty and Ward in 1824.

"Bellefonte", built by Archibald Paull, George Poage and others in 1826.

"Amanda", built by William Lindsay Poage, William Paull, George Paul Walker and others in 1829.

"Enterprise", built by Clingman and others in 1832.

"Hopewell", built by George W. Ward and others in 1832.

"Caroline", built by Henry Blake and others in 1833.

"Raccoon", built by D. Trimble and J. T. Withrow in 1833.

"Globe", built by George Darlington and others in 1833.

"Clinton", built by Poage Brothers in 1833.

"Hunnewell", built by John Campbell, John Peters and John Culbertson in 1844.

"Sandy", built by William Patton, Irving Gilruth and others in 1847.

"Buena Vista", built by Hugh Means, Thomas W. Means and William Foster in 1847.

"New Hampshire", built by Sam Seaton in 1848.

"Mt. Savage", built by R. M. Biggs and others in 1848.

"Pennsylvania", built by Wurts Brothers in 1848.

"Laurel", built by Wurts Brothers in 1848.

"Star", built by Lampton, McCullough & Co. in 1847.

"Buffalo", built by H. Hollister and Ross in 1851.

"Kenton", built by John Waring in 1856.

"Boone", built by Sebastian Eifort and others in 1856.

"Princess", no available record of builders, but it was purchased by Thomas W. Means and associates and rebuilt in 1874.

"Iron Hill", built by Iron Hill Furnace & Mining Co. in 1873.

There may have been several other furnaces in operation in this section of Kentucky, in addition to the 24 listed, as those early furnaces were spotted throughout the country, some of them not more than five or six miles apart. For example, Amanda, Beuna Vista, Bellefonte and Clinton, names which are well known in Ashland.

Each furnace was an integrated community as the furnaces required a number of employees. More and more people were coming down the Ohio to find employment and many of them settled in the "furnace communities". It was necessary for the furnace own-

ers to build houses for the workers and their families. Log homes were built for the laborers, shops for the blacksmiths and carpenters, schools for the children and "general stores" to supply their needs. The stores not only sold merchandise of a general requirement, but would place orders for the people for furniture and other items not carried in stock and those goods were received from Cincinnati, Pittsburgh and Philadelphia.

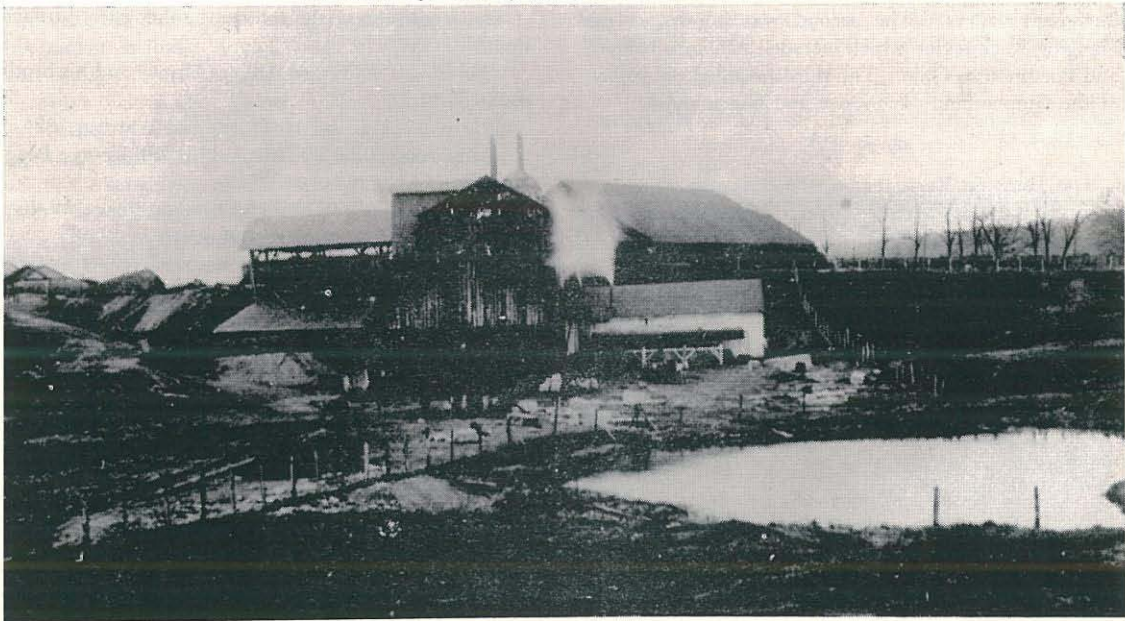
Central Community Needs

There naturally arose a requirement for a larger local community that would be central to the smaller furnace communities. Poage Settlement was the logical location. But access roads from the furnace communities to the settlement were practically non-existent. The only roads from these communities were those maintained by each furnace company to its respective river landing from which the products of the furnaces were shipped by boat to markets in Cincinnati and Pittsburgh. Merchandise for the furnace communities also was received at these company river landings which dotted the Ohio riverfront.

The demand for roads grew, and in 1934 through the efforts of many residents of Eastern Kentucky, an act of the State Legislature provided for the incorporation of a private road-building company, the Owingsville & Big Sandy Turnpike. The company located the route for the road and considerable grading work was done on different sections. From the eastern end

THE OLD BELLEFONTE CHARCOAL FURNACE

In 1887. Operated by the Means & Russell Iron Co.



at Catlettsburg through Greenup County and into Carter County the road was graded and a passable route was established over which much of the charcoal pig-iron from Mt. Savage, Star, Buena Vista, Princess and Clinton furnaces was hauled to Catlettsburg for shipment by boat to Cincinnati and Pittsburgh.

The people in this section in 1848 then became greatly interested in the construction of a railroad from Lexington to the mouth of the Big Sandy River. The history of Ashland is so closely identified with that of the railroad that they tell practically one and the same story. This section was slow in getting a railroad because capital hesitated to incur the expense necessary to construct tracks through the rough and mountainous terrain. The history connected with the acquiring of rail facilities is one of the most interesting phases of Ashland's industrial and business growth.

The first meeting in connection with a railroad proposal was held at Grayson in 1850. A second meeting was held the next year at Mt. Sterling. Representatives from Fayette, Clark, Montgomery, Bath, Carter and Greenup Counties were present, and it was agreed that a railroad was a necessity for the full development of the section. An act of the Legislature to incorporate the Lexington & Big Sandy Railroad was requested. The act was approved January 9, 1852.

It authorized the incorporators to receive subscription of stock, and when sufficient was subscribed to organize a company by the election of directors for the control and management of the company's affairs. The capital stock authorized was one million dollars. The corporation also was authorized to borrow by the issue of bonds not to exceed \$500,000, and to pledge the property of the company for the payment thereof.

The act further allowed the eastern counties to take stock in this corporation and to issue their bonds to pay for the stock which they voted to subscribe. Greenup County was the only county, of those through which the railroad would be constructed, that voted not to subscribe for any stock. The counties which did vote to issue bonds turned over the bonds to the corporation in payment for the stock subscribed.

A company organizational meeting was called and held at Mt. Sterling in 1852. The following were elected as directors: Robert Wickliffe and Thomas Hughes of Fayette County, Joseph Bondurant and R. A. Apperson of Montgomery County, R. G. Carter and D. K. Weis of Carter County, J. M. Nesbit of Bath County, and Dr. Z. Cushing of Greenup County. The board then elected William Apperson as president. John H. Westbrook was employed as chief engineer and instructed to "run the line and establish grades". M. T. Hilton was employed as resident engineer on the eastern end of the railway from Catlettsburg to Grayson.

Rights of way were secured easily. Most was donated by the owners of the land over which the railroad would be constructed. Some of the old turnpike road was secured, and contracts were let to begin grading. Some work was done under those contracts in each of the counties. But in 1853 all work was suspended, as the company could not sell either its own bonds or the bonds of the counties which it had received in payment for stocks subscribed by the counties.

K. I. C. & M. Co. Organized

It was late in 1853 that the Kentucky Iron, Coal & Manufacturing Company was projected by a group of Kentucky and Ohio furnace owners to purchase the land and lay out a city, which was later to be called "Ashland". They desired the Lexington & Big Sandy Railroad to be constructed to this city, instead of direct to the mouth of the Big Sandy. They appointed Hugh Means to confer with the board of directors of the railroad company and to offer to purchase \$210,000 of stock, payable in bonds of the new company which they proposed to organize. The railroad company was to agree in the transaction if accepted to complete the "eastern division" of the railroad to Ashland which was then called Poage's Landing.

Mr. Means presented the proposal to the railway's board of directors at a called meeting in Mt. Sterling and it was accepted. He then called his committee of furnace owners together, reporting his agreement with the railway company, and they decided to apply immediately to the Legislature for a charter and act of incorporation of the Kentucky Iron, Coal and Manufacturing Co. The act was approved March 8, 1854.

After the K. I. C. & M. Co. had arranged to furnish the money to pay for the work done on the railroad to that date, work was resumed on the "eastern division". Ashland tunnel was completed in 1856, and Eastham tunnel at Princess October 23, 1857. Grading between the two tunnels on the new right of way into Ashland was accomplished during 1855 and 1856. The first locomotive, named the "Constitution", was purchased at Trenton, Mass., shipped by rail to Pittsburgh, then loaded on a flatboat and towed to Ashland by steamboat.

When the locomotive arrived at Ashland, the iron for track had not yet arrived, so wooden timbers were used as track and the engine was steamed up and climbed the city grade under its own propulsion. It moved along the "wooden rails" down Front Street to about where is now Seventh Street to a building which had been prepared to house it.

The iron for the tracks of the railroad had been purchased in Liverpool, England. The track was not like that used today, but was strap or bar iron and was fastened on wood stringers and then with co-called

"chairs" to the wood crossies. The payment for this iron was guaranteed by the deposit of railroad bonds with Gladstone & Co. in London, England. When the shipment of a thousand tons of iron was received in New Orleans, it was transferred to flatboats and towed by steamboat up the Mississippi and Ohio Rivers to Ashland. The iron also was unloaded at the city grade onto a car which was lowered on wooden timbers and pulled up the bank by the locomotive. The iron was received in the fall of 1856, and the laying of track was started immediately on the grade that had been prepared to Princess tunnel. There the work was delayed for several months until October 23, 1857, when the tunnel was completed. There was only enough iron to lay track 10 miles from Ashland, a short distance west of Princess.

The first train left Ashland to go through the Princess tunnel on November 7, 1857. The train consisted of locomotive, two flatcars and caboose. On the return trip the flatcars had a considerable tonnage of charcoal pig-iron from the furnaces at Mt. Savage, Princess and Buena Vista for further shipment from Ashland's city grade by steamboat to Cincinnati. The train continued to operate daily to Princess with shipments of merchandise and other miscellaneous items westbound, and with pig-iron and logs eastbound. Passengers were given seats in the caboose.

History has it that economic conditions were such in 1857 and 1858 that the railroad company was unable to sell any additional bonds, the bonds of the counties, or the remaining binds of the K. I. C. & M. Co., and could not continue construction of the railway. Likewise the company was unable to pay interest on their bonds, and in 1858 suits were entered in Fayette County for foreclosure of the mortgage of the railroad company, as security on the bonds of the company.

Railroad Is Sold

It appears that judgments were secured in the suits, and the court ordered the railroad's franchise, right of way, and all fixtures sold to satisfy the judgments. At a master commissioner's sale at Mt. Sterling October 29, 1858, only the preferred creditors received anything in the judgment. The court approved the sale of the railroad, the purchasers being W. T. Nicholls, William Biggs, R. M. Biggs, Hugh Means, R. Apperson, Sr., W. Hally Smith, Jno. W. White and George Robertson.

There does not appear any further record of the railroad being extended until after the end of the Civil War. In July, 1864, a partnership was formed by John G. Peebles, Joseph S. Peebles, Samuel Coles, B. B. Gaylord, A. S. Winslow, Lewis Worthington, J. C. Butler, John Means and William Biggs, who made a proposal to purchase the railroad's eastern division from Ashland to Grayson. The proposal was

accepted. On January 26, 1865, by an act of the Kentucky Legislature, the charter of the Lexington & Big Sandy Railroad was amended and two new corporations were authorized.

The L. & B. S. R. R. Eastern Division was incorporated by John G. Peebles and associates. The first directors were John G. Peebles, Samuel Coles, B. B. Gaylord, A. S. Winslow, J. C. Butler and John Means. John G. Peebles was elected president, with John Means as vice president, B. B. Gaylord, treasurer, and W. L. Gaylord, secretary. The new company contracted for additional grading of roadbed to Coalton, purchased additional rail, two new locomotives and new coal cars. The extension of the railway to Coalton was completed in 1867.

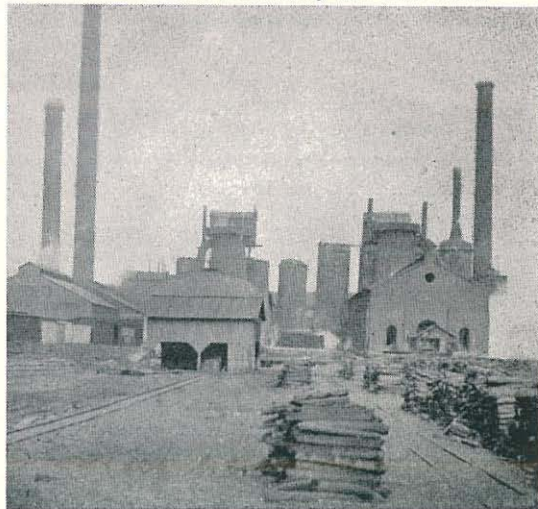
The Ashland Coal Co.

Meanwhile, the Ashland Coal Company was incorporated November 17, 1864, by William Biggs, A. S. Winslow, Louis Worthington, Joseph C. Butler, Joseph S. Peebles, John Means, B. B. Gaylord, Samuel Coles and John G. Peebles. They purchased 9,000 acres of coal lands in Boyd County — called the Coalton and Rush tracts — from R. M. Biggs and R. Apperson, Jr. Records show that the Ashland Coal Company deeded these tracts to the L. & B. S. R. R. Eastern Division on June 15, 1866.

Coal mines were opened at Coalton early in 1867 and coal was shipped from these mines on the railroad to Ashland.

The first Ashland blast furnace was completed and placed in operation August 27, 1869. This furnace used Coalton coal as fuel. Local iron ore and lime-

*ASHLAND FURNACES No. 1 AND 2
Of the A. C. & I. Railway Co. 1889 view.*



stone also were used. The output was about 25 tons per day, later increased to 40 tons a day, when richer ores were secured from Bath County, Ky., and from Missouri.

The company was supplying the coal for local requirements, fuel for steamboats, and making river shipments by barge to Portsmouth, O., Maysville, Ky., and Cincinnati. Pig-iron was still shipped by steamboats to Cincinnati, Pittsburgh, Louisville, and even to St. Louis.

The next extension of the railroad, spurring further industrial growth in Ashland, was from Coalton to Rush in 1870. Additional mines were opened at Kilgore and Rush in that same year.

Records reveal that the corporation's name was changed to the Ashland Coal & Iron Railroad Co., the change being approved by stockholders at a meeting May 19, 1880. It appears from the records that an agreement between the A. C. & I. R. R. and C. P. Huntington, trustee of the Chesapeake & Ohio Railway and also of the Maysville & Big Sandy R. R., was made on May 30, 1880, whereby the latter was to purchase the franchise and right of way of the Elizabethtown, Lexington & Big Sandy R. R. Western Division from Grayson to Lexington. The C. & O. desired the A. C. & I. to extend its tracks from Rush to Mt. Savage where they would be joined with those of the C. & O. being laid eastward from Mt. Sterling. Then both corporations would jointly use the A. C. & I. tracks to and from Ashland.

Tracks Are Joined

Construction of the railway link was commenced by both corporations immediately. The A. C. & I. contractor on the Means tunnel east of Denton had trouble with cave-ins and the progress of the A. C. & I. part of the railway was delayed. When the C. & O. construction reached Mt. Savage, the A. C. & I. was not ready to join there. C. P. Huntington advised the A. C. & I. that the C. & O. would continue construction eastward until the tracks did join. Connection was finally made late in 1881 about one mile west of Denton (later called Seaton).

The C. & O. continued to operate jointly with the A. C. & I. from Seaton to Ashland, until the C. & O. purchased the entire railroad property of the A. C. & I. from the American Rolling Mill Company on February 24, 1924. Before that, the Chesapeake & Ohio completed in 1888 its tracks from Huntington along the Ohio River through Ashland to Cincinnati. Other railroad developments which meant much to Ashland's industrial and business interests included the opening of the Ohio & Big Sandy Railroad (first known as the Chattaroi), a distance of 60 miles up the Big Sandy; completion of the Lexington & Big Sandy rail-

road into Lexington; and the construction of the Scioto Valley & New England railroad from Columbus, O., to Ashland. Of course, all of those properties except the latter were later acquired by the C. & O.

It was during 1901 that the Federal Congress passed an act which required railroads in interstate commerce to dispose of all manufacturing, mining and other allied industries, not required by the railroad strictly for railroad operation. That act resulted in the forming of a new corporation. On October 15, 1901, articles of incorporation were filed for the Ashland Iron & Mining Company. The incorporation was effective January 1, 1902. The new corporation became the owner of all the coal lands, mines, blast furnaces and all of the stock of the old Ashland Coal & Iron Railroad. The Ashland Iron & Mining Company and the A. C. & I. Railroad operated separately after that, but with the same directors and officers managing both.

On December 30, 1921, the American Rolling Mill Company purchased the Ashland Iron & Mining Company, and then, as previously recorded, the American Rolling Mill sold the property and franchise of the old A. C. & I. Railroad to the Chesapeake & Ohio Railway.

Promoted Other Industries

The A. C. & I. Railroad, before formation of the Ashland Iron & Mining Company, helped to promote other industries in Ashland, as was shown in the organization of the Norton Iron Works, Ashland Sheet Mill Company and the Kentucky By-Products Company. The 23rd annual statement of the A. C. & I. Railroad April 1, 1887, reported to stockholders that \$44,752 had been expended on the construction of the second blast furnace the previous year and it was expected the furnace would be completed and placed in operation the coming summer.

In 1915 the Ashland Iron & Mining Company, which had become the owner of the A. C. & I.'s blast furnaces, mines, etc., decided to install open hearth furnaces to market their pig-iron in a more finished product. Considerable additional acreage was acquired along the Ohio River west of the blast furnaces. Six open hearth steel furnaces, four soaking pits and a 36-inch blooming mill were constructed in 1916-17. Contracts were also made for a large plate mill and accessories.

Then in 1921 the proposal was made by the American Rolling Mill Company (now Armco Steel Corporation) to purchase the entire capital stock of the Ashland Iron & Mining Company. The proposal was accepted at a meeting December 21, 1921, and all stockholders of the Ashland Iron & Mining Company received Armco stock under the agreement.

Presidents of the Ashland Iron & Mining Company

were: John G. Peebles, to 1867; John Means, to 1890; Douglas Putnam, to 1903; Robert Peebles, to 1908; and W. B. Seaton, to 1922. Secretaries were: W. F. Gaylord, to 1872; Robert Peebles, to 1902; A. S. Winslow, 1902-1903; F. B. Moore, to 1922; and treasurers were: B. B. Gaylord, to 1872; Robert Peebles, to 1902; George E. Duncan, 1902-1903; and F. B. Moore, to 1922.

Others prominently identified with the company over a long period of time included M. T. Milton, E. C. Means, D. G. Putnam, William Mayo, W. H. Apple, Sam Seaton, J. H. Foster, Edward C. Jones, A. N. Richardson, R. L. Richardson and Luke Meade. There were many others in official capacities who guided the operations of the company in its 65 years of corporate progress in Ashland.

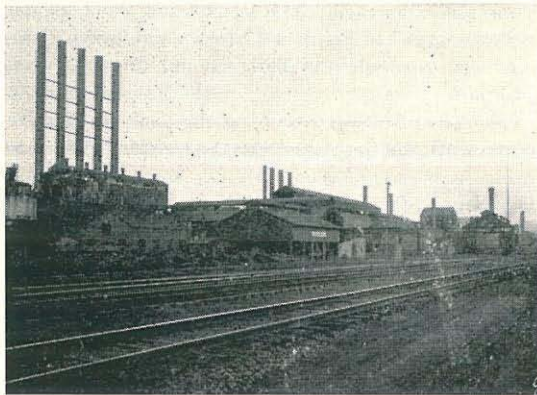
The Norton Iron Works

Formation of the Norton Iron Works by Colonel E. M. Norton and his brothers, F. D. and George Norton, in 1872 was the second major step, after the beginnings made by the Ashland Coal & Iron Railway Co., in Ashland's growing iron industry. The Nortons came to Ashland from Wheeling, W. Va., to organize this industry. They built a blast furnace, puddle furnaces and a nail mill. First incorporation was approved by the State Legislature March 26, 1872, it providing \$700,000 in capital stock at \$1,000 a share. There were 85 names as incorporators.

Re-incorporation under an act of the Legislature was approved Feb. 20, 1873, with a charter authorizing the additional privilege to invest in or construct a railroad. The first president, elected in 1872, was Col. Norton. Other presidents were D. B. Meacham, 1884; Charles H. Green, 1890; M. H. Houston, 1896; and T. M. Adam, 1900. Secretaries-treasurers were Joseph E. Pollock, John Russell, Sr., and R. C. Richardson.

The early history of Norton Iron Works shows that its blast furnace was the second furnace to be operated in Ashland with stone-coal as fuel, and after several modernizations the furnace is today one of the sources of the Ashland division of Armco for pig-iron requirements for Armco's open-hearth steel furnaces, as well as the production of pig-iron for Armco's grey-iron foundry close by.

Norton Iron Works purchased coal lands in the Star Furnace tract of Carter County, and mined and shipped coal to Ashland to supply fuel for the furnace and for boilers. The first pig-iron made at Norton was for the company's own use in conversion to wrought-iron in the so-called puddle furnaces. The wrought iron, taken from the puddle furnaces in large balls with



*FURNACE AND NAIL MILL
Of the Norton Iron Works in 1889.*

tongs, was then rolled into nail plate, which in turn was fed by hand by men called "nailers" into machines which cut it into nails and put heads on them in one operation. The process gave the name to its products—"cut nails".

With the erection of the Bessemer steel plant it was necessary to produce a different grade of pig-iron, called "Bessemer iron", and about this time coke began to be used as fuel for the blast furnace. When coils of steel rods were received from the Rod Mill, new automatic nail machines were installed at Norton to make what is now known as "wire nails". The rods were rolled to wire of different diameters and sold for various uses. Norton also was producing barb-wire for fencing, and woven-wire cloth before its manufacturing was discontinued. The entire capital stock of Norton Iron Works was purchased by Armco in 1927.

The Ashland Steel Company

The iron industry began to realize by 1890 that wrought iron for structural use was to be replaced by the then growing production of Bessemer steel. This was to effect the nail industry of the Ashland-Ironton district.

The three nail manufacturers in the district were the Norton Iron Works Company in Ashland, and the Belfont Iron Works Company and the Kelly Nail & Iron Works Company at Ironton, Ohio. These three companies agreed to join together and build a Bessemer steel plant in Ashland.

The incorporators for the new plant were Robert Peebles, John Russell, W. Honshell, Zazzam Gano, I. A. Kelly, B. H. Burr, D. E. Stark, L. T. Dean and E. C. Means. They were the first directors of the Ashland Steel Company and elected as officers: I. A.

Kelly, president; B. H. Burr, vice-president; and L. R. Putnam, secretary and treasurer.

The franchise provided for a capital stock of up to one million dollars and was approved on Aug. 20, 1890. The Kentucky Iron, Coal & Manufacturing Company, which had laid Ashland out in city lots, donated the tract of land from the west side of 18th Street to the east side of 21st Street between Front Avenue and the Ohio River, as an inducement for the new plant to locate in Ashland.

Construction of the plant was completed and the first steel was produced and rolled to slabs on Dec. 27, 1891. The slabs of steel were two inches thick and about 14 inches wide. The slabs were then shipped to the nail mills to be further rolled to nail plate.

On or about early 1900 it became necessary for the Ashland Steel Company to add a rod mill, as the nail mills were replacing hand-operated cut-nail machines with the automatic machines for production of wire nails. The addition to the steel mill was placed into operation in 1901, and the coiled rods which it produced were shipped to the nail mills.

The Ashland Steel Company continued successful operation until the end of World War I in 1919. It was then that the Bessemer process steel plants could not compete with the new open-hearth steel plants that were beginning to be constructed throughout the country.

After some attempts to modernize the plant here—such as the installation of a new boiler plant that was never operated—the plant was finally torn down in 1938. Some of the equipment was used elsewhere and

the balance scrapped. The company and its property passed into the hands of American Rolling Mill Company after it purchased the stock of the Norton Iron Works in 1927 and the stock of the Belfont-Kelly Iron Works at Ironton in 1928.

The Kentucky Iron, Coal & Manufacturing Co.

The growth of Poage's Settlement although ringed by the charcoal iron furnaces was comparatively slow, and it was not until 1854, when the Kentucky Iron, Coal & Manufacturing Company obtained a charter with liberal privileges and purchased Ashland's present site, did the town through the sheer force of its natural advantages and favorable location begin to grow rapidly.

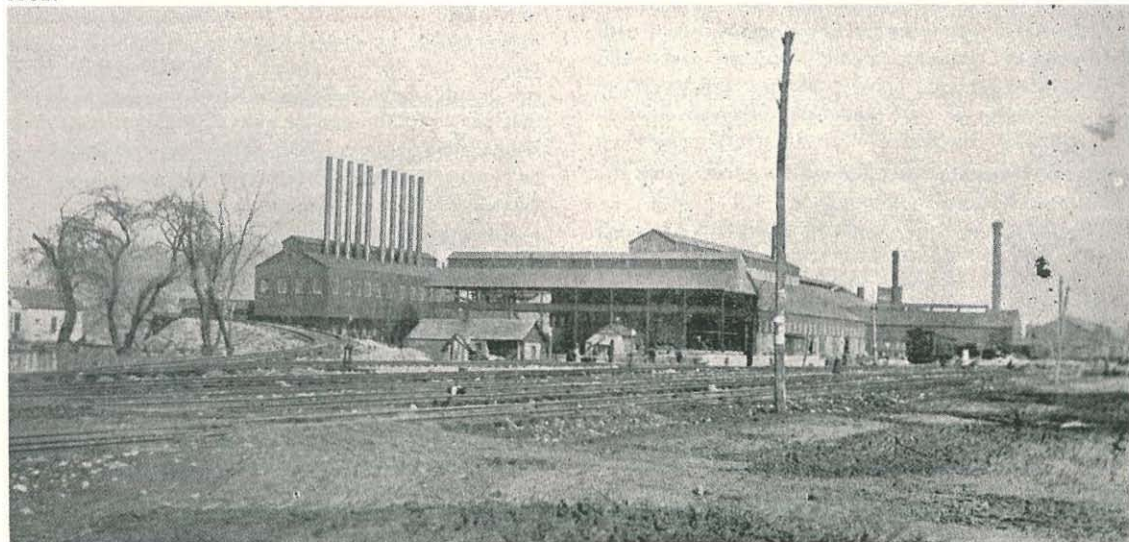
The owners of the many iron furnaces in Greenup County had realized the necessity of better land transportation from their furnaces to the Ohio River and a larger central community through which to conduct their business. That realization came into focus at a meeting held in Catlettsburg in late 1853.

The meeting of business men decided to secure an option on the farms, now the central part of Ashland, and lay out a new town in that location, provided the railroad then under construction would change the route of the eastern division to come direct to this new town. For that consideration, the Kentucky Iron, Coal & Manufacturing Company proposed to furnish additional money to complete the eastern division of the railroad (the Lexington & Big Sandy).

After Hugh Means reported that his proposal had been accepted by the railroad directors at a meeting held in Catlettsburg early in 1854, an application was

CITY'S FIRST STEEL MILL

The Ashland Steel Co.'s Bessemer steel and rod mill began operating in 1891. The picture was made in 1902.



made with the State Legislature for a charter. The charter was approved on March 8, 1854. It provided for a capital stock of \$400,000—8,000 shares of \$50 each, to be paid for by subscribers (or assigns) on call of assessment given to each shareholder on 60 days notice issued upon instructions from the board of directors. The charter also provided that the company was authorized to engage in land sales, iron manufacture, coal mining and sales, and other manufacturing.

It can be noted here that only the first business provided by the charter—that of land sales—was ever engaged in by this company, although the K. I. C. & M. Company did help to promote many new business enterprises in the new city.

The organizational meeting was held at Catlettsburg April 7, 1854. The principal shareholders present for the meeting were William T. Nicholls, R. M. Biggs, Addison McCullough, D. D. Geiger, W. M. Patton, K. C. Valdenar, George Wurts, Thomas W. Means, John Means, Hugh Means, John Campbell, Thomas N. Biggs and a number of Poages and others. The full total of 8,000 shares of stock was subscribed for at that meeting.

Elected as temporary chairman of the company was W. M. Patton. The temporary secretary was K. C. Valdenar. These resolutions were proposed by John Campbell and adopted by the shareholders:

1. Issue of bonds to turn over to Lexington & Big Sandy Railroad for stock in the railroad.
2. Lay out a town on the lands purchased adjoining the Ohio River.
3. Directors to establish their offices in the new town, within thirty days.
4. Directors to employ an engineer to lay out the town, with wide and commodious streets, with lots for churches, public schools, parks and pleasure grounds, public buildings, and to donate forty acres of coal lands and other facilities to reputable companies for manufacturing purposes.

Levi J. Hampton also offered a resolution—that the new town be called "Ashland".

The resolutions were passed by majority voice vote.

Hilton Makes Survey

M. T. Hilton, who came to the community as resident engineer on the eastern end of the Lexington & Big Sandy Railroad, was employed by the company to make the survey and map of the new town. Hilton's layout of Ashland was approved by the directors at a special meeting on June 13, 1854.

The original plat of Ashland designated the squares to be 300 feet each way, with 15-foot wide alleys



*TIMBER WAS THRIVING BUSINESS
Logs were floated down the Big Sandy and Ohio Rivers to Ashland's many early sawmills.*

parallel with the avenues. The avenues were 100 feet wide, running parallel with the river. They were named in this order, south from the river: Front, Greenup, Winchester, Carter, Railroad, Bath, Montgomery, Lexington and Lawrence.

The cross-streets, running from the river to the hills, were: Broadway (now 16th Street) as the central street of the town, it to be 100 feet wide; then west of Broadway, parallel therewith, being numbered 2, 3, 4, 5, 6, 7 and 8, each 80 feet wide (Broadway counting as 1); and those east of Broadway lettered A (Broadway as A), B or Park, C, D, E, F, G and H, each 80 feet wide.

A right of way through the new town was reserved for the railroad, as there had been an agreement between the Kentucky Iron, Coal & Manufacturing Company and the Lexington & Big Sandy Railroad. The railroad was to be extended at some later date on to the mouth of the Big Sandy River. It was proposed that the right of way be over Railroad Avenue, but Hilton, the engineer, later found that it would not be practical because of the short curve that would be necessary at the west end of this avenue.

Hilton reported the situation to the company's directors and it became necessary to provide a new right of way. To solve the problem, the directors proposed that the alley between Carter and Railroad Avenues be made the right of way. Railroad Avenue then was reduced to 80 feet wide, and 20 feet added to the alley between Carter and Railroad so that the railroad right of way would be adequate for double tracks. This left space between Carter and Railroad so that each lot owner could have ingress and egress to and from the rear of his property. The name of Railroad Avenue was then changed to Central Avenue.

First City Lot Sold

The first private sale of a lot was on May 31, 1854. That first lot was described as Lot 3, Range 2 West, and was sold for \$250 to Oliver Rose. It was the third lot from the southwest corner of what is now 16th Street and Greenup Avenue.

In all, there were 14 lots sold before the public auction held on June 14, 1854. The auction sale was advertised in many surrounding communities, and the records are that there was a large number of prospective purchasers in attendance at the sale. The auctioneer was Simon Parker. The first sale at the auction was to James Baylen, Sr., who bought lots 69 and 70, Range 2 West, for \$300 and \$500, respectively. The lots are those on the northeast corner of now 11th Street and Winchester Avenue.

Records show that 95 lots were sold at the auction at prices ranging from \$140 to \$500 a lot.

Following the first sale, the K. I. C. & M. Company built a frame two-story building north of the alley on the east side of Broadway (now 16th Street) between Greenup and Front Avenues. There the company established its offices upstairs.

It should be interesting to give here some of the actions down through the years of the board of directors of the company as recorded in the minutes of the board's meetings:

"May 10, 1854—On motion of Hugh Means it was unanimously agreed to adopt the form of agreement and deed used by the Ohio Iron and Coal Company in the sale and conveyance of real estate in Ironton, with all provisions and restrictions therein. (Liquor sale prohibited.)"

"July 24, 1854—W. T. Nicholls, president, submitted certain plans and specifications for the erection of a hotel, together with estimate of cost, style of finish, etc."

"H. Means moved that the president be instructed to contract with L. R. Bush & Co., who furnished the plans according to the specifications of the bill, for the carpenter work upon said building, limiting them to a reasonable time for the completion."

"May 7, 1857—Reported a contract entered into with Messrs. Means and Davidson by which they have leased for a term of five years the Ferry Rights, belonging to the company. Under the contract they are bound to keep a good substantial steam ferryboat to ply across the Ohio River at this point for the accommodation of travelers."

"June 6, 1857—Ordered that Joseph J. Davidson have exclusive privileges of placing and keeping a wharfboat, good and sufficient for the accommodation of the public at the Railroad Landing, also at the Town Landing, for three years

from the 14th inst. In both cases subject to removal by giving him six months notice at anytime, and also retaining the privilege of regulating his storage charges."

"Feb. 4, 1858—Called meeting of shareholders. Pres. Nicholls reported that of the 1505½ acres purchased at a cost of \$71,200.00, 295 acres had been laid out into 1090 lots. As of this date 390 lots had been sold on contracts for a total of \$84,481.24."

"June 21, 1862—Special meeting of directors called to consider leasing the 'Ashland Hotel' to the 18th Brigade of Union Army for purpose of military hospital. On motion of R. D. Callihan, W. T. Nicholls was authorized to lease the same for sum or rate of \$1,200.00 per annum, and same to be rented for not less than two months. Carried."

"Oct. 14, 1864—Directors authorized a proposal to John G. Peebles & Associates, for a coal landing.

"Ground bounded by Front, Seventh and Ninth St., and the Ohio River at low water mark. (680 feet.)"

"Oct. 24, 1867—Directors authorized a new proposal in behalf of Lexington & Big Sandy R. R. Eastern Division for property, previously offered to John G. Peebles & Associates, for \$1,000.00 cash in hand, and notes of \$1,000.00 due in one year, and of \$1,000.00 due in two years, with interest on deferred payments."

"Nov. 8, 1859—Directors authorized President to lease the 'Park' to the 'North Eastern Agricultural & Mechanical Association', for fifteen years, free of charge, to be used for a Fair Grounds."

"July 10, 1866—Directors instructed the President to allow the Fair Association to sublease the 'Park' to Dr. Spalding (but to no other person) for the training of horses. They to have the privilege, with Mr. Geiger's consent, to extend the track far enough in the field above to make track a mile long."

"July 2, 1900—Directors authorized the President to sign an agreement with the City of Ashland for the purchase of 'Central Park' bounded by 17th, 22nd, Central and Lexington Avenues, 47 Acres for \$32,500.00, cash \$10,000.00 on Nov. 1, 1900, and notes due Nov. 1, 1901, 1902, 1903, 1904 and 1905 of \$4,500.00 each. Excepting from said boundary that portion thereof sold and conveyed by grantor to the Board of Education of Ashland Public Schools at 17th and Central."

The first call on shareholders of the Kentucky Iron, Coal & Manufacturing Company for payment on their stock was for three per cent on June 6, 1854, and the

last call for 15 per cent on June 1, 1869, to complete the 100 per cent.

Ashland Improvement Company

On or about March 10, 1890, there was a new corporation formed, called the Ashland Improvement Company. It purchased the majority of the stock, then outstanding, in the K. I. C. & M. Co., with the purpose of pushing the sales of the remaining lots in the city, adding some additional adjoining acres to Ashland and inducing new industries to locate here.

The first directors of the Ashland Improvement Company were the Honorable S. B. Buckner, governor of Kentucky; Grant Green, cashier of Farmers Bank, Frankfort; Judge J. M. Tebbetts, Harrodsburg; J. C. Stamps, president, First National Bank, Rogersville, Tenn.; N. S. Simpkins, 37 Wall St., New York; Ralph L. Brown, Harriman, Tenn.; Ben E. Talbutt, Knoxville, Tenn.; Hon. John F. Hager, railroad commissioner of Kentucky; and Honorable Claude M. Thomas, Paris, Ky.

Elected as officers were Hon. William M. Buckner, Winchester, Ky., as president; D. D. Geiger, Ashland, vice-president; A. C. Campbell, Ashland, secretary-treasurer; John F. Hager, Ashland, counsel; and John H. Talbutt, Lexington, general manager.

The new company immediately printed a booklet setting forth the many advantages of the Ashland area for industries. The advantages cited included railroad and river transportation, cheap fuel (coal, gas), valuable minerals, timber, beautiful home-sites, plenty of churches and schools, etc., for a growing community.

On April 26, 1900, a group of men, associated with the previous owners of the Kentucky Iron, Coal & Manufacturing Company stock, purchased the stock of the Ashland Improvement Company and on May 19, 1900, new directors were elected for the Kentucky Iron, Coal & Manufacturing Company. Those elected were John Means, S. B. Buckner, Charles Russell, W. B. Seaton, John Russell, Jr., S. P. Hager and John F. Hager. The new officers were John Russell, Jr., president; John Means, vice-president; and W. B. Seaton, secretary and general manager.

The Kentucky Iron, Coal & Manufacturing Company continued to sell lots in the growing community of Ashland until the spring of 1940 when an auction sale of all the remaining lots owned by the company was held. Then on June 19, 1940, the Kentucky Iron, Coal & Manufacturing Company closed its books by making distribution of the assets to the then shareholders. Its charter was surrendered, after 86 years of land and lot sales in the community which it established in 1854.

The prominent men who served as presidents of the Kentucky Iron, Coal & Manufacturing Company

were: William T. Nicholls, from April 7, 1854, to May 15, 1856; D. K. Weis, May 15, 1856, to 1865; John Means, 1865 to 1890; D. D. Geiger, 1890 to 1895; John F. Hager, 1895 to 1900; and John Russell, Jr., 1900 to 1940. The secretaries were: K. C. Valdenar, Charles M. Wilson, E. C. Means, Willis S. Ringo, W. B. Seaton and Charles Russell.

Bank of Ashland

D. K. Weis, the district's state senator, wrote of his receiving a letter in Frankfort from Hugh Means the day before the opening of the Legislature at Frankfort in 1855, in which he was informed of a meeting of a group of business men who desired to secure the incorporation of a bank for Ashland.

Thus on the opening day of that session of the State Senate, Weis introduced a bill to incorporate the Bank of Ashland. The bill was referred to the Committee on Banking. Several other bills for other banks also were introduced in the Senate and in the House. There was strong opposition to the incorporation of any banks from the representatives of the strictly farming districts of the state.

It finally became necessary for Mr. Means to furnish a statement to Senator Weis, showing the amount of business of the iron furnaces in the Ashland area, the wages paid to the employed people and transactions requiring transfer of cash and credits in this locality. Senator Weis had the public printer strike off several hundred printings of this statement and he placed a copy of it on each desk in the Senate and the House. His bill was approved promptly in the Senate, but the opposition was stronger in the House. However, it was finally approved and signed by Governor More-

ASHLAND NATIONAL BANK

Successor to the Bank of Ashland, Ashland National was located at 16th and Winchester, now the location of the Second National Bank Building. The building was built by the Bank of Ashland.



head on Feb. 15, 1856. The Act of Incorporation, as approved, is covered in 38 sections.

The Bank of Ashland's incorporators or commissioners named to open books of subscription to the capital stock were Hugh Means, William T. Nicholls, Lewis D. Ross, Kirk Valdenar, Hiram Ferguson, John N. Richardson and Charles M. Wilson. It had a capital stock of \$400,000, with 4,000 shares of \$100 each. The bank then was authorized to commence operation when the full amount of \$100,000 had been subscribed and \$50,000 in gold and silver paid in.

The first meeting of shareholders, held in March, 1856, named the bank's incorporators as directors and elected these officers: Hugh Means, president; E. W. Martin, cashier; and William K. Boal, teller.

The first bank in Ashland was opened shortly after that in a frame building on Broadway, south of the alley on the east side between Front and Greenup Avenues. It was a building that had been constructed by the Kentucky Iron, Coal & Manufacturing Company in the fall of 1854, and records show a yearly rental of \$125.

The bank's charter and amendments provided that it was authorized to open branch banks at Shelbyville and Mayfield, Ky. However, there is no record that either of the authorized branches was ever opened.

On Jan. 11, 1858, the Bank of Ashland purchased lots 1 and 2, Range 3 West, at the southwest corner of Broadway (now 16th St.) and Winchester Avenue, and built a brick building there after the end of the Civil War in late 1864. The banking rooms faced on Winchester and there was a residence in the rear. The building was used by the bank and its successor, the Ashland National Bank, until the present Second National Bank Building replaced it in 1923.

Ashland National Bank

On May 6, 1872, the directors of the Bank of Ashland applied to the Secretary of Treasury for a charter as a national bank. This was granted June 25, 1872, and the Bank of Ashland surrendered its state charter and was merged into the new bank, the Ashland National Bank. First directors of Ashland National Bank were Hugh Means, D. D. Geiger, John Means, John Russell and William C. Ireland. Hugh Means was elected president at the first meeting, with A. C. Campbell as cashier, and W. C. Richardson, teller.

The Ashland National Bank took over the Merchants Bank & Trust Company on April 20, 1920. Following that consolidation, a reorganization was effected June 1, 1920, and the capital stock of the bank was increased to \$1,000,000. Elected as directors were John E. Buckingham, John Russell, Charles Russell, T. A. Field, J. W. M. Stewart, R. C. VanSant, Sam J. DeBord, C. C. Bowles, Ben Williamson, L. R. Putnam,

W. B. Seaton, J. C. Miller, W. P. Wheeler, T. J. Shaut, M. F. Fields, James W. Turner and Ernest Meek. Selected as president was John E. Buckingham; John Russell and Charles Russell, vice-presidents; T. A. Field, cashier; and R. O. Fisher, assistant cashier.

The new 11-story bank building at the corner of 16th Street and Winchester Avenue was built and completed in 1923. On Feb. 29, 1932, the Second National Bank took over the Ashland National Bank and moved to the Ashland National Bank building.

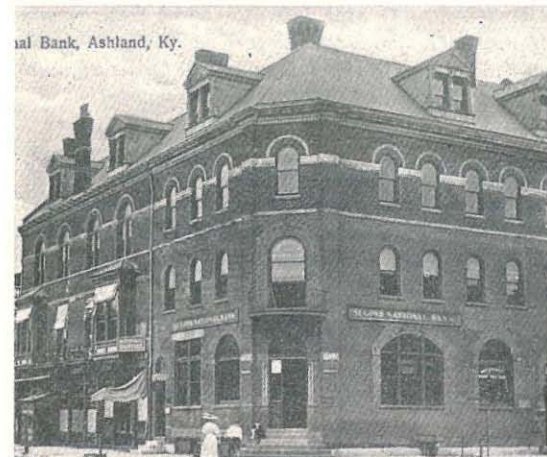
Second National Bank

The Second National Bank, Ashland's largest financial institution today, came into existence May 24, 1888, its incorporators being R. D. Davis, Sr., Charles Kitchen, Kent Prichard, D. A. Leffingwell & Associates. Davis was elected the first president, serving until 1909. The first cashier was Edward Mitchell, who served until 1889. Presidents after Davis were:

SECOND NATIONAL BANK

Known as The Second National Bank Building today, it was built by the Ashland National Bank in 1923.





ONCE A HOTEL, THEN A BANK

The Second National Bank's first location was in the old Broadway Hotel building at 16th and Greenup. The structure still stands.

Charles Kitchen, elected in 1909; James H. Kitchen, in 1923; John W. Kitchen, in 1932; Kendall G. Seaton, in 1937; and L. M. Campbell, now the president, was elected in 1948. Cashiers have been Mitchell, T. J. Davis, A. F. McCown, John Hutton, L. N. Davis, Henry D. Shanklin, P. C. Snyder and Boone Logan.

The Second National's first location was in the old Broadway Hotel building on the northeast corner of 16th Street and Greenup Avenue. Later the institution built on the southeast corner of 15th and Winchester, moving there to occupy the first floor in 1915. (The quarters are now occupied by Steckler's Men's Store. The ownership of the building was transferred in 1932 to a new corporation and is now known as the Kitchen Building.) On Feb. 29, 1932, the Second National took over the assets and liabilities of the old Ashland National Bank and moved to the Ashland National Bank building. All deposits of the Ashland National Bank were paid in full by the Second National Bank.

The present quarters of the Second National Bank are among the most modern in the nation, as in 1949 complete remodeling was effected.

Merchants National Bank

On May 1, 1890, the Merchants National Bank was incorporated with a capital stock of \$100,000. (Names of incorporators were not available.) A. C. Campbell was the bank's first president, and C. C. Martin, the cashier. Located on the west side of 16th Street, south of the alley between Greenup and Winchester Avenues, it was reported as being the successor to the "Bank of Ashland". However, the Bank of Ashland was a

state-chartered bank and its charter is assumed to have been surrendered when the Ashland National Bank took over its assets and assumed the liabilities, the latter being chartered as a national bank.

About Jan. 1, 1900, A. C. Campbell resigned as president and Col. Douglas Putnam was elected president of the bank. James Trimble succeeded C. C. Martin as cashier. On July 9, 1900, the Merchants Bank purchased the lot on the northeast corner of 16th Street and Winchester Avenue and constructed the building, now occupied by Steele's Pharmacy. The bank moved to that building in 1901.

The bank then was sold to another group of stockholders who surrendered the national bank charter and incorporated under a state charter on March 26, 1906. The incorporators were Charles Russell, W. B. Seaton, John F. Hager, J. W. M. Stewart, J. C. C. Mayo, L. R. Putnam and J. W. Henderson. John F. Hager was elected president; Charles Russell, cashier; and James Serey, assistant cashier. The bank under the state charter became known as the Merchants Bank & Trust Co. On June 1, 1920, this bank was merged with the Ashland National Bank.

Citizens Bank & Trust Company

There is very little record today of the Citizens Bank & Trust Company, but it was organized in 1907 by Thomas Boggess, Jr., M. V. Thomas and others. Only in operation a few years, it occupied the south room of the Thomas Building, located on 16th between Winchester and Greenup Avenues, north of the alley. Boggess was the bank's president, and Joseph Head, cashier.

Third National Bank

The Third National Bank of Ashland was organized July 12, 1916, as the Ashland Day and Night Bank and opened for business on the north side of Winchester Avenue between 14th and 15th Streets in the Keil property. Its original paid-in capital was \$7,500.00. The original officers and directors were: John W. Woods, president and director; J. Frank Stewart, vice-president and director; Oliver M. Elam, cashier and director; and O. P. Chatfield, director.

In 1918, the bank acquired the property known as the Lampton Corner at 16th and Winchester Avenue and moved to that location where the present building was constructed in 1930. In 1921, L. E. Davies was elected cashier to succeed Mr. Elam who had resigned. By 1922 the capital had been increased to \$100,000.00 and the bank was converted from a state bank to a national bank. The name was changed to The Third National Bank of Ashland.

Others who have played an important part in the history of Third National are W. E. Faulkner, who served on the board for many years and as executive vice-president from 1929 until his death in 1940; James G. Serey, assistant cashier from 1920 to 1939.

Present officers of the bank are John T. Diederich, chairman of the Board; John W. Woods, Jr., president and trust officer; Carson L. Davis, vice-president; Wilbur A. Witten, vice-president; Charles R. Waldron, cashier; John J. Ross, assistant cashier; and Doris R. Kunkle, assistant cashier and assistant trust officer. Others who serve on the board of directors are Rexford S. Blazer, C. E. Fannin, B. F. Forgey, Mrs. Sadie M. Wiard and Robert P. Woods.

Ashland Sheet Mill Company

Six McCullough brothers brought the steel-sheet business to Ashland when they joined with Ironton A. Kelly to organize the Ashland Sheet Mill Company. The mill was incorporated May 24, 1901, by Alfred J. McCullough, Thomas J. McCullough, Jr., and Ironton A. Kelly. The other McCullough brothers connected with the mill were Will H., Joseph T., Arthur G., and George McCullough. Only George McCullough, a resident of New Philadelphia, Ohio, lives today.

The McCulloughs came to Ashland from Dresden, Ohio, where they had built two years previous a steel-sheet mill and sold it to the United States Steel Co. Prior to that mill they had built another steel mill at New Philadelphia, which also was sold to U. S. Steel.

THE THIRD NATIONAL BANK

The Third began operations in this modern building in 1930. First known as the Ashland Day & Night Bank, it opened in the 1400 block of Winchester in 1916.



Their father, T. J. McCullough, Sr., who came to the United States from Ireland in 1860, had started the family in the steel industry by building a mill in Cambridge, Ohio.

The McCullough brothers and Kelly built the Ashland Sheet Mill Company at about 27th Street and Front Avenue. The mill consisted of six hot-rolling mills, a bar mill, a galvanizing plant and a roofing and painting department. It employed around 500 men and made the first steel sheets in Ashland from "billets" or ingots from the old Ashland Steel Company plant.

In 1908 the plant was leased to E. J. Job, who operated it for about four years. Then the McCulloughs and I. N. Fannin reorganized the company as the Fannin - McCullough Sheet Mill and operated it under that name until 1914. In that year it was sold to the Ashland Iron & Mining Co., and later it was included in the holdings in Ashland acquired by the American Rolling Mill Co.

Semet-Solvay Division

Semet-Solvay's by-product coke plant has been located in Ashland since 1912, when construction started on 54 Semet-Solvay horizontal flue ovens, the ovens being aligned side by side in a group known as a "battery". This construction started less than twenty years after the Semet-Solvay organization put into operation, at the Solvay Process Division's plant in Syracuse, New York, the first by-product coke-oven plant ever built in the United States.

Through the years, the capacity of the Ashland plant has been continually expanded. In March, 1916, the second battery of 54 horizontal flue ovens was completed and put into operation. In 1937, the two original batteries were increased to a total of 60 ovens each. And in November, 1953, the Ashland plant put into operation a third battery of 76 vertical flue ovens designed and built by Semet-Solvay's associate, Wilputte Coke Oven Division. Each of these construction programs was accompanied by substantial expansion and modernization of the various plant facilities serving the coke ovens.

This plant has been operating 24 hours per day, 7 days per week, continuously since it was built, except for a period in 1932-33 due to reduced market demands for coke and except for a period approximating one month in 1937 when flood waters caused a suspension of operations.

Semet-Solvay's modern diesel towboats, and its substantial fleet of coal and coke barges, are a familiar sight in the Ashland waters of the Ohio River. While some coke had been shipped by river transportation intermittently since 1915, it was in 1939 that extensive facilities were built at the Ashland plant for receipt

of coal, brought by river transportation from the company's coal mines in West Virginia, and for shipment of coke by river to various destinations, some as far, for example, as Baton Rouge, Louisiana, on the Mississippi River.

Research is indispensable to industrial progress, and Semet-Solvay research has in the past been conducted at various locations. However, in accord with Allied Chemical & Dye Corporation's greatly expanded research program, a new coal and coke research laboratory has recently been built at the Ashland plant.

Semet-Solvay has been part of Ashland's economy for almost half of the period marked by this centennial. Its products are basic to American industry. And its record of expansion and modernization is a bright augury for the future of this plant and of this community.

* * * * *

First Industries

With the laying out of the town, there was a concentrated effort to promote new industry to help Ashland grow. The charcoal iron furnaces in the early days had attracted many workers to this undeveloped territory, and there had been a substantial beginning in Poage Settlement of various other business and industrial enterprises resulting largely from the needs of the furnace communities.

Among some of the businesses or industries recorded as being in operation before Ashland was chartered included these:

A sawmill, built and in operation in 1812, by Robert Poage, Jr., near the mouth of Hoods Creek, west of town.

R. C. Poage & Son Milling Company had its beginning with the establishment by R. C. Poage and his son, James H. Poage, of the West End Milling Company apparently on the site of the Grist Mill built by George Poage in 1820. The site is at what is now 6th and Front. The West End company's name later was changed to R. C. Poage & Son Milling Company, Ashland Milling Company, and today it is known as Myers & Clark. *This is believed to be the oldest business industry in Ashland today.*

Tan yard and grist mill, established by Henry B. Pollard in 1848 near his home on the south side of the now Pollard Road, west of the Catholic Cemetery.

Building brick yard, established by Price, Nicholson and Crawford early in 1854, and located south of Winchester Avenue and west of 6th Street.

After 1854

Records show sales of lots and unplotted tracts of land to other industries after Ashland was chartered. They include the following:

Iron foundry by Thomas Jones & Co. in fall 1854, located south of Winchester and west of 6th Street.

Fire brick yard, by Stoll & Ross, in 1856, located north of Greenup Avenue at about what is now 5th Street. Later Clinton Yard.

Fire brick yard, by Tabb, Shore & Co., in 1857, located north side of Winchester between 6th and 7th. In 1859, yard taken over by Brown & Eldridge, and later by Ashland Fire Brick.

Cooperage Shop, operated by James Haskell & Son, in 1858, located southwest corner Carter Avenue and 13th Street.

Kentucky Coal Oil Co., by William and John Cairns early in 1858, located on south side of Winchester Avenue between 6th and 7th Streets. The firm used cannel coal shipped in from Pennsylvania Furnace lands and distilled it to "lamp oil". After the death of John Cairns in June, 1859, the concern was sold to Thomas and James Greer of Covington. It was discontinued in 1861 because of new cheaper way of distilling crude oil.

Geiger & Williams Lumber Co., partnership formed in 1861 of D. D. Geiger and Mordecai Williams, to purchase logs floated to the mouth of Keyes Creek, Catletts Log and Big Sandy River. There the logs were assembled to rafts and floated and guided by steamboats to sawmills west on the Ohio River. The company later built a sawmill, its location not known today, and continued to sell lumber locally. The partnership continued for 13 years.

Saw and planing mill, operated by David A. Fisher in 1867 at foot of 17th Street and north of Front Street. Fisher also took contracts for building houses. His brother, Nathan E. Fisher, was associated with him and was in charge of the planing mill.

Ashland Stone Coal Furnace, built and put in operation Aug. 37, 1869, by Lexington & Big Sandy E. D., R. R. Co., located north of Front Street, west of 7th Street.

Norton Iron Works Co., built and put into operation second stone-coal furnace in Ashland in 1873. Also "puddle" furnaces for converting pig-iron to wrought iron, rolling mill to roll to nail plate, and nail machines in 1875. Located between Front Street and Ohio River from 21st to 23rd Streets.

The Bath Avenue Gas Light Co., incorporated Aug. 16, 1874 (capital stock \$5,000) by John Means, John Russell, A. C. Campbell, Hugh Means, Robert Peebles, Douglas Putnam, W. F. Gaylord and Mrs. E. J. Gartrell. The company's objective was to manufacture gas for lighting from coal, resin, coal oil, kerosene gasoline or other materials, and to place pipes for furnishing the gas to such parties as contracted for it. So-called kerosene gasoline was placed in a buried tank and by pressure from a suspended weight the vaporized gas was forced through pipe to the residence of the incorporators and a few others, mostly on Bath Avenue.

The gas was burned under woven asbestos mantles and gave a fairly satisfactory light, far superior to the then-used coal-oil lamp. The pipe extended from 11th Street to 16th Street, and the gas was used for more than 20 years until natural gas was made available.

Crowell Brothers Lumber Co. established a sawmill at the mouth of Keyes Creek in about 1880. The brothers were Charles H. and Samuel N. Crowell of Catlettsburg. After the death of Charles, killed in the mill in 1889, the company was operated by Samuel for about a year and then reportedly sold to Keyes Creek Lumber Co. The latter was purchased by the VanSant-Kitchen Lumber Co. in 1898 and an entire new mill was installed. VanSant-Kitchen conducted a big operation at the location. Owned by Charles Kitchen, R. H. VanSant and D. J. Taft, the company was discontinued in 1925.

H. Herrman Furniture Co. built and placed in operation a hardwood dimension lumber mill in 1883. The mill's location was south of the C. & O. railroad between what is now 28th and 29th Streets.

Ashland Lumber Co. was organized Jan. 20, 1883.

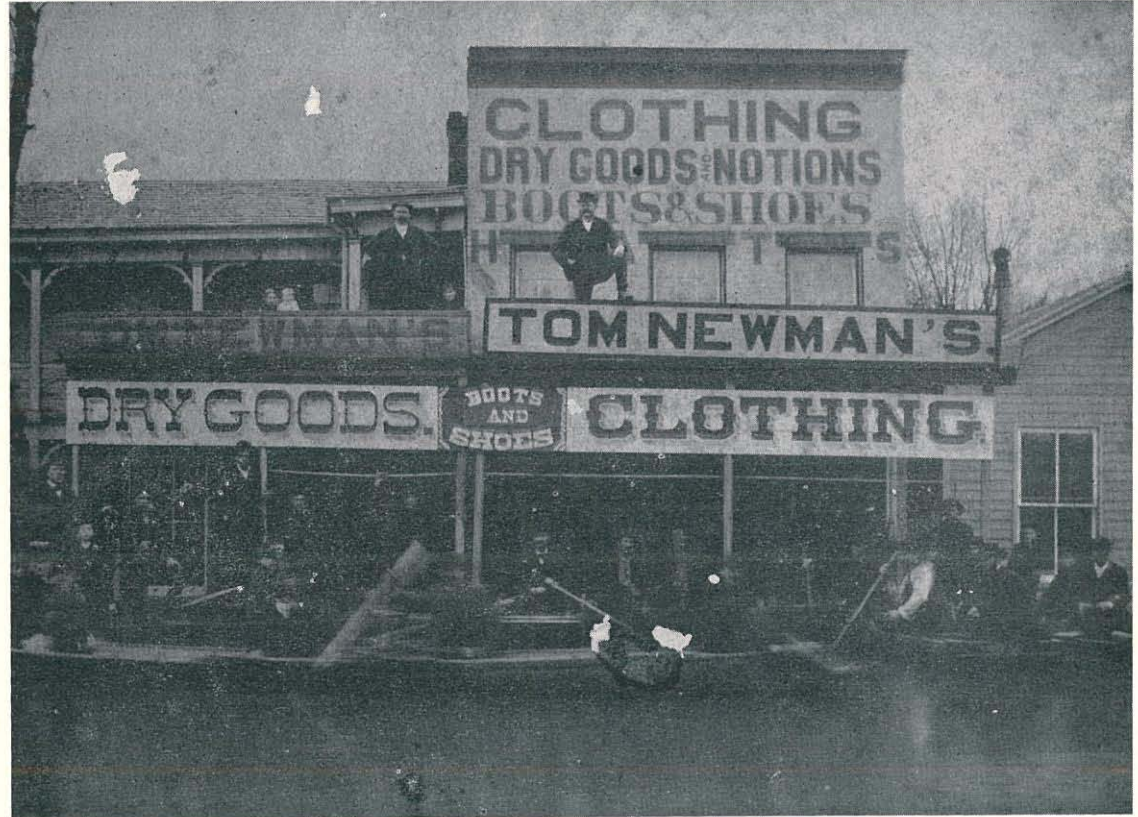
Its incorporators were L. E. Veysie, John Deever, John R. Jones, John Calder, W. H. Kouns, Edward K. Rogers, A. C. Howell, George T. Long and James Hutton. In about 1891 this company was purchased by M. W. Thomas, O. F. L. Beckett and others. It later became the Meredith Lumber Co.

The Ashland Foundry & Machine Works was organized by Mrs. R. D. Gaylord, Frederick Weber and Charles Loomis on June 1, 1883. It purchased property north of Front Street and east of 17th Street to build a factory. From the record it appears that D. L. Weaver purchased the factory in 1887. After his death it was operated for many years by his son, Charles F. Weaver, and continues now under the management of Herbert Wheatley.

The Ashland Dry Dock Company, organized April 6, 1887, made repairs to boat hulls and machinery and barges on the river for a number of years. The incorporators were R. C. Richardson, J. H. Stewart, R. D. Jeffers, W. Meinhart, John Kobs, Ashland Foundry & Machine Co. by D. L. Weaver, and J. W. Henderson. James H. Stewart was manager.

ROW - IN BUSINESS IN 1884 FLOOD

One of the city's early clothing and dry goods stores was operated by Tom Newman on the north side of Greenup Avenue, 1500 block.





VEYSSIE & JONES STORE

It was a popular dry goods concern on the northwest corner of Greenup and 16th in the 1880s.

Ashland Fire Brick Co., fire brick, established 1886.

Williams & Henderson Hub & Spoke Co., hubs, rims and spokes for carriages and wagon-wheels, established 1887.

Ashland Planing Mill Co., dimension lumber, established 1889 by Charles Kitchen and associates.

Ashland Artificial Ice Co., artificial ice, established 1889 by R. C. Richardson, E. C. Means and others.

The Chattaroi Railroad Company

The records of the Kentucky Iron, Coal & Manufacturing Company reveal that the company made a proposal to John Carlisle, Cincinnati, and M. J. Ferguson, Louisa, representing the Chattaroi Railroad Co., that certain lands in the eastern end of Ashland would be donated to the railroad and right of way would be secured for a track on Front Street, provided the railroad would construct a railway from Catlettsburg to Ashland on or before Jan. 1, 1881, and would build car shops and a roundhouse on the land by Jan. 1, 1882. This proposal was made on the records of a

meeting held May 12, 1878. The Chattaroi had been incorporated March 11, 1873.

The K. I. C. & M. records also show that the railroad company was given an extension of time for the construction on Nov. 6, 1880, six more months being allowed due to some difficulties in establishing right of way into Ashland in a conflict with the Maysville & Big Sandy Railroad (later a part of the Chesapeake & Ohio Railroad) which also desired to build from Catlettsburg to Ashland.

It is not known when trains of the Chattaroi first came to Ashland, but in a daily paper in 1883, the time of arrival and departure of trains from and to Peach Orchard, Ky., were listed. Later Chattaroi's tracks were extended to Richardson. On July 11, 1889, a bondholders' committee changed the name of the Chattaroi to that of the Ohio & Big Sandy Railroad Company, and it was operated under that name until consolidated into the Elizabethtown, Lexington & Big Sandy Railroad (as part of the C. & O. system) on July 3, 1902.

Names prominently associated with the Chattaroi and the O. & B. S. included Jay H. Northrup and F. T. D. Wallace of Louisa.

Ashland Leather Company

The forerunner of the present A. C. Lawrence Leather Company plant was the Ashland Tanning Company, incorporated Dec. 10, 1894, by S. S. Savage, L. M. Googler, A. H. Savage, S. W. Hager and J. Moriarty. Its property was at 25th Street and Railroad Alley, deeded to it by the K. I. C. & M. Co. Sept. 12, 1896, and Aug. 10, 1897. The second company, incorporated June 30, 1902, was the Ashland Leather Co. The incorporators were William Richardson, Hornellsville, N. Y., 633 1-3 shares; T. J. Shaut, Ashland, 183 1-3 shares; and J. F. Mosser, Chicago, 183 1-3 shares.

In 1911 this plant was nearly destroyed by a fire which was considered the most destructive of any in Ashland to that date. Despite several very attractive inducements to locate and rebuild in other cities after that fire, the company decided to rebuild at the old location with modern reinforced concrete and brick. The plant thus became one of the most modern tanneries of the United States.

Producing oak-tanned leather, the plant was equipped to handle from 500 to 600 heavy hides a day with overhead cranes. Most of the hides were tanned into sole leather and some of the very best hides were tanned to be used for belting leather. In 1925, a cutting department was added to cut the leather into soles and taps. The Ashland Leather Company was

consolidated into the A. C. Lawrence Leather Company in 1933. The firm owns and operates several other tanneries, and is considered to be the largest in the country. Principal tanning ingredients are oak and hemlock barks, and as these are being exhausted gradually, extracts are being developed to take their place. Some of the extracts are now secured from woods of the Amazon of South America and other foreign lands.

The tannery presently employs from 125 to 150 men. H. O. Muenzer is general superintendent and W. J. Host, his assistant.

The Early Merchants

As to the names and locations of some of Ashland's earliest merchants, lot-sale records and advertisements in the earliest newspapers reveal that many were established in the downtown business part before 1860. There were others in the outlying areas, such as Geiger-ville, Oakview, Pollard and Normal. However, no

definite records of names or locations of the "outlying" merchants were found.

These are some of the first established businesses in the downtown area, the locations noted according to present street designations:

John B. Veysie, clothing, northwest corner, Greenup and 16th Streets.

Alexander McIntyre, tin shop, southwest corner Greenup and 17th Street.

John Gliem, boot and shoe shop, north side of Greenup between 16th and 17th Streets.

William Mitchell, barber, east side of 15th Street between Greenup and Front Avenues.

H. C. & S. D. Poage, general merchandise, southeast corner of Front Avenue and 15th Street.

James Hutton, retail groceries, south side of Front, between 15th and 16th Streets.

Dr. Hiram Ferguson and C. C. Chinn, drug store, east side of 16th Street between Front and Greenup.

THE JULIUS C. MILLER HARDWARE STORE

Stoves and tin ware were main items offered by Julius C. Miller in his store on the east side of 16th Street between Winchester and Greenup.



Joseph F. Jones, hardware store, east side of 16th between Front and Greenup.

Fred Carr, dry goods store, east side of 16th between Front and Greenup.

Kyle & Co. (John Kyle, Ben Johnson and Sam Galt, manager), wholesale groceries, southwest corner of 16th and Front.

Cutter Brothers, livery and sales stable, east side of 15th between Front and Greenup, north of alley.

Other Early Businesses

Other businesses, coming perhaps a little later, included these:

Julius Miller, tin shop, east side of 16th between Greenup and Winchester. (Succeeded by Julius C. Miller and Peter Nagle.)

Nixon Brothers, retail groceries, southwest corner of 16th and Greenup. (Succeeded by Jesse Ballard.)

James Haskell & Son (James Alphonse Haskell), general merchandise, northwest corner of 17th and Greenup.

Thomas J. Berry, hardware, south side of Greenup between 15th and 16th.

William D. Creasy, retail groceries, south side of Front between 15th and 16th.

Charles M. Wilson, drug store, east side of 16th between Greenup and Front.

(All of the above before 1860.)

Remember These?

Some of the other early merchants and businesses of Ashland will be remembered by the older residents of the city today:

T. S. Newman, clothing, north side of Greenup between 15th and 16th.

H. A. Brodess, millinery, east side of 16th between Greenup and Winchester.

Fletcher & Co., drug store, north side of Winchester between 15th and 16th.

Wilhelm Kiel, clothing, north side of Winchester between 14th and 15th.

S. Casebolt, undertaker, north side of Greenup, between 14th and 15th.

Jacob Savageot, barber, south side of Front between 15th and 16th.

I. N. Pollock, jewelry and watches, east side of 16th between Front and Greenup.

Wendal Meinhart, Sr., drug store, east side of 16th between Front and Greenup.

THE PETER T. NAGLE TIN WARE STORE

Located on the southwest corner of 16th and Greenup, it was a thriving concern in the 1880s. (1884 Flood Scene.)



L. E. Veysie and John Jones, dry goods, northwest corner of 16th and Greenup.

Henry Herbst, retail groceries, south side of Winchester between Seventh and Eighth Streets.

H. A. Levi, general merchandise, north side of Carter between 19th and 20th.

Henry F. Karnap, tin shop, south side of Carter between 15th and 16th.

Poage, Elliott & Poage, drug store, west side of 16th between Greenup and Winchester.

Geiger & Powell, furniture, southeast corner of Greenup and 16th.

John Wittig, boots and shoes, south side of Greenup between 16th and 17th.

Anton Schmauch, feed store, west side of 16th Street between Greenup and Winchester.

Peter T. Nagle, tin-ware and stoves, southwest corner of 16th and Greenup.

B. C. Hyman, coal and general hauling, coal scales and office on Tenth Street between Front and Greenup.



OLD HITE DRUG STORE

The Hite and Company Drug Store and the John H. Zeigler Grocery were on the southwest corner of 13th and Winchester in this 1890 picture.

THE MORIARTY & GEIGER FURNITURE STORE

The location was the west side of 16th, between Winchester and Greenup. In photo, from the left, Col. Coles, George Sprenger, and Pat Moriarty, Jr.





STAAB BARBER SHOP

One of the early barber shops was operated by the Staab brothers on the north side of Greenup, in the 1500 block. In picture, from the left, are Leonard Staab, Felix Staab, and Ben Fearing. "Shave and a haircut — two bits."

R. D. Callihan, boots and shoes, southeast corner of 15th and Front.

Woo Jan, Chinese hand laundry, west side of 16th between Front and Greenup.

Hite & Company, drug store, southwest corner of 13th and Winchester.

John H. Zeigler Grocery, southwest corner of 13th and Winchester.

Only the older residents will remember, too, the first "Opera House" in the Geiger & Powell building on the southeast corner of 16th and Greenup. Later the Opera House was in the I. O. O. F. building on the southwest corner of 17th and Greenup.

The first picture show in town was called the "Nickelodian", and was in a building on the east side of 16th Street between Front Avenue and the alley. The dates of the opening and closing of the theatre are not available now.

Ashland's Early Hotels

A growing community must have hotel facilities and the Kentucky Iron, Coal & Manufacturing Company realized that immediately after Ashland was laid out in 1854. The company decided the new town should have a first-class hotel that would have ample capacity to take care of not only transients but also those who would require temporary accommodations while seeking locations and building homes.

The company's directors instructed the president on July 24, 1854, to contract for the building of a hotel

from plans and specifications that had been submitted by L. R. Bush & Co. The building was first called the "Ashland Hotel", and later it became the "Aldine Hotel". Construction of it was started in the fall of 1854, but after a number of delays was not completed until early in 1857.

Company records show that L. E. Sheppard had the contract for the brick work, with the brick coming from the Ashland yard of Price, Nicholson & Crawford on lower Winchester Avenue. The carpentry work on the hotel was done by L. R. Bush & Company, with John R. Shore as the superintendent. Austin Sutton did the plastering, and John Low, the painting.

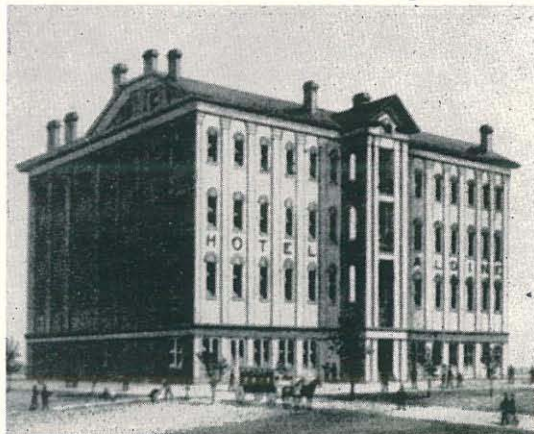
Charles M. Wilson took the first lease on the hotel at an annual rental of \$350 for the upper three floors. Wilson also operated a drug store in the lobby there. At the end of the first year, Wilson moved to a building on the east side of 16th Street, north of the alley, between Front and Greenup, where he conducted a drug store for more than 20 years. He was also secretary of the Kentucky Iron, Coal & Manufacturing Company for about the same length of time.

The Aldine was leased to the Federal Government in 1861 and it was used as a hospital of the Union Army during the Civil War. Union soldiers who died in the hotel were buried in the old Bethesda Cemetery, along with the Poages and other early settlers.

The Aldine was known as the leading hotel in the Tri-State area up until the more modern and more spacious Ventura Hotel was opened in the fall of 1894. The Aldine continued to operate, however, until 1900, and then in 1903 it was demolished and the property was sold to the Chesapeake & Ohio Railway which built the freight depot now at the location.

THE ALDINE HOTEL

Sometimes referred to as the Ashland Hotel, the Aldine, built at 15th and Front in 1854-57, became the leading hotel in the tri-state area. Ashland in its early day was known as the town with the big hotel.





THE TRAVELER'S INN

Picture shows the Traveler's Inn on left and the old Chesapeake & Ohio Depot on the right. The scene is the west side of 13th between Carter and Central.

There were other hotels started in the fall of 1854 also. The "Willis House" was constructed by John Willis on the northeast corner of Winchester Avenue and 15th Street. Actually it was the first hotel opened as such and as a rooming house in Ashland. Its opening was in the spring of 1855, and it continued to operate until a fire gutted the building in about 1886. S. S. Savage rebuilt the building several years later, with offices on the second floor, and since it has been known as the Savage Building.

Another hotel, known as "Broadway Hotel", was started also in the fall of 1854, at the northeast corner of 16th and Greenup. This one was completed and opened in June, 1855, and it is recorded that several large political meetings were held in it during the next two years. The Broadway later became known as the "Everman House". In 1888, the first floor was converted into a banking room and occupied by the Second National Bank, and the second floor was occupied by offices. The upper floors were used by the Masonic Lodges for many years. After the Second National Bank moved to the new Kitchen Building in 1915, the first floor of this building was used by the American Building & Loan Company for several years. This building, still standing, is unoccupied.

Other hotels have come and gone. Among the early ones, some will remember the "Magnolia Hotel", later known by the name of "Denver House". It was operated by Joseph Nichols and was located on the northwest corner of Winchester and 15th Street. Then there was the "Travellers' Inn", built and operated by George Burgraff and later by Whitfield Watson. The "Travellers" was situated on the west side of 13th Street at Railroad Alley.

J. N. Fitch built a brick building at the southwest

corner of Front and 13th Street, opposite the old Union Depot, and operated a hotel there for some time.

The "Ventura Hotel" was an enterprise of A. C. Campbell & Associates. The hotel was incorporated March 30, 1894, by A. C. Campbell, Mary E. Campbell, Anna E. Campbell and John F. Hager as the Ventura Hotel Company. Construction of the hotel on two lots at the southwest corner of 13th and Winchester Avenue was started in the early spring of 1894 and completed in the late fall of the same year. The Ventura, upon its opening, was considered the most modern hotel in the entire Tri-State Area. In about 1920 it was taken over by Charles Conlon & Associates and a more modern addition was planned. This addition, which is now the main part of the hotel, was completed in 1927. R. O. Parmelee has been the efficient manager for the past ten years.

Newspapers of Ashland

It is ironical that while newspapers in Ashland since 1855 have recorded the history of the city, there are today only meager records of the earliest newspapers, their editors and publication dates.

The city's first two newspapers—both weeklies—were the *Ashland Kentuckian* and the *American Union*. Apparently the *Kentuckian* entered the field first, being established by D. K. Weis May 15, 1855. Weis, who played such an important role in Ashland's early development, purchased the press and other equipment of the old *Big Sandy News* of neighboring Catlettsburg. He employed Henry R. French and

BROADWAY HOTEL

It was on the northeast corner of 16th (then Broadway) and Greenup Avenue. (Center background.)





ASHLAND'S MODERN HENRY CLAY HOTEL

At the southwest corner of 18th and Winchester.

John Q. Adams to publish the paper, and in April, 1856, he sold it to Henry R. and Lizzie V. French.

Henry R. French died in 1858, and Mrs. French then took John Q. Adams in as a partner in the newspaper. They continued to publish the *Ashland Kentuckian* until about 1860. That year they sold the equipment to G. M. Miller who moved it to Catlettsburg where he published the *Catlettsburg Advocate*.

The other weekly—the *American Union*—was founded by Henry M. Brodess, who became the city's first mayor in 1857. The *Union's* first issue is believed to have been in October of 1855. Edited by one Sam Jones as a "know nothing" partisan sheet, it was a foe of slavery and became noted for its anti-slavery sentiments. Publication lasted for about two years.

Not too much is known of the newspapers of the last part of the 19th century. The *Ashland Journal*, a weekly, was published from about 1871 to 1875 by T. R. French, and was followed by the *Ashland Republican* (weekly), 1875-1882, edited by French and J. M. Huff. The *Republican's* office was located first at 15th and Greenup, later at 18th and Carter. Two other weekly newspapers appeared in the 1870s-1880s, their names being recalled as the *Ashland Weekly Review* and the *Boyd County Express*.

The first "daily" was *The Daily Signal* (no Sunday issue), believed to have been started by J. M. Huff in the 1880s and later acquired by a Mr. Clifton. *The Ashland Daily News* was started in about 1888 by

James A. Miller, editor, with its plant located on 18th Street near the railroad. *The Ashland Daily Commercial*, edited by Charles A. Kirk, was founded in the same period.

The first edition of *The Ashland Daily Independent* was published December 17, 1900. The publisher was G. F. Friel, who had started the *Catlettsburg Daily Press* in 1896 and was persuaded to move his equipment to Ashland to inaugurate a new paper. The equipment was set up in a building on Greenup Avenue between 11th and 12th Streets. Eight to ten girls were employed to set type by hand. *The Independent's* first press was driven by a water motor and was fed by hand.

Both the *Ashland Daily News* and the *Ashland Commercial* were absorbed by *The Independent*. Colonel B. F. Forgey, first associated with *The Independent* in 1903, became half owner of the Ashland Independent Publishing Company in 1910. For several years between 1904 and 1910 he lived at Ironton, Ohio, where he edited the old *Ironton Register*. In 1912 *The Independent* constructed its own building on 17th Street. Size of the building was doubled when it was remodeled in 1925.

The Ashland Publishing Company was formed in July, 1921, when the stock of the Ashland Independent Publishing Company was purchased. Colonel Forgey remained as editor of *The Independent* and as president of the new company. James T. Norris became associate editor and vice-president. In 1952, Colonel Forgey became chairman of the board of the company,

1892 PHOTO OF VENTURA HOTEL

Picture shows the original part of the hotel which was added to later.



Ky. Hotel Ventura

and Norris was elevated to president and editor of *The Independent*.

There has been one other newspaper in Ashland since the turn of the century, but it lasted for only about three months. The *Ashland Times*, a morning daily, began publication Feb. 20, 1927, with Paul J. Hughes as the editor. Walter S. Clayton was president and general manager of the Advance Publishing Co., with offices at 1735 Greenup Avenue.

* * * * *

Signs of the Times . . .

Advertisement: *Ashland Daily News*, August 6, 1891.

"The Aldine. Bar and Billiard Rooms. The Finest in the State! An elegant resort for gentlemen. Fine wines and liquors, ale, porter and beer, on draught and bottled. Best brands of cigars, cozy billiard room. Everything first-class. R. S. Carr, proprietor. Aldine Hotel, Cor. Front and 15th Sts., Ashland, Ky."

* * * * *

"Pencil Points . . .

"The Kickapoo Indian Sagwa is creating more talk here than the Sullivan-Kilrain fight.

It is said that a social event will soon take place in this city that will be quite a surprise to our citizens.

Hugh Russell & Co. keep a full line of Saddles, Harness, Bridles &c.; all styles and prices. Greenup Avenue, Ashland, Ky.

This is excellent weather for driving, and the roads leading out of the city are in excellent condition.

Floods and Pictures . . .

Some of the pictures shown in this section of the brochure might have the reader thinking that the business section of the town of Ashland in the early days was not on the south bank of the Ohio River — but in the middle of the river.

It just happens that apparently flood times in Ashland were the most popular times for picture-taking. Many of the photos of the early merchants' places of business were taken during the February, 1884, flood when a river stage of 66.3 feet was reached. The previous year in February, the Ohio flooded with a crest of 60.6 feet.

The A. C. & I. shops are turning out a large lot of boat spikes, to be used in constructing a number of Mr. Geo. S. Richardson, who is one of the committee to solicit membership to the S.P.C.A. and Humane Society, says he has wonderful success. No one refuses to become a member, and seem only too glad to enlist themselves among those who dare to assert the poor dumb animals rights.

A number of young men are thinking of chartering one of the White Collar Line steamers, and running a moonlight excursion to Huntington, Saturday, August 22nd, providing there is sufficient water in the Ohio. If the plans contemplated are carried out, this will be one of the most delightful excursions of the season.

COMMANDERY PARADE IN ASHLAND IN 1909

This interesting old picture was made in May, 1909, during the 62nd annual conclave of the Grand Commandery of Kentucky. Scene is looking west from 15th and Winchester.



HISTORIES OF PRESENT-DAY COMPANIES

The remainder of the brochure is devoted to the histories of various important industrial and business firms and civic organizations whose patronage through the purchase of space has helped make possible the publishing of this book. The leading concerns represented have set down their histories, not for advertising purposes, but rather to inform Ashlanders of 1954 and Ashlanders of future generations.

MORIARTY'S

Moriarty's, Ashland's oldest retail furniture business, was founded by Patrick Moriarty, Jr., who played an early part in the business, religious, civic, and political affairs of Ashland.

Mr. Moriarty was born January 7, 1850, in Marion County, Virginia, and came to Ashland, then known as Poage's Landing, with his parents, Mr. and Mrs. Patrick Moriarty, Sr., in 1854.

Patrick Moriarty, Jr., at an early age became active in the business, religious, and political affairs of Ashland, serving on the City Council for a number of terms and acting as the seventh Mayor of Ashland in 1878. Mr. Moriarty served as Park Commissionaire and was one of the charter members of the first Chamber of Commerce, then known as The Commercial Club of Ashland. He was a life-time member of the Holy Family Church. Prior to entering the furniture business, Mr. Moriarty was engaged in the lumber and contracting business.

In 1905, Patrick Moriarty, Jr., with Mr. Will Geiger, established the Moriarty-Geiger Furniture Company, located at 215 - 16th Street. The following year Mr. Geiger retired from the business and Mr. Moriarty continued in the business,

changing the name to P. Moriarty Furniture Store. In 1910, the business was moved to the present location, 1616 Greenup Avenue.

In 1925, Mr. Moriarty's son-in-law became manager. Mr. Moriarty continued active in the business until his death in 1928. The business then became the property of his two daughters, Mrs. John A. Kelly and Mrs. R. C. Doggett, as partners.

The store continued to progress, with Robert C. Doggett as manager, and Mr. Moriarty's grandson, Paul M. Kelly, as assistant manager.

After the death of Mr. Doggett in 1936, the grandson, Paul M. Kelly, became manager and is the present manager today.

In 1950 the business became the property of Patrick Moriarty's four grandchildren, Paul M. Kelly, Jerome C. Kelly, Mrs. E. W. Ward, and Mrs. Wheeler Nickell, and is at present operated as a partnership under the trade name Moriarty's.

The business started as a leader in selling quality furniture and will enter their fiftieth year selling only quality merchandise to the people of Ashland and the Tri-State.

ARMCO STEEL CORPORATION

The cornerstone of the original works of the American Rolling Mill Company was laid at Middletown, Ohio, July 12, 1900. This was known as Central Works.

Starting with 325 employees, the company has enjoyed a steady growth. Originally there were but 35 stockholders who invested approximately \$350,000. Now there are 50,000 stockholders owning about \$150,000,000 of Armco stock. The physical growth has been due to the acquisition of the following properties:

- 1905 — The sheet mills and factory of The Muskingum Valley Steel Co., Zanesville, Ohio.
- 1910-11 — Construction of East Side Works at Middletown, Ohio (composed of open hearth furnaces, soaking pits, blooming and bar mills, maintenance shops, sheet and jobbing mill department and finishing department).
- 1916 — Two - blast furnace plant of The Columbus Iron & Steel Co., Columbus, Ohio.
- 1921 — Ashland Iron & Mining Company, Ashland, Kentucky.
- 1923 — Coal lands at Nellis, West Virginia.
- 1927 — Columbia Steel Company, Butler, Pennsylvania.
- 1928 — Norton Iron Works, Ashland, Kentucky.
- 1930 — Sheffield Steel Co., Kansas City, Missouri, Sand Springs, Oklahoma, Houston, Texas; also, one-half interest in A. O. Smith Co., Houston, Texas.
- 1936 — Blast furnace from Koppers Co., Hamilton, Ohio.
- 1945 — Rustless Iron & Steel Corp., Baltimore, Maryland. Coal lands at Montcoal, West Virginia.
- 1948 — Tubing Division property, Piqua, Ohio.
- 1951 — Stone Products Division Quarries, Piqua, Ohio.

The properties which originally comprised the Ashland Works were Sixth Street Blast Furnace, built in 1861; Norton Blast Furnace, built in 1871; West Works on which construction began in 1916 by the Ashland Iron & Mining Co. This consisted of open hearth furnaces for further refining of pig iron and steel ingots, and a blooming mill for rolling the ingots into blooms, slabs and billets, for the market. John B. Tytus, a member of the Middletown, Ohio, plant, saw the back-rendering work that went into rolling steel sheets on handmills. Mr. Tytus and his Armco associates designed and constructed the world's first continuous sheet-rolling mill at Ashland. It has been called one of the world's ten greatest inventions. It continued operations until the spring of this year, completing over 30 years of yeoman service. Major expansion programs in recent years include:

- Bellefonte Blast Furnace completed in 1942, costing \$6,000,000.
- Hot Strip Mill completed in 1953, costing \$35,000,000.
- Cold Reduction Mill, Strip Pickler, Light Gauge Zincgrip and Heavy Gauge Zincgrip Lines completed in 1954, costing \$12,000,000.

There are approximately 3,000 people employed at the Ashland Works. The Ashland Armco pay roll for 1953 amounted to \$16,000,000.

Armco has said to Ashland and the communities in which its plants are located: "You do your best to make civic conditions respond to the highest needs of your citizenship and support every proper thing that will make for civic and industrial stability and progress, and we will work with you sympathetically and helpfully."

We of Armco believe in Ashland and know that as the years progress, both Armco and Ashland will enjoy a steady, prosperous and happy growth.



ASHLAND OIL & REFINING COMPANY

More than thirty years ago Paul Garrett Blazer, Vice President of the Great Southern Refining Company, Lexington, Kentucky, visited Ashland for the purpose of investigating the feasibility of establishing a local oil refinery. He talked with leading citizens, including John Buckingham and J. W. Paton who drove him over the tri-state area. Mr. Blazer returned to Lexington convinced that Ashland was a good location for an oil refinery. A year or two later a former business associate of Mr. Blazer interested Huntington capital in the building of a small 1,000 barrel per day refinery at Leach Station south of Catlettsburg.

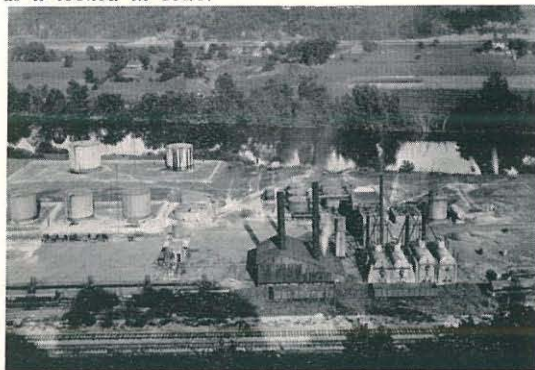
It was in 1924, thirty years ago, that Mr. Blazer resigned from the Great Southern Refining Company, participated with Swiss Oil Corporation of Lexington in the organization of the Ashland Refining Company and the purchase of the Leach Station refinery, now known as the Catlettsburg No. 1 plant of Ashland Oil & Refining Company. There were only 25 employees in the refinery and 5, including Mr. Blazer, in the three-room offices of the Company established in the newly constructed Ashland National Bank Building.

From that small beginning, Ashland Oil has branched out into every phase of the oil industry — oil wells, pipe lines, service stations, water transportation and 7 refineries processing 100,000 barrels of oil per day, with properties and sales offices in many states and foreign countries. An investment of \$250,000 has expanded into a \$100,000,000 Company and the original group of 30 employees has grown into an efficient organization of more than 4,000 people of which more than 1,100 are located in the Ashland area. From the home office in Ashland, experienced executives and their assistants direct the far-flung operations of the Company.

Looking back through the years, we find the spirit, the different personalities, and the properties of many companies assembled in the Ashland Oil & Refining Company.

The present corporation was formed on October 31,

The original refinery of 1,000 barrels daily capacity as it looked in 1924.



1936, when Swiss Oil and its subsidiary, Ashland Refining Company, were consolidated. But that is a comparatively recent date in the histories of the many loyal and proud organizations which have joined together to comprise the Ashland Group. The predecessor companies, and those that have been merged and acquired, have contributed physical assets, experience, traditions and customer acceptance to the combined strength of the group — a group which is called "Ashland" only because Ashland Refining has provided, over a period of thirty years, much of the management of this family of companies.

Looking through the roster of people who have contributed importantly to the success of the Ashland Group, we find among them those who were associated with Swiss Oil, Union Gas & Oil, Great Southern Pipe Line, Quaker Oil, Great Eastern Refining, Tri-State Refining, Cumberland Pipe Line, Minamax Oil, Western Reserve Refining, Allied Oil, Central Pipe Line, Canton Refining, Cleveland Tankers and Lakeland Tankers, Aetna Oil, Freedom Oil, Valvoline Oil, Galena, Frontier Oil, National Refining and many others.

Valvoline, Freedom and Galena date back to the earliest days of the oil industry when crude oil was refined to make lubricants and coal oil — long before the gasoline engine. Those names and their supporting organizations have retained their identities through the years and are now an important part of the Ashland Group. National Refining was a lusty, strong, independent oil company before the turn of the century. Their White Rose and Enarco brands were known to thousands. Cumberland began laying its pipe lines in Kentucky in 1902 and invested more than \$3,000,000 in a 750-mile pipeline gathering system which continues to serve the oil fields of Eastern Kentucky.

The Aetna Refinery was one of the first in Kentucky and was operating successfully when Swiss was organized to drill for oil in 1918. Quaker Oil was a short-lived stock promotion which found oil in the flush fields of Lee County and was taken over by Swiss Oil. Great Southern, which provided the experience for the management of Ashland Oil, built the first "independent" pipeline into Lee County, giving competition to the older, Standard Oil-affiliated, Cumberland Pipe Line. Great Southern supplied crude oil to dozens of independent refiners, including five plants which now, thirty years later, are in the Ashland Group.

Swiss Oil furnished the financing and was responsible for the organization of Ashland Refining in 1924, acquiring in 1925 Union Gas & Oil, which was then the most important producer of Kentucky crude oil. In the meantime, Ashland Refining had purchased the refinery and towboat and barge of Great Eastern and the associated marketing properties of Minamax. Tri-State was then building a competing refinery at Kenova, West Virginia, to be followed by a river terminal

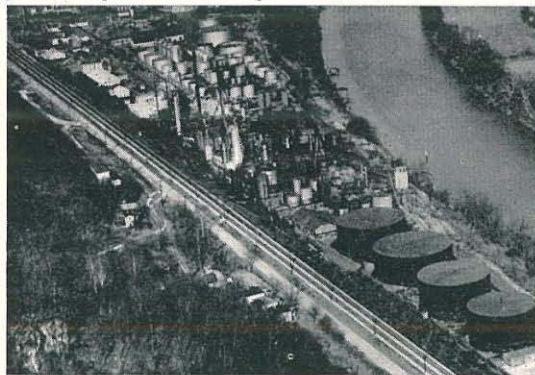
at Covington, Kentucky, near Cincinnati, and then by the purchase of the extensive West Virginia marketing properties of Hi-Grade Oil & Gas Company. That same year Allied Oil was organized in Cleveland to market fuel oil to the steel companies, receiving much of its supply from Ashland Refining. Allied was responsible for the organization of Cleveland Tankers, Canton Refining, and Central Pipe Line. Shortly thereafter, Frontier entered the scene as a fuel oil marketer in Buffalo.

In 1930, Tri-State with its refinery and marketing properties was sold to Ashland, marking Ashland's first venture into retail distribution. Cumberland Pipe Line was acquired the next year, thereby providing the Ashland and Tri-State refineries with an assured crude oil supply from the more than 5,000 producing wells in Eastern Kentucky.

Ashland built its first modern towboat and barges in 1936 and soon augmented its crude supply with purchases of oil from the Illinois Pipe Line at Owensboro, Kentucky, making its first movements of crude oil by water. Later, the extensive Kentucky gathering system of the Illinois Pipe Line Company was purchased by Ashland and combined into a joint operation with the Fordsville gathering system of another company, thereby further increasing Ashland's crude oil supply. In 1945, Ashland purchased more than 400 producing wells in Lee County, along with the affiliated refinery and pipe line system formerly owned by Great Southern. Thus, those properties and Ashland management became associated again after more than twenty years' separation. This acquisition permitted the consolidation of the Cumberland and Great Southern pipe lines, lines which had duplicated service to the same diminishing oil fields for so many years, often lying only a few inches apart in the same creek bottom.

The merger in 1948 with Allied and its affiliated companies added at least 50% to the size and strength of the Ashland Group. As a result, Ashland secured its first foothold on the Great Lakes, further strengthened shortly thereafter by the merger with Frontier at Buffalo in 1950. A few months later Ashland purchased the Findlay, Ohio, refinery of the National Refining Company and thus gained another fine sales or-

No. 1 Refinery, built on the original site, has been greatly expanded and improved.

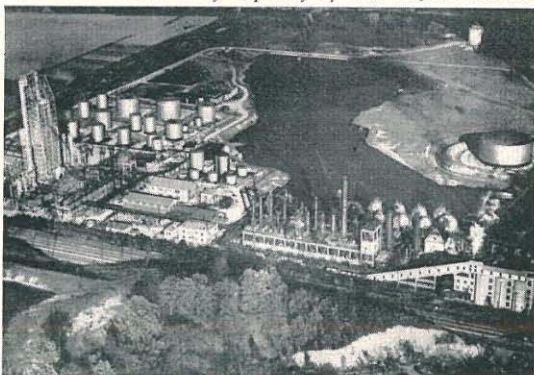


The home office of Ashland Oil is the co-ordinating center for the widespread group of companies which now comprise the Ashland Group.

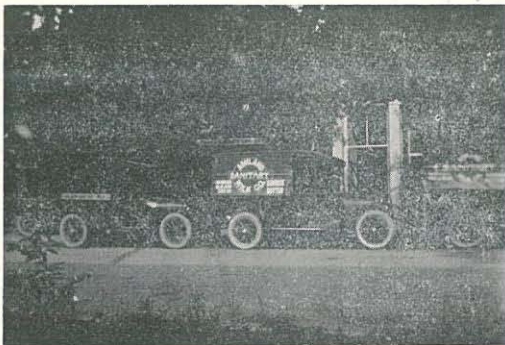
ganization. The linking of that plant by pipe line with the terminal at Toledo, acquired through Allied Oil, and thence by pipe line with the Detroit terminal, put Ashland products into those great industrial areas. In 1950, Ashland also greatly strengthened its position in Kentucky by merging with Aetna, thereby acquiring the refinery at Louisville and extensive marketing facilities in Central and Western Kentucky and along the lower Ohio River. A few weeks later, Freedom-Valvoline Oil Company came into the Ashland Family, giving the Group a nationally advertised brand name — Valvoline — known throughout the world, with a refinery equipped to manufacture the finest grade of motor oils and lubricants.

Each of the original organizations is making its unique contribution to the progress of the present Ashland Group with its extensive properties, strong financial resources and 4,000 trained employees. Combining the new with the old, building on such proven foundations, and deriving its united strength from so many diversified sources, Ashland looks to the future with confidence.

No. 2 Refinery (shown below) and No. 1 Refinery have a combined daily capacity of over 50,000 barrels.



ASHLAND SANITARY MILK CO.



FIRST LOCATION IN 1920
110 - 17th Street

In 1920, Mr. J. J. Schneider came to Ashland from a large creamery in Cedar Rapids, Iowa. Shortly after his arrival he formed a partnership with his brother-in-law, Mr. H. M. Smith, and organized the Ashland Sanitary Milk Company. The actual plant and equipment they started with was acquired by the purchase of the only milk plant in town which was known as Mundhenk Creamery, located at 224 - 16th Street. This plant had developed from raw milk distribution. The actual processing was immediately improved by Mr. Schneider with his many years of dairy experience, and the addition of new modern equipment was immediately begun. Mr. Schneider was originally from Wisconsin where he graduated in 1912 from the University of Wisconsin, and Mr. Smith had been a resident of Ashland since his discharge from the army after World War I.

The original plant was located at 110 - 17th Street in the building then owned by the late O. F. L. Beckett and now occupied by the Graber Printing Company. Milk was bought from farmers in Boyd County and the total distribution at that time was about 150 gallons per day. It was hard to educate the people to the value of pasteurized milk, as the benefits and safeguards had never been stressed. Most of the doctors were a help in stressing the value of pasteurized milk and by a slow process people began to patronize the new company.

In 1924 a new plant was built at 34th and Winchester Avenue. This building has been remodeled in one department or another nearly every year to keep it up to date. In 1947 a garage was added to house and maintain all delivery equipment, and in 1950 new offices were added to the main building.

In 1926 the partnership of Mr. Schneider and Mr. Smith was dissolved and the company was incorporated for \$100,000. Mr. Schneider was elected President and General Manager; W. W. Thornbury, Vice President; and Mr. Smith Secretary-Treasurer. Mr. Smith passed away in 1942. He had been an officer of the company who was equally well liked by employees and customers and had always taken an active part in Ashland civic



PRESENT LOCATION
34th and Winchester

affairs. The present officers of the company are: J. J. Schneider, President; J. F. Schneider, Vice President; and M. B. Montgomery, Secretary-Treasurer. The only other officer who has served the company is Mr. E. W. Jordan, who served as VicePresident for about four years, but who is no longer with the company.

The steady growth of the company through the years can largely be attributed to the loyalty of the employees. Mr. R. H. Lewis and Mr. W. N. Martin lead the list with 31 years service; Mr. Lester Cassidy, 25 years; Mr. Barnabas Clark, 11 years; Mr. C. P. Ross, 11 years; and Mrs. Irene Grant, 10 years, and a number more with from 7 to 9 years.

For many years the company made butter but the problem of obtaining surplus cream to churn became such a problem that about 1937 the butter making department was discontinued. At present raw milk is received from Boyd and Lewis Counties in Kentucky, and in the short winter months additional milk must be imported from Central Ohio to meet the needs.

Many changes have taken place in the production and processing of dairy products in the past 30 years. Regulation is under the supervision of the Federal, State and City health authorities, who make periodic inspections of all phases from farms to finished product. Upon receipt and inspection of the milk from the farms, it is transferred to storage tanks through a clarifier and then cooled to 35 degrees and held for processing. Processing consists of standardizing to a constant butterfat content and then pasteurizing in order to destroy all pathogenic organism. After pasteurization, of great importance is the rapid cooling; sanitized bottling; and transferring to proper cold storage.

The general line of products have remained about the same through the years, namely: Pasteurized Milk, Cultured Buttermilk, Golden Nugget Buttermilk, Skim Milk, Chocolate Drink, Cottage Cheese, Sweet Cream, Sour Cream, Ice Cream, Butter, Orangeade, and Reddi-Wip. Homogenized milk was introduced in about 1935 and has since gained in popularity until the majority of the milk sold is now homogenized.

KENTUCKY POWER COMPANY

The electrical industry is young as compared to many other industries, for it was only seventy-five years ago that Thomas A. Edison perfected the first electric lamp. However, from the viewpoint of the life of the electrical industry, this company is not young. What is now known as the Kentucky Power Company originated in 1886 with the formation of the Ashland Electric Light and Power Company in Ashland, Boyd County, to serve less than fifty customers. This was just seven years after the first electric lamp was produced.

This original company built the building which was occupied later by Wheeler and Putnam and now by the Middle States Concrete Company. It was incorporated on November 23, 1887, by the following: F. B. Moore, H. B. Butler, W. H. H. Eba, John L. Kouss, John R. Jones, I. N. Pollock, Harold Means, E. M. Roberts, W. W. Hackworth, F. M. Brooks, W. C. Richardson, John Russell, Jr., M. H. Houston, John Russell, Sr., Powell Geiger, L. E. Veysie and Jay H. Northup. The first president and secretary were D. A. Leffingwell and F. B. Moore, respectively.

The officials of the company up to 1911 were primarily operators of street railways and apparently gave more attention to the development of those properties than to the electric light and power business. In 1911 the Ashland Electric Light and Power Company was purchased by the American Railways Company and the name changed to the Boyd County Electric Company. This company began to make improvements and became more interested in the electric light and power business as such. In 1912 service was extended to its first large industrial customer, the England Walton Leather Company, now the A. C. Lawrence Leather Company.

In 1913 the company purchased the Carpenter Electric Light and Power Company at Catlettsburg. In 1916 a line was built to serve the town of Russell. The electric plant and the distribution system in the town of Greenup were purchased in 1924 and the plant replaced by the construction of a transmission line from which the town of Raceland and Worthington were served in 1925. From 1912 through 1926 the company extended service to large industrial plants which included the Armco Steel Corporation, the Kentucky Solvay Company and the Chesapeake and Ohio Railway Company.

The Boyd County Electric Company became a part of the American Gas and Electric Company System in 1926 at which time its name was changed to the Kentucky and West Virginia Power Company. At the time of this change the business of this earlier company had increased to 7,500 customers in eight communities, as compared to 200 customers in one community in

1911. In the same year Fullerton and South Portsmouth were purchased from the Portsmouth Public Service Company and the plant at Grayson was purchased from the Grayson Light Company. A number of towns together with a few large brick plants and clay mines were added to the company's new transmission line extending 55 miles out of Ashland toward Morehead. In 1939 the distribution system of the town of Louisa was purchased from the Southern Public Service Company.

Although the company constructed some rural lines as early as 1929, a complete survey of the rural areas of the Ashland District was started in 1935. This survey included the mapping of all present and potential lines, indicating locations of all residences, schools and stores. It was completed in 1936 and it was at that time that their rural electrification program was given impetus. This program, after getting a good start, was stopped in 1941 as a result of the war. At that time the Ashland District had 180 miles of rural lines in operation serving 995 customers.

This program was renewed in 1945 and at the end of May, 1954, there were in operation 1,292 miles of rural lines serving 9,288 customers in Boyd, Greenup, Carter, Lawrence, Lewis, Rowan and Elliott Counties.

The Ashland District was the last of the Kentucky properties consolidated with those served by Hazard, Pikeville and Sprigg Districts to form the Kentucky and West Virginia Power Company. At the time of the company's consolidation in 1926, it was serving a total of 12,311 customers. The company's second period of growth tells an interesting story of the development of its system, which is reflected in the following figures: 16,478 customers in 1930 as compared with 89,066 customers, May 31, 1954, in 18 Eastern Kentucky Counties.

On June 1, 1954, the company's name was changed from the Kentucky and West Virginia Power Company to Kentucky Power Company. In the early days of electricity along the Kentucky-West Virginia border, the company served customers in both states. Today it serves a great many more but they are all in Kentucky. Everything else about the company remained the same—its corporate structure, personnel, policies and efforts to render the best electric service possible.

It has always been the objective of everyone associated with the Kentucky Power Company to render dependable service at reasonable costs. The improvements in service and increased facilities that have made this possible were financed by private capital and have been the product of energy, labor, ability and constant thought and study of all its employees.

THE SECOND NATIONAL BANK



To the City of Ashland, Kentucky....

The Second National Bank congratulates you on this anniversary of 100 eventful, prosperous years.

The occasion causes us to reflect on the many years we have been associated with you. At the time of our first meeting in 1888, you were only 34 years of age. Even then you were prosperous and thriving and it seemed certain your future would be bright. You were blessed with an abundance of natural resources—timber, ore, coal, oil, gas, clay—but as generous as nature had been, your greatest asset lay not in the soil—it lay in the inhabitants of your fair land. A people of a strong and honest and virile stock. A people who knew theirs was to be a better life.

These people were your good fortune and so were they ours. They were our first customers and the faith and confidence they placed in us was mutual. As they prospered and as their numbers grew, so their banking requirements increased. We feel we have justified their faith by providing the best in sound, efficient and modern banking services.

We shall ever be grateful for the wisdom of our founders whose foresight and faith in these people made possible the privilege of serving every banking need over these many years.

PUTNAM AGENCY, Inc.

As the City of Ashland observes its Centennial, in this good year of 1954, Putnam Agency, Inc., is privileged to observe its Fiftieth Anniversary in the business of insurance.

This Agency was founded in 1904 by Louis R. Putnam who was then the Treasurer of Ashland Steel Company. Mr. Putnam operated the Agency in addition to his duties with the Ashland Steel Company, writing principally Employers' Liability Insurance on various industries in the Ashland area.

In 1912, Louis R. Putnam, having become the General Manager of Ashland Steel, turned the Agency over to his son, Donald H. Putnam, who was then engaged in the practice of law at Ashland, being associated with Mr. Proctor K. Malin.

In 1916, when the Kentucky Workmen's Compensation Act became effective, the Agency pioneered and specialized in the writing of Workmen's Compensation Insurance, Public Liability and Corporate Surety Bonds in Ashland and Eastern Kentucky and still continues very active in the underwriting of these lines.

In 1921, Donald H. Putnam became Secretary-Treasurer of Ashland By-Product Coke Company, Ironton By-Product Coke Company, and Edgewater Coal Company, all subsidiary companies of Semet-Solvay Company, on the removal of the General Offices of those companies from Syracuse, New York, to Ashland. Finding that his duties with the Solvay Companies required his complete time, he retired from the Agency and it was again taken over by Louis R. Putnam, who resigned as General Manager of Ashland Steel to devote his full time to the affairs of the Agency. Louis R. Putnam opened offices in what was then Ashland National Bank Building — now the Second National Bank Building — and broadened the operations of the Agency, writing all forms of Insurance except Life Insurance.

In 1928 Donald H. Putnam resigned his posi-

tion with the Solvay Companies, following removal of their General Offices from Ashland to New York City, and joined his father in the Agency.

Mr. Louis R. Putnam died in February, 1929, after an illness of several months.

Harvey E. Clendenen, who was the Auditor of Ashland Home Telephone Company, became associated with the Agency in 1930.

Hiram E. Redmon, who was with the State Highway Commission of Kentucky in road construction work, became associated with the Agency in 1937.

Donald H. Putnam, Jr., joined the Agency in 1946 following his graduation from Washington and Lee University.

In 1949, the Agency was incorporated under the name of Putnam Agency, Inc., with the following officers:

Donald H. Putnam, President
H. E. Clendenen, Vice President
and Treasurer
H. E. Redmon, Vice President
Donald H. Putnam, Jr., Secretary

In 1952, Perry L. James, who was an Engineer with the Kentucky Inspection Bureau, joined the Agency as Fire Protection and Rating Engineer.

Mrs. Alma K. Barber, Mrs. Margaret K. McIntosh, and Mrs. Esther F. Slone have each been associated with the Agency for more than 20 years, and Mrs. Edna I. Lyon for more than 16 years. Mrs. Ji Ann Roberts, Mrs. Phyllis Hutchinson, Miss Nancy Stacey, Miss Anna Lee Pope, and Miss Virginia Delaney have been associated with the Agency for lesser periods.

The offices of the Agency are in the Second National Bank Building.

THE THIRD NATIONAL BANK OF ASHLAND



JOHN W. WOODS
1871-1943

Founder and President
1916-1943

On July 12, 1916, the Ashland Day & Night Bank opened for business in a small store-room located in the Keil Building on the north side of Winchester Avenue between 14th and 15th Streets.

John W. Woods, J. Frank Stewart, Oliver M. Elam and O. P. Chatfield were the founders and original directors, with Mr. Woods serving as President, Mr. Stewart as Vice-President, and Mr. Elam as Cashier.

Anyone with much knowledge of the banking business wouldn't have given the little bank much chance to survive its humble beginnings. Especially since there were already three banks serving the city, The Ashland National Bank, The Second National Bank and The Merchants Bank & Trust Company.

These men were determined and believed that by giving good service to the people they would be able to build a lasting institution.

The little bank had the unusual name because it observed banking hours from 8:30 A.M. to 8:30 P.M. Needless to say, this was before the days of a forty-hour week.

Started with only \$7,500.00 paid-in capital, total deposits the first day were only \$1,050.00. Yet as time went on the bank grew and gained the confidence of the people and a year and a half later, deposits were \$54,515.00, and capital had been increased to \$25,000.00. Three years later we find the bank with \$366,000.00 deposits and capital and surplus amounting to \$120,000.00.

In the meantime, Mr. W. E. Faulkner and Mr. L. E. Davies, both of whom were successful Ashland businessmen, had invested in the young organization and had been added to the Board of Directors.

In 1918, the corner at 16th and Winchester, known as the Lampton Corner, was purchased and the bank moved into its own building.

In December, 1920, an unfortunate event occurred. A well known person in town jokingly started a rumor that the bank was unsound and that it would soon be closing its doors. The rumor turned out to be anything but a joke and spread like wild fire through the town gaining momentum as it

traveled until people began to believe it was true. False though it was, the rumor caused the bank a great deal of trouble. Many depositors withdrew their funds and although many loyal depositors never lost confidence, the withdrawals continued until 40% of its deposits had been withdrawn.

The Directors were men of courage, willing to back their bank with all their personal resources and this they did. Soon the tide turned and the bank again began its steady growth. At the end of two years, in December, 1922, deposits were higher than ever before, standing at \$448,000.00.

As the bank continued to grow its capital stock was increased and in 1922, it was converted to a National Bank and the name was changed to The Third National Bank of Ashland. By 1929, the old quarters had been outgrown and the Directors decided to raze the old building and construct a new one in the same location.

In January, 1930, Col. B. F. Forgey, President of the Ashland Publishing Company, and John T. Diederich, attorney-at-law and city official, were added to the Board of Directors which positions they still hold.

Soon after the new building was completed business conditions took a turn downward and the country was in the throes of the great depression of the early thirties. Many banks over the country failed, including the largest and oldest bank in Ashland, The Ashland National Bank. Fortunately no depositors suffered any loss because the Second National Bank took over the assets of the closed bank and assumed its deposit liability.

In June, 1933, after graduating from Ohio State University, John W. Woods, Jr., joined the bank as a teller and bookkeeper. In 1934, he was elected a member of the Board of Directors and Auditor. Later promoted to Vice-President and Trust Officer, he succeeded his father as President and Trust Officer in January, 1943.

The little bank had grown from its humble beginnings to over half a million in the twenties and emerged from the great depression with deposits of \$845,000.00 in 1933. From then on the growth was steady and at times almost phenomenal. By 1938, deposits were \$1,800,000.00 and 10 years later in 1948 they had grown to \$7,200,000.00. Now, in 1954, the bank's 38th year, total deposits equal \$10,300,000.00 and total resources are over \$11,000,000.00.

Through all kinds of adversity, depressions, panics, two world wars, floods, periods of deflation and inflation, The Third National Bank has continued to grow in size and in soundness until today it is one of the great financial institutions of Eastern Kentucky. This progress and success is a result of and stands as a reminder of the ambitions, the foresight and the character and courage of the men who founded the institution and who have managed it through the years.

In addition to present officers, those who have served as active officers of the bank have included: John W. Woods, President, 1916-1943; O. M. Elam, Cashier, 1916-1921; L. E. Davies, Cashier, 1921-1934; W. E. Faulkner, Vice President, 1929-1940, and James G. Serey, Assistant Cashier, 1920-1939.

Besides those mentioned above, some of those who have served as Directors and who have helped through the years to guide the bank along the road are: H. W. Fisher, J. W. Mayo, Dr. C. C. Woods, W. H. Keffer, Cecil E. Bales, Mrs. Anna M. Faulkner, and J. Howard Marshall.

Those who now serve as officers are: John T. Diederich, Chairman of the Board; John W. Woods, Jr., President and Trust Officer; Carson L. Davis, Vice-President; Wilbur A. Witten, Vice-President; Charles R. Waldron, Cashier; John J. Ross, Assistant Cashier; and Doris R. Kunkle, Assistant Cashier and Assistant Trust Officer.

Others who serve as Directors are: Rexford S. Blazer, C. E. Fannin, B. F. Forgey, Mrs. Sadie M. Wiard, and Robert P. Woods.

ASHLAND DAILY INDEPENDENT



The *Ashland Daily Independent*, published each afternoon and on Sunday mornings, has been serving the people of Ashland and the Tri-State area since 1896.

It was launched in that year in Catlettsburg as the *Tri-State Independent* by the late Col. G. F. Friel.

In 1900, it was moved to Ashland and renamed the *Ashland Daily Independent*, competing with the *Ashland Daily News*, which had been published in this city for several years.

In that year, the late Milton F. Conley of Louisa became associated with Mr. Friel as a partner. After a few months, Mr. Conley sold his interest to Col. B. F. Forgey, who was operating the *Catlettsburg News* in the Gate City.

For some time Col. Forgey served both papers as editor and then sold the *Catlettsburg News* to the Rev. Zepheniah Meek, who continued to publish it for some time in his plant, which also produced religious papers for the Methodist Church.

Col. Forgey and Mr. Friel operated *The Independent* successfully and conceived the idea of enlarging their activities in an effort to acquire the *Ironton Register* in Ironton, Ohio. Col. Forgey went to that city and edited *The Register* for some time. The idea of chain operation was given up, however, and Col. Forgey returned to Ashland.

The Independent was then published each afternoon at the plant on Twelfth Street and Greenup Avenue. In 1911, Mr. Friel sold his interest to the late George P. Ginn. The new partnership acquired from the Martin interests the property on Seventeenth Street and, in 1912, erected a building which is a part of the present *Independent* plant. They purchased the competing *Ashland Daily News*, which was discontinued.

The paper continued to grow and to prosper. In 1920, it became evident that the people desired a Sunday morning paper and on June 1st of that year the *Sunday Independent* was launched.

In 1921, the Ashland Publishing Company was formed, with Col. Forgey, the late Senator Ben Williamson, John E. Buckingham, Davis E. Geiger, Paul J. Hughes and James T. Norris as stockholders. This corporation purchased the stock of the Ashland Independent Publishing Company, acquiring all the interest of George P. Ginn.

In 1924, Col. Forgey, Mr. Norris and the late R. R. Mulligan of New York bought the interests of the other stockholders. Mr. Forgey became president and editor and Mr. Norris vice-president and associate editor, with C. E. Forgey as treasurer and managing editor.

This organization continued until 1952, when Col. Forgey became chairman of the board and publisher, Mr. Norris president and editor, Mr. C. E. Forgey vice-president and managing editor, and Mr. R. A. McCullough associate editor.

During the past 35 years the *Independent's* circulation has grown from about 3,500 to approximately 17,000. Its plant has been steadily expanded and modernized to take care of this growth. In 1925, the building was doubled in size and completely remodeled to occupy the full extent of the lot on Seventeenth Street.

In addition to the full leased wire of the Associated Press, of which the *Independent* has been a member for many years, the paper is served by the telephoto wires of the United Press, carries the comics of the King Features Syndicate, the Newspaper Enterprise Association and the features and columns of many of the other newspaper syndicates and services.

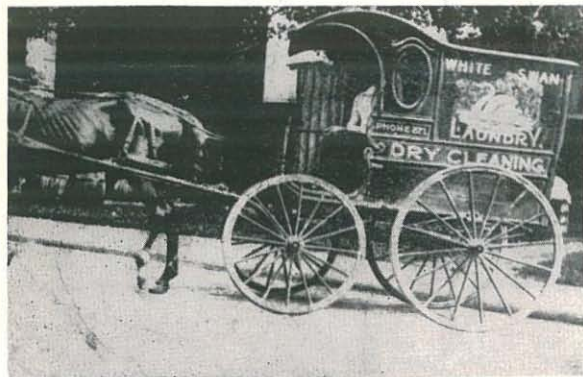
During the record flood of 1937, the newspaper faced its only period of suspension for several days, although it managed to give partial service to its readers for most of the time from the plant of the *Big Sandy News* at Louisa. The ground floor of the plant and its presses were inundated to a depth of about 40 inches.

In 1938, the growth of the paper's circulation and advertising patronage made necessary the installation of new presses and it is now operating a Duplex Unitubular of 28-page capacity, with full modern stereotyping equipment.

The Independent operates its own engraving plant in its annex building on Eighteenth Street. In addition, a Scanograver for the speedy reproduction of telephoto and other pictures was installed last year. Another very modern equipment recently installed is two teletypesetters for the transmission of the Associated Press news direct to the linotype keyboard by means of tape, operated from the AP Bureau in Louisville by direct telephone line.

The Independent now has 64 employees at the plant and maintains bureaus to care for news, circulation and advertising in Catlettsburg and Russell.

During its long period of service to the people of this area, it has constantly advocated the many progressive improvements which have accompanied the growth of Ashland, as well as other communities in the area which it serves. Among these has been the paving of the city's streets, the building of its water works and sewer system and the growth and expansion of the public schools. *The Independent* has constantly contended for a good system of highways in Eastern Kentucky as well as the rest of the state and has been in the forefront of every effort to expand the area's industrial growth and business structure.



WHITE SWAN had its beginning back in 1901 . . . in the days of dirt streets, gas lights, and celluloid collars. It was the year when W. F. Watson embarked in the laundry business, in a frame building on the corner of Thirteenth Street and Central Avenue, with just six employees, a horse and delivery wagon.

Available laundry equipment, in those days, consisted mainly of belt-driven washers, gas heated presses and hand irons. Men's shirts, collars and

cuffs made up the greater part of commercial laundry business at that time. In the early 1900's the White Swan offered Dry Cleaning service. The cleaning agent, in those days, was straight gasoline and was used in hand operated cleaning drums. However, it pioneered today's highly specialized equipment and methods, such as those now in use at the White Swan.

From the beginning the founder, W. F. Watson, established a policy of offering the best possible laundry and dry cleaning service to the public, and to continually add to and improve those services from time to time as better methods and better equipment were developed and became available to the industry. This policy has been followed throughout the fifty-three years that White Swan has been in continuous operation, and has, to a large extent, been responsible for White Swan's remarkable growth. This growth being from the horse and wagon, with six employees, in a small frame laundry building, to the present force of one hundred twenty-five employees, a fleet of modern trucks, and a plant and office building which now covers the entire block between 12th Street and 13th Street on Central Avenue

White Swan has the distinction of being one of the very, very few Ashland firms, dating back over fifty years, that is still doing business in the same location, and is still owned and operated by the same family since the founding of the business.



White  Swan

THE ASHLAND JUNIOR CHAMBER OF COMMERCE



Action! Youth! They're practically the same. Young men always have burned with enthusiasm and glowed with desire to achieve.

In 1915 at St. Louis, Mo., a group of young men formed the United States Junior Chamber of Commerce — an organization for "Young Men of Action" to express themselves in projects to benefit their community and nation, to develop leadership and a sense of responsibility. It offered to young men 21 to 35 years of age, as a group, a voice in civic affairs that they had never had before.

"This city is yours! What are you going to do about it?" . . . That is the challenge given to Jaycees on the local level, and Ashland Jaycees have answered that challenge in many and varied civic-betterment projects.

It was in 1939 that the movement started in Ashland for the forming of a chapter of the United States Junior Chamber of Commerce. From the outset, the Ashland Junior Chamber of Commerce became an organization not of "just joiners" but of active civic workers — young men who through the program of the Junior Chamber of Commerce have accepted their responsibilities in civic affairs, community improvement and in gaining the wisdom and prestige that fits them for leadership in early life.

Ashland citizens always have responded to the projects of the Jaycees, and it has been largely through the cooperation of civic-conscious citizens that so many Jaycee projects have been successful. The Jaycees are proud of their fellow citizens, who have helped them achieve such outstanding projects as:

The Refreshment Stand in Central Park.

Street Markers throughout Ashland.

Trash Receptacles for the Streets.

Lighting of Softball Fields No. 1 and 2 in Central Park.

Sponsorship of Five Ashland Better Home Shows.

Establishment of Youth Center in Mayo Mansion.

Later Establishment of Permanent Youth Center at 11th and Greenup.

Establishment of Civic Center at 11th and Greenup.

Christmas Projects in Behalf of Salvation Army and Ramey Children's Home.

And other projects too numerous to mention!

PAST PRESIDENTS

Clifford Goff	Joe Garvey
Emory Yelton	Charles Kopp
Robert P. Woods	Stanley Miller
Hiram Redmon	William Cox
Fred Miller	G. B. Johnson
William Hemlepp	William Anderson
Karl Vogel	Steven J. Tremel
Carl Miller	William Schweitzer
K. Mason Johnson	Samuel Mansbach (1954-55)

JAYCEE CREED

We believe:

That faith in God gives meaning and purpose to human life;

That the brotherhood of man transcends the sovereignty of nations;

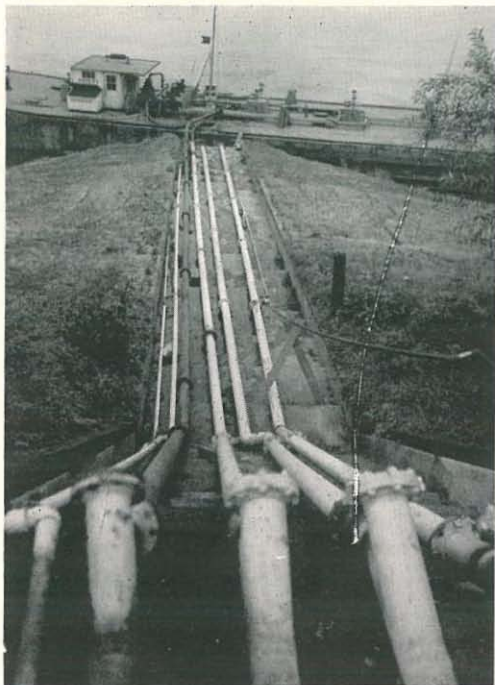
That economic justice can best be won by free men through free enterprise;

That government should be of laws rather than of men;

That earth's great treasure lies in human personality;

And that service to humanity is the best work of life.

STANDARD OIL IN ASHLAND, KENTUCKY



The little river town that was named for Henry Clay's home, *Ashland*, has grown within a century into the largest and most important city in Eastern Kentucky.

Ashland's remarkable growth stems from its strategic Ohio River location, its rich natural resources, its enterprising people, and the vision and courage of its business and civic leaders. Ashland is a good place in which to live, work, and play. It welcomes those who seek opportunity. Standard Oil Company of Kentucky is proud to have had the privilege to grow with, and serve, this community and its people during a Century of Progress.

Ashland was a thriving small town in 1870, when the history of Standard Oil Company (Kentucky) actually begins. In that year, Chess, Carley & Company, Kentucky Standard's progenitor, was organized in Louisville and the original Standard Oil Company was incorporated in Cleveland, Ohio, by John D. Rockefeller and others.

At that time, the petroleum industry itself was little more than 10 years old. It dated from 1859, when Colonel Edwin L. Drake made the first serious attempt to drill for oil and brought in his famous well at Titusville, Pennsylvania.

Rockefeller's Standard Oil Company acquired Chess, Carley & Company in 1873, thus breaking into the consumer marketing field for the first time. During

the 1870s, Standard Oil Company further expanded its interests in the fields of refining, transportation, and marketing — controlling 40 separate companies active in all phases of the oil business.

Plans were made to consolidate properties in each state into operating companies, each to be known as the Standard Oil Company and to be named for the particular state in which it was to be incorporated. In accordance with this plan, Standard Oil Company of Kentucky was chartered October 7, 1886, with a capital stock of \$600,000 and with its home office in Louisville.

After the Standard Oil Trust was liquidated, Standard Oil of Kentucky and 32 other affiliated companies became subsidiaries of Standard Oil Company of New Jersey, a holding corporation that was called the parent company. Kentucky Standard operated as a subsidiary of Standard Oil of New Jersey until 1911, when the parent company divested itself of the ownership of all its subsidiaries.

Thus, Standard Oil of Kentucky became an independent company for the first time in 1911. The ownership of its stock which, prior to the dissolution had been in the hands of the parent company, became widely diffused. (It is now held by more than 22,000 persons.)

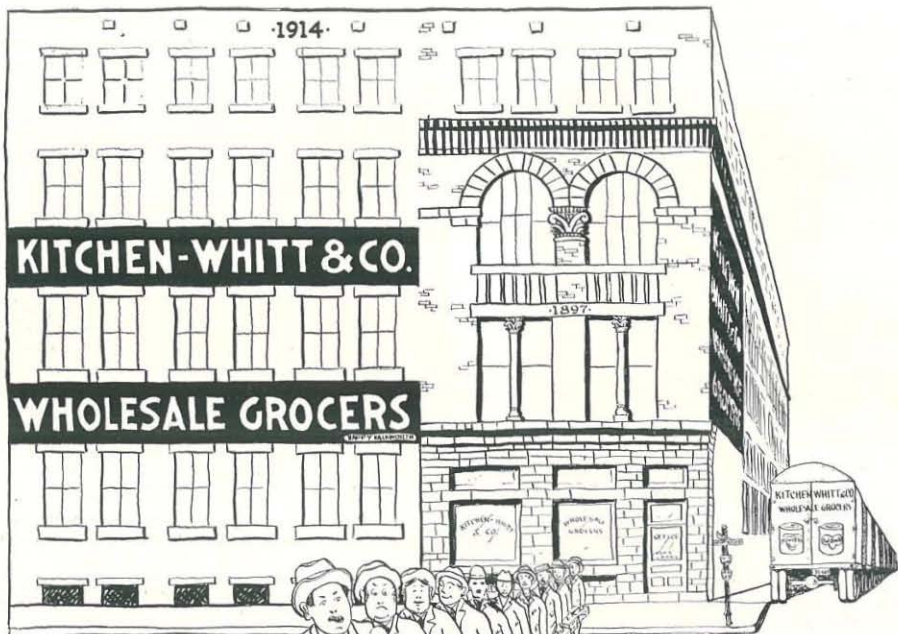
Kentucky Standard, which had maintained offices in Louisville from the time Chess, Carley & Company had been incorporated in 1870, moved to Cincinnati in 1896. In 1906, the Executive Offices were moved back across the river to Covington and, in 1912, they were returned to Louisville, where they have remained ever since.

Standard Oil built its first warehouse in Ashland in 1890. It was a 30x40-foot building which served until 1901, when it was destroyed by fire. During the next few years, customers in Ashland were served by the Catlettsburg plant.

In 1924, the Company built a new plant on property leased from the Ashland Steel Company. In 1931, Standard Oil built the combination bulk plant and terminal that it uses today.

Additional tanks built recently have increased the plant's capacity from about 2,315,000 gallons to 5,150,000 gallons. The recent construction also enables the terminal to handle barge receipts directly from the refinery. Formerly, products had to be relayed through Louisville.

A deep faith in Ashland's future has caused Standard Oil to expand its facilities here so as to serve better our growing city. As a happy and contented citizen of Ashland, the Company takes real pleasure in participating in our city's celebration of its *first* Century of Progress.



1954

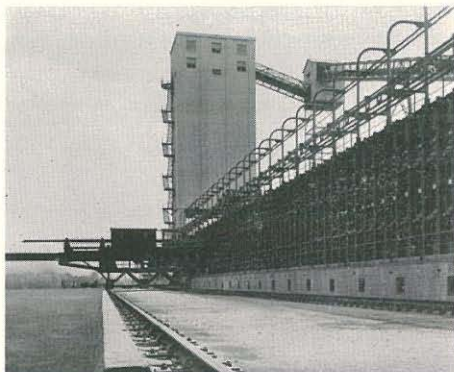


1895

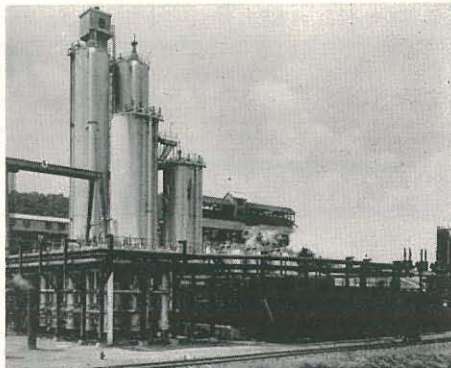


WE ARE PROUD THAT WE
HAVE BEEN PART OF ASH-
LAND FOR FIFTY-NINE OF
THE FIRST ONE HUNDRED
YEARS.

SEMET - SOLVAY DIVISION



*New By-Products Recovery Apparatus
Ashland Plant*



*Pusher Side of New Oven Battery
Ashland Plant*

During the latter part of the last century thousands of beehive coke ovens flourished in America's coal fields, principally in Pennsylvania, Virginia and West Virginia, producing coke for use in blast furnaces and iron foundries. In this operation the only product was coke and as yet no thought had been given to the reclaiming of the myriad of valuable chemicals which were being released.

In 1892, there was installed in this country a new coking process in which these valuable by-products were recovered. The Solvay Process Company, at Syracuse, New York, needed a reliable source of ammonia and a uniform grade of coke, and thus construction was started at Syracuse in 1892 on the first by-product coke oven plant built in the United States. In those ovens coal was baked by external heat, making it possible to recover all of the by-products.

Thus was founded the American by-product coke oven industry. The Semet-Solvay Company was founded on July 8, 1895, and within a year had constructed a plant consisting of 50 ovens, at Dunbar, Pennsylvania. By the end of 1916, 21 years from the time the company was organized, Semet-Solvay had built approximately 1,800 by-product coke ovens.

During the next 10 to 15 years, the company devoted a great part of its efforts to improvements of operations in this infant industry and to experimentation in the improvements of products and the further elimination of waste.

At the advent of World War I, Semet-Solvay was ready to assume its part in the nation's war effort, and the company's research and experimentation in the field of coke-oven by-products proved to be of substantial benefit to our national defense. Some years prior to the war the company had acquired an interest in coal mining properties in West Virginia and Kentucky. The

company was therefore in a position to keep its plants operating at a maximum capacity despite a coal shortage.

Its present two largest mines are at Tralee and Harewood, West Virginia, the latter being one of the largest in its section of the coal fields.

To facilitate the transportation of coal to Semet-Solvay plants at Ashland, Kentucky, and Ironton, Ohio, it acquired marine equipment which it operates in the Kanawha and Ohio Rivers. This equipment consists of modern twin-screw diesel towboats and a large fleet of coal barges.

In 1940, Semet-Solvay acquired all of the stock of the Wilputte Coke Oven Corporation which had been actively engaged in the construction and design of coke ovens. Since its acquisition, Wilputte ovens or equipment have been constructed in Australia, Belgium, Canada, England, France, Mexico, and the Netherlands, in addition to many installations in the United States.

After the challenge was flung to the United States at Pearl Harbor, the company once again concentrated its efforts on the war program, just as it had done during the first World War a quarter of a century earlier.

Following the close of World War II, Semet-Solvay continued its activity at almost the same peak capacities, in order to help the demand for civilian goods.

Primarily associated throughout its existence with coke and the by-products of coal, Semet-Solvay has recently ventured into the new, and almost magic, field of petrochemicals. This undertaking entails the development of new markets for new products, as well as new designs and operating techniques. In 1951, Semet-Solvay undertook the construction of its new Niagara River Petrochemical Plant, located near its Buffalo coke-oven by-product plant. The manufacturing and marketing of the products of this plant will be handled by the recently organized Semet-Solvay Petrochemical Division.

History of 100 Years of Pharmacy in Ashland, Ky. - 1854 to 1954

The first chapter of Ashland pharmacy was started just 100 years ago when a physician, Dr. Hiram Ferguson, established Ashland's first drugstore in partnership with C. C. Chinn. Dr. Ferguson had come to Greenup County, Kentucky, in 1848, and moved to Ashland in 1854. From 1854 to 1872, Dr. Ferguson and Mr. Chinn continued to operate their drugstore, located at 104 Broadway (now Sixteenth Street). In 1872 they sold their store to a physician, Dr. H. M. McCowan, who operated it until 1880, at which time Wendell Meinhart purchased it. In 1888, Mr. Meinhart moved the drugstore from 104 Broadway to 1527 Greenup Avenue, where he continued operation until 1891, at which time the drugstore was destroyed by fire. During the same year, Mr. Meinhart and I. N. Pollock, jeweler, erected a three-story, two-storeroom building on the northwest corner of Fifteenth Street and Greenup Avenue (the present location of Mock Brothers Garage). In 1892, Mr. Meinhart re-established his drugstore at this location, later moving, in the year 1900, into the Ventura Hotel Building at Thirteenth Street and Winchester Avenue. In the meantime, Mr. Meinhart had established a second drugstore, The Home Pharmacy, on the corner of Twenty-second Street and Winchester Avenue in the year 1888. With the help of his sons, who were also pharmacists, he continued to operate The Home Pharmacy as well as his pharmacy in the Ventura Hotel Building until his death in 1904. One of Mr. Meinhart's sons, Valentine Meinhart, who was also a pharmacist, passed away in 1911. His two surviving sons, Newton Meinhart and Roy Meinhart, continued to operate the Ventura Drugstore, in the meantime selling, in 1904, the Home Pharmacy to W. C. Frailie. In 1922, Roy Meinhart purchased the drugstore of Z. C. Fortune, located at Twenty-ninth Street and Winchester Avenue, continuing to operate here under the name of Meinhart and Smith until his death in 1945. Meanwhile, Newton P. Meinhart continued to operate the Ventura Drugstore until his death in 1937 at which time it was liquidated.

In 1867, Charles M. Wilson established a drugstore at 124 Broadway. In 1891, he endeavored to sell his store by advertising in the Ashland newspaper. However, he was unable to sell it, but retained it until his death in 1892, after which the stock and fixtures were purchased by a Louisa, Kentucky, drug firm and later totally destroyed by fire.

In 1870 Lewis Hite established a drugstore on the corner of Thirteenth Street and Winchester Avenue (now the location of The Ventura Hotel). He operated under the name of Hite and Co. until 1890, at which time the building was totally destroyed by fire.

A physician by the name of Dr. David H. Wilson (son of C. M. Wilson) who had his office on Fifteenth Street between Front Street and Greenup Avenue, established a drugstore in the lobby of the Aldine Hotel, which was located on the corner of Fifteenth and Front Street, where the Chesapeake and Ohio Freight House now is located. Dr. Wilson operated his drugstore from 1877 until the hotel was destroyed by fire.

In 1878, John C. Maisch established a drugstore at 221 Broadway. After his death in 1880, the business was sold to John J. Lordier, who operated at this location as Lordier and Sons. In 1892 Lordier and Sons erected a new building at 1517 Winchester Avenue and moved to the new location. In 1896, the name was changed to Lordier and Son, due to the fact that one of the sons, Frank Lordier, went west. After the death of John J. Lordier, in 1898, the name was changed to Lordiers, being operated by the son, Charles J. Lordier, until his death in 1950, at which time the drugstore was liquidated.

In 1881, R. W. Lampton established a drugstore on the corner of Sixteenth Street and Winchester Avenue (now the location of The Third National Bank). This drugstore was sold to K. B. Stubblefield in 1888, who operated it until he retired in 1901.

Colonel Valentine C. Meinhart, who was taught pharmacy by his brother Wendell Meinhart, established his own drugstore at 216 Broadway in 1886 in partnership with Dr. William Salisbury. In 1888, Mr. Meinhart purchased the interests of Dr. Salisbury and became the sole owner of the drug-

store. In 1902, Col. Meinhart erected a two-story building at 1538 Greenup Avenue, moving his drugstore to the new location. He operated Meinhart's Drug Store until his retirement in 1913, at which time John L. Steele and Sam S. Lawrence, two of Mr. Meinhart's employees, purchased the drugstore and changed the name to Steele and Lawrence. Steele and Lawrence continued to operate at 1538 Greenup Avenue until 1923 when Charles P. Hutsinpillar purchased it and continued to operate it until 1927, when it was liquidated. In the meantime, Steele and Lawrence had opened a second store at Sixteenth and Winchester Avenue in 1921, the partnership being dissolved in 1932 when John L. Steele purchased the interest of Sam S. Lawrence. However, the store continued to be operated under the name Steele and Lawrence until 1946, at which time the name was changed to Steele's Pharmacy, the name under which it presently operates.

Poage, Elliott, and Poage established a drugstore at 219 Broadway in 1888 and continued to operate until 1905 at which time it was destroyed by fire.

At the death of Wendell Meinhart in 1904, the Home Pharmacy which he had established at Twenty-second Street at Winchester Avenue was purchased by W. C. Frailie. In 1918 Mr. Frailie sold the Home Pharmacy to Graham and Smith, who operated it until 1922 at which time it was sold to C. C. Maxey, who continued to operate it until his death in 1945. Meanwhile, Mr. Frailie opened his second store in 1916 on Fifteenth Street at Winchester Avenue, which he operated as Frailie's Pharmacy until 1932, at which time it was liquidated. From 1928 until 1952, Mr. Frailie was mayor of Ashland. He later moved to Catlettsburg, Kentucky, and is presently operating Frailie's Pharmacy there.

Z. C. Fortune, an employee of Col. Valentine C. Meinhart, established a drugstore on the corner of Twenty-ninth Street at Winchester Avenue in 1906. Fortune's Drugstore continued until 1922, when Mr. Z. C. Fortune retired and sold his interests to Roy Meinhart, who changed the name of the drugstore to Meinhart and Smith. The drugstore was liquidated in 1945 after the death of Roy C. Meinhart.

A physician, Dr. B. E. Lykins, purchased the site at 1316 Winchester Avenue in 1924 and established Lykins' Drug Store. In 1945, Dr. Lykins retired and sold his drugstore to Joe Triplett, who changed the name of the store to Triplett's Drug Store, the name under which it is presently operating.

In 1926, Leonard L. Layne established Layne's Pharmacy on the southwest corner of Thirteenth Street and Blackburn Avenue. In 1939, Layne's Pharmacy erected a new building on the northeast corner of Thirteenth Street and Blackburn Avenue and moved to the new location, where it is presently operating.

In 1929, Edwin H. Meyers established a drug store at 2030 Twenty-ninth Street. In 1949 Meyers Pharmacy erected new quarters at 2025 Twenty-ninth Street, and is presently operating at this address.

Sam S. Lawrence, whose name has already been identified with the firm Steele and Lawrence, established a drug store in 1934 at Sixteenth Street and Greenup Avenue (then the Gaylord Building, now the Professional Arts Building) and continued to operate until 1940 as Lawrence Drug Store, at which time his interest was purchased by the Anderson Brothers. Anderson's Pharmacy continued to operate at this location until 1953 when it moved to 341 Sixteenth Street, where it is presently located.

William Lucas established a drug store at 1427 Winchester Avenue in 1939. Operating under the name of Stewart's Pharmacy until the death of Mr. Lucas in 1944, the store was sold to Fred W. Kanouse. Mr. Kanouse moved to 1421 Winchester Avenue in 1953, changing the name of the drug store to Ashland Drug Company, the name under which it presently operates.

Mrs. Sidonia Long established the Henry Clay Pharmacy at the Henry Clay Hotel Building at the corner of Eighteenth Street and Winchester Avenue in 1932. In 1947, Mrs. Long retired from business temporarily, later establishing the Park Pharmacy at Twenty-second Street and Central Avenue in 1950, which is in operation at the present time.

Compliments of: Anderson's Pharmacy, Layne's Pharmacy, Meyers Pharmacy, Park Pharmacy, Steele's Pharmacy, Ashland Drug Co., Triplett Drug Co.



THE OLD Warfield Natural Gas Co.'s offices, located on Winchester Avenue where United Fuel's newer headquarters are now located. (See below.)

UNITED FUEL GAS COMPANY

WHEN THE WIDE streets of Ashland were mud . . . when Colonel Forgey was still in Catlettsburg . . . when the iron, brick and coke industries were just starting and Ashland's population was just 8,000 . . . in 1899 when the Triple-State Gas Company turned the century and first turned gas into the lines of the city where coal meets iron . . . this was the beginning of dependable gas service for Ashland.

The Triple-State, later known as the United States Natural Gas Company, still later became a part of the United Fuel Gas Company in 1909. In 1922, United Fuel's Kentucky properties were incorporated as the Warfield Gas Company. In 1946 Warfield became part of United Fuel once again, although the Company had operated with the same officers and personnel during this period.

Whatever its name, the gas company has always offered the best of service to its Ashland customers.

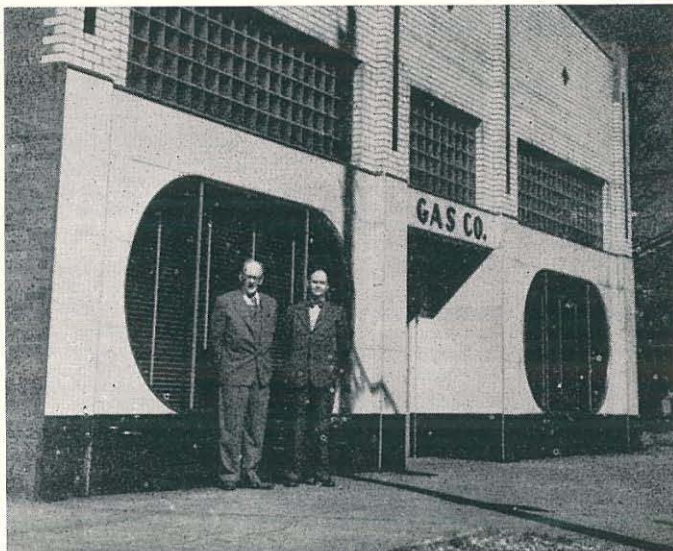
Burl Basset Sloan, a 45-year veteran with the Columbia Gas System of which United Fuel is an affiliate, came to Ashland in 1916 to become the gas company's local manager. He is now district manager for the

Ashland area, and he is an active Ashland citizen.

His office staff of 22 and field force of 63 serve customers from the modern brick building at 1733 Winchester Avenue. This is the original site of UFG's and Warfield's old frame building that was torn down in 1940 to

make way for the newer headquarters.

Today United Fuel has 19,822 natural gas customers in the Ashland District. United Fuel operates as a wholesale and retail gas supplier in West Virginia, Kentucky, and Ohio.



UNITED FUEL'S modern headquarters building in Ashland. District Manager B. B. Sloan (left) and W. W. Griffith, Local Manager.



CHESAPEAKE AND OHIO RAILWAY COMPANY

Chesapeake and Ohio Railway, which today extends over 5,000 miles of track connecting the Atlantic seaboard with the Great Lakes, had its beginnings in the Old Dominion of Virginia, shortly after the formation of the United States.

The railroad got its name "George Washington's railroad" from the James River Company, a canal company organized by President Washington in 1785. Washington wanted to connect Chesapeake Bay with the Ohio River by a canal route, fearing that the settlers in Kentucky, Ohio and western points would drift from the union unless they were brought closer by a strong transportation system.

Before the canal was completed, the era of railroads began, and the property of the James River Company and its successors went to the Richmond and Alleghany Railroad in 1880. The R&A built a 250-mile road along the James River from Richmond to Clifton Forge, which was taken over by the C&O in 1890.

Meanwhile, in 1836, the Louisa Railroad, first railroad predecessor of C&O, built a 65-mile line north and west of Richmond. In 1850, the Louisa was succeeded by the Virginia Central Railroad, which extended the line westward to Covington, Virginia. In 1868, the Virginia Central assumed the corporate name of Chesapeake and Ohio Railroad Company, and contracted to build its line to the Ohio River.

By 1873, C&O extended 419 miles from Richmond to the Ohio River at Huntington, a town built and named for C&O president, Collis P. Huntington. A financial panic that year forced the company into receivership. It reorganized and assumed its present name, Chesapeake and Ohio Railway Company, in 1878.

Three years later, the first C&O trains reached Ashland. C&O owned tracks as far as the Big Sandy River, and in December, 1881, officials contracted with the Elizabethtown, Lexington and Big Sandy Railroad Company for the use of its road into Ashland.

West of the city, a contracting company controlled by Collis P. Huntington laid 143 miles of track extending from the eastern side of Ashland to Covington, Ky., for the Maysville and Big Sandy Railroad. The line was completed in July, 1888, and the following January C&O took over operation, although it remained under ownership of the M&BS until the latter merged with C&O Railway Company of Kentucky in 1904.

Today C&O's 547.61-mile Ashland Division is the largest on the Southern Region (until recently known as the Chesapeake District), and yet the only division on the railroad that does not "own" one inch of the main line. The seven-plus miles of main track over which the Ashland Division operates between Big Sandy Junction and the west end of the city are the property of the Huntington Division.

The Ashland Division itself consists of the Lexington Sub-division, stretching west to Lexington and then on to Louisville over Louisville and Nashville Railroad tracks; and the Big Sandy Sub-division, which winds south through the coal fields to Elkhorn City.

Both of these subdivisions had their beginnings in predecessor companies to the C&O in Kentucky.

In 1852, the Lexington and Big Sandy Railroad Company was incorporated. The Eastern Division of that road extended 21 miles from Denton to Ashland, and was the first railroad to reach Ashland. In 1880, that portion of the L&BS became the Ashland Coal and Iron Railway Company. In 1925, C&O took over operation of the line, and in 1933 the AC&I became part of the C&O's Lexington Sub-division.

The Western Division of the L&BS was supposed to reach from Denton to Lexington, but no track was ever

laid. In 1869, however, that property was deeded to the Elizabethtown, Lexington and Big Sandy Railroad Company, which did construct the 103 miles of track to Lexington, and started operation in 1881.

The beginnings of what today is the Big Sandy Division were laid by the Chattaroi Railway Company, incorporated in 1873. The Chattaroi operated over 50 miles of track between Ashland and Richardson. In 1889, the property went to the Ohio and Big Sandy Railroad Company, which made some additions.

In 1902, the EL&BS, the Ohio and Big Sandy, and several roads which had started construction in the Big Sandy region, merged to form the Lexington and Big Sandy Railway Company.

That company merged in 1904 with the Maysville and Big Sandy and the Covington Short Route Transfer Railway Company (both operating over trackage that now is the mainline between Ashland and Cincinnati) to form the first Chesapeake and Ohio Railway of Kentucky.

Two years later, this company absorbed the Kinniconick and Freestone Railroad, and the Big Sandy Railway Company, which had built a line from White House south to Marrowbone and Manco. It then became The Chesapeake and Ohio Railway Company of Kentucky. In 1907, the second company was dissolved, and became part of the C&O.

In 1914, the Big Sandy region was officially designated the Big Sandy Sub-division, of the Huntington Division, and in October, 1917, it was assigned to the Ashland Division.

C&O had extended its line from Richmond to the Atlantic coast at Newport News in 1881, and the year 1910 marked a great expansion westward from Cincinnati.

In that year, C&O gained control of the Hocking Valley Railway Company, and organized the Chesapeake and Ohio Railway of Indiana. The Hocking Valley, incorporated in 1899 from earlier roads in Ohio, stretched across that state from Sciotoville and the Ohio River in the south to Toledo and Lake Erie on the northern shores. In 1930, it was conveyed by deed to the C&O, and became the Hocking Valley Division.

C&O of Indiana, known as the Chicago Division after 1911, operated over 260 miles through Indiana, carrying the line into Chicago. The company operated under lease to the C&O until 1935, when it became part of the parent organization.

The last acquisition in what today is the C&O system was the Pere Marquette Railway, which merged with the C&O in June, 1947. The Pere Marquette crisscrosses the state of Michigan, reaching eastward to Buffalo, New York via Canada, and westward to the Wisconsin ports of Keweenaw, Manitowoc and Milwaukee on its modern train ferry fleet across Lake Michigan.

Ashland, the "Crossroads of the C&O", is a vital center on the vast system. The Ashland Division, largest on the Southern Region, is high in several other "biggest" and "best" categories.

Its freight house is next to the biggest in volume of business and revenues, grossing more than \$1 million a month. Ashland's passenger station is one of the handsomest on the system, and one of the tops in traffic and revenues.

The division has next to the longest button-to-switch distance on the system, 115 miles from the centralized traffic control board at Ashland to F. O. Cabin, a few miles west of Shelby. The division has 124 miles of CTC and is nearly 100 per cent dieselized. Since World War II, C&O has invested close to \$28 million to make the division one of the most up-to-date on the modern C&O.



KEEPING PACE WITH THE PROGRESS OF THE COMMUNITY

The above picture is of our new central office building which we expect to occupy and put in operation some time in 1955

GENERAL TELEPHONE COMPANY OF KENTUCKY

Served by the General Telephone Company of Kentucky, Ashland next year will have the most modern telephone service available—dial operation—an advancement that is perhaps beyond comparison with the telephone instrument invented by Alexander Graham Bell in 1875 and which once was referred to as an “interesting toy”.

Telephone service today is indeed a far cry also from the first service Ashland had more than three quarters of a century ago. It was not until 1882 that the city got its own telephone exchange, but there had been some telephone lines prior to that which were connected with the Ironton, Ohio, exchange. It was on Aug. 22, 1882, that the Ashland Telephone Exchange was incorporated by R. C. Richardson, Ashland Poage, Geiger, Powell & Ferguson, and John I. Parrill. The company had a capital stock of \$10,000, and the object of establishing telephone communications between Ashland, Catlettsburg, Coalton, Rush and Star Furnace.

Next was the Citizens Telephone Company, incorporated Sept. 10, 1896. (In Catlettsburg the year previous the Peoples Telephone Company had been formed.) Citizens Telephone Company's original stockholders were W. B. Seaton, Sam Seaton, Frank B. Moore, Charles Weaver, John Russell, Sr., Helen V. Russell, a Dr. Kincaid and Mary R. Weaver. General Manager was a Mr. Cebren. This company was succeeded by the Ashland Telephone Company, incorporated March 21, 1912. Its operations managers were W. B. Seaton, Charles F. Weaver and H. B. Smith. Later it became known as the Ashland Home Telephone Company.

In 1927, the exchange was sold to the Southern Bell Telephone & Telegraph Company and to individual Lexington, Ky., stockholders, who controlled it until 1931, when it was purchased by the Associated Public Utilities Corp., Columbus, Ohio. On May 16, 1946, the General Telephone Corporation, or General System, acquired all assets of Associated Public Utilities, and the Ashland Home Telephone Company was integrated with General's Kentucky subsidiary, the then Lexington Telephone Company.

On April 1, 1952, the Ashland Home Telephone Company

was merged into the Kentucky Telephone Corporation, then operating 23 telephone exchanges and providing service to over 150 communities and cities in Kentucky, serving more than 56,600 telephones. Prior to that date the two separate corporations were operated by the same management personnel, and with the merger the same policies as prevailed continued in effect. The Ashland district is comprised of the Ashland, Catlettsburg, Greenup and Russell exchanges.

On August 1, 1952, the name of Kentucky Telephone Corporation was changed to General Telephone Company of Kentucky, similar changes having been made or were being made in the names of all major operating subsidiary companies of General Telephone Corporation. One of the reasons for this was that for years the General Telephone System had been serving the public under a variety of names. Renaming the operating companies, such as was done in Kentucky, was so that they included the word “General” in an effort to familiarize the public with the General Telephone System as a whole and to serve the public under that name. General Telephone System is approximately the same size as Western Union, with respect to size and total assets, and Western Union is well known, due to having been serving the public everywhere under the same name. Greater recognition was and is important to General Telephone System.

General Telephone Company of Kentucky, a part of the General Telephone Corporation, operates 23 exchanges and has over 65,000 telephones in Kentucky today, with physical assets of over \$16,000,000 and more than 800 employees. The Ashland exchange in October, Ashland's Centennial Year, has approximately 12,400 telephones in service. The company is now working on the project to convert the Ashland exchange to dial operation some time during the third quarter of 1955, which is estimated to involve a gross expenditure of approximately \$3,000,000. There are around 250 employees in the Ashland district office, which has an annual payroll of more than \$600,000.

With the completion of the Ashland exchange conversion project, Ashland will have one of the most modern and complete telephone systems in the world.

G. C. MURPHY COMPANY

George Clinton Murphy, whose name the G. C. Murphy Company carries, opened the first 5 and 10 to 25 cent store in McKeesport on February 17, 1906, at which time the company was incorporated under a 99 year charter. In 1911, the late John S. Mack and Walter C. Shaw purchased the company which by then consisted of 9 retail stores and 1 wholesale unit. The new owners had a real job ahead of them for the company was operating on the proverbial "shoe-string". These two men made a good team, however—Mack, the visionary, the planner and Shaw, the efficient operator who had a genius for detail. Although they operated the Company at a loss the first year due in part to the weeding out of undesirable merchandise and the closing of one of the stores, it soon became evident that they were building a strong foundation for the Company.

The growth of the G. C. Murphy Company since 1911 has been steady and permanent. Expansion began within each store. They were enlarged and modernized to keep pace with progressive retailing methods. A compact close-knit organization was developed with emphasis placed on good employee and customer relations. Expansion was carefully planned and controlled. Geographically all stores are presently confined within 12 states and the District of Columbia.

The 5 and 25 cent merchandise lines were increased to include \$1.00 items in 1923. The Company pioneered in many phases of merchandising in the variety field—featuring a complete assortment of merchandise in the electric goods department, venturing into women's ready-to-wear and style goods years before these lines were accepted into other variety chains. It was one of the first companies to develop the restaurant business within variety stores. Remodeling tied in with modernized merchandising through the years and today the increased sales areas make it possible to have over 40 different departments, compared with the 22 back in 1921, providing customers with a selection of over 36,000 items conveniently displayed for easy selection.

Through careful selection and development of personnel, the organization has become highly efficient. Training of personnel has played an important part in company development. Sales school sessions are held weekly to help employees expertly serve the customers. A formal management training program was early developed and has been improved through the years. The assistant management phase of this training was approved by our government for GI Veteran trainees of both World War II and the Korean encounter. It has provided a means of rehabilitation for many of these young veterans. Promotion is from the ranks, providing incentive for personal advancement.

The Company's interest in its people is reflected in providing job security, improving working conditions whenever possible, setting up company benefits which

are above challenge. It recognizes long service through membership in a Veterans' Club.

The Company is civic minded, sponsoring active employee participation in business organizations, civic clubs, community projects, welfare programs, distributive education enterprises, Future Farmers of America, Future Homemakers of America, etc., in the various places where they operate.

The Ashland, Kentucky, store, known then as now as store No. 17, was added to the Company back in 1912 through the purchases from an independent merchant of the Griffith's 5 & 10 to 25c store. The building 20 x 85 feet remains part of the present location. Expansion and remodeling in line with company policy has taken place through the intervening years and is briefed below:

- 1927—An adjoining room in the Woods Building was added.
- 1934—Counters were altered, wall counters installed.
- 1937—Upper floors rented from Mr. Woods. Stockroom was moved to the second floor at this time and the basement sales room added.
- 1940—Additional space obtained and added to the present store through the renting of 25 feet from Mr. Haskell.
- 1941—Remodeled adjoining room and stockroom increased in size. At this time there was approximately 6,500 square feet of counters.
- 1949—A new girls' rest room, locker room, toilets, personnel department, fixture room, purse and lay-a-way room was installed on the second floor. The mezzanine was extended to increase the size of the store office.
- 1954—Air conditioning was added to the store.

Store No. 17 is in the Ashland District of the company's Western Division. It is the office of District Manager C. F. Mateer. Since 1922 there have been but five managers in this store, one of them, Mr. J. V. Tuk, is now connected with the Buying Division in the McKeesport Office. Mr. J. R. Pollitt, present manager, has been here since 1945. A large sales force services the store and both male and female assistant managers supplement management.

From its humble rather insecure beginning the Company has progressed until it now operates 298 stores providing employment for approximately 20,000 people and giving service to millions of customers. Its aim in the future is to continue expanding Murphy's, the "FRIENDLY STORES IN WHICH TO SHOP".

North American Refractories Company



The North American Refractories Company is pleased to join with the City of Ashland in the celebration of its Centennial. That we, through one of our constituent companies, have been privileged to participate in the growth and development of the city, is indeed a source of great satisfaction.

It was just 25 years ago that Ashland Fire Brick Company joined with five other refractories companies and formed the present North American Refractories Company. The Ashland division provided the Ashland plant located at 7th Street and Winchester Avenue, the Hayward plant in Carter County, and extensive high grade clay deposits in Kentucky.

The Ashland Fire Brick Company was organized in 1886 and the original Ashland plant was built in the same year. It was Judge Samuel S. Savage, the first president, that guided the company through the critical first years of its existence.

Clay properties were acquired during 1901 in Carter County and a plant built there which was named for Frank E. Hayward. The presidency of the company passed to Mr. Hayward after the death of Judge Savage.

Succeeding Mr. Hayward was W. B. Seaton, and upon his retirement, E. H. Gartrell became president and remained at the head of the company until the time of the merger to make the North American Refractories Company. Mr. Gartrell had been associated with the Ashland Fire Brick Company since 1893 and prior to his term of president had served in the capacities of secretary and secretary and general manager.

From the very modest beginning prior to the turn of the century, the company maintained a steady progress throughout the years. Plant facilities were increased from time to time to meet the expanding distribution of the manufactured product and both the Ashland and Hayward plants were rebuilt and modernized.

At the time when consideration was being given to the formation of the North American Refractories, the parties identified with the proposed merger recognized the excellent standing which the Ashland Fire Brick Company enjoyed in the industry because of the fine quality of its fire clay and manufactured product. As a result the Ashland Fire Brick Company, which had been an institution in the commercial and industrial life of the city of Ashland for 43 years, is now a very important and desirable part of the North American Refractories Company.

68/100 of a Century

In the year 1886 the wholesale hardware firm of Ben Williamson & Company was organized at Catlettsburg, Ky. Some three hundred to four hundred items comprised the principal stock. These early items of merchandise reflected the needs of the era and embraced such items as rope, iron, nails, chain dogs, wagons, explosives, cutlery, ox and horse shoes, cast iron kitchen ware and small tools.

The chief outlets for sale of the firm were in the Big Sandy Valley and in the areas of Carter, Greenup and Boyd Counties. Following the usual custom of the times, a representative of the company covered his territory twice each year, in the spring and in the fall. Customers made their purchases on a six month requirement basis and usually paid for them the following season.

Delivery of the purchased merchandise was made by flatboat on the Big Sandy River. Customers not living on the river usually sent wagons to the nearest wharf point where the merchandise was picked up and transported to its destination over rough country roads.

Many "firsts" were scored by this young firm. It was the first distributor of manila rope west of Pittsburgh; the first reversable point for a hill-side plow was developed and designed to its own specification; it was the first wholesale distributor of cutlery imported from Germany and England in this area.

Over the years these "firsts" have continued. The firm was the first in Boyd County to use a

typewriter in its business (this typewriter is still being preserved by the company). It was the first in Boyd County to supplant the mule-drawn drays with a delivery truck. More recently the firm was the first to receive delivery of a carload of steel from the new narrow gauge mill of the Ashland plant of Armco Steel Corporation.

Considerable expansion took place in the firm when the railroads penetrated the Big Sandy and Tug River Valleys to develop the vast mineral wealth of the region. Construction materials and mine and industrial supplies were added.

The growing industrial development in Ashland caused the firm to move closer to its normal customer outlet and in 1913 the firm of J. W. Henderson Co. in Ashland was purchased. Offices and warehouses were then moved to Ashland.

In 1924 the present main office and warehouse building was erected and since then the firm has continued to acquire additional property until today over five acres of warehouse and storage space are necessary to provide space for its over 40,000 items of merchandise. This merchandise is distributed to 3,000 customers in the Eastern half of Kentucky, Southern Ohio and Western West Virginia. Over one hundred people are employed.

In its sixty-eight years of existence the firm has met the ever expanding and increasing needs of a thriving, prosperous area.

BEN WILLIAMSON & CO., Inc.

OGDEN'S

The name that has meant HARDWARE to Ashland and vicinity for more than half a century.

Ogden Hardware was founded by J. S. Ogden in 1896 under the name of J. S. Ogden & Brother and was located on 16th Street between Front and Greenup Avenues.

It is the oldest hardware store in the city of Ashland and has been operated for 58 years by members of the same family — passing through one generation to the next.

The store was moved from the original location to Greenup Avenue between 16th and 17th Streets, less than a year after the founding. They operated in this location for twenty-five years. After a disastrous fire in 1919, they moved to the corner of 17th and Winchester. From there to the present location — 230 Sixteenth Street.

Quality merchandise, properly priced, prompt service and courtesy to all has always been our goal.

ASHLAND FOUNDRY & MACHINE WORKS

The Ashland Foundry and Machine Works was founded and incorporated on January 19, 1889, with Daniel L. Weaver and W. W. Culbertson as incorporators. At the death of Daniel L. Weaver in 1894 the company was taken over and operated by the late Charles F. Weaver. He continued to operate the plant until his death in 1932. After his death the plant continued to operate under the estate of Charles F. Weaver with G. H. Wheatley as manager. On January 1, 1948, G. H. Wheatley purchased the entire holdings of the Ashland Foundry and Machine Works and has continued to operate same since that time.

The company has been in operation under the same name in the same location, 1712 Front Street, since 1889. It makes all kinds of castings and does general machine shop work, serving a great number of the industrial plants in the Tri-State area.

UNION PLUMBING COMPANY

Union Plumbing Company, Ashland's oldest Plumbing Shop, was founded in the spring of "1901" with its first location in the old Ashland National Bank Building, 16th and Winchester. It was later moved to 15th Street, near the Elks Club, and since 1942 has been in its present location at 321 - 14th Street.

The late J. J. O'Neil was proprietor and Manager until his death in 1933. It is now being operated by the J. J. O'Neil Estate with W. W. Meinhart, Manager. Mr. Meinhart came to work for Mr. O'Neil in 1903 as a young apprentice.

ASHLAND TANNERY A LANDMARK

An important industry in our community is the Ashland Tannery of the A. C. Lawrence Leather Co. For 52 years it has produced sole leathers which have been used throughout the world.

The Ashland Leather Company started in July, 1902, when three men, William Richardson, T. J. Shaut, and J. F. Mosser realized that here was an ideal place for such a plant. There was ample water, a nearby supply of tanbark, adequate transportation, and willing people.

Business grew, and a larger plant was built in 1906. A terrible fire in 1911 leveled the structures. At the time, some people thought they would not be rebuilt. The owners, however, had faith in the community and in the business, and they built a larger plant than before.

As early as 1904, Swift & Company of Chicago, had bought shares in the company and later acquired more. Finally, in September, 1930, the assets of the Ashland Leather Company were sold to the A. C. Lawrence Leather Co. of Peabody, Massachusetts, itself largely owned then by Swift & Company. Even though the ownership of the business has changed, two relatives of one of the original owners — S. C. Mosser and J. P. Mosser — are still active in the tannery.

Through good years and bad, through fire and other misfortunes, the Ashland Tannery has been a vital part of our community. By producing fine leathers, it expects to remain so through the years ahead.