

COAL INDUSTRIES.

AS FAR back as 1845 companies were formed in the North, and came to the Sandy Valley to mine the coal found in such abundance as to attract the attention of geologists and capitalists. One of the first to operate the mines on Sandy was an Ohio company with a Mr. Miles, a relative of the now great showman of that name, and Captain Milton Freese, with Mr. Robert Crutcher accompanying them. The company opened a mine a few miles above Prestonburg. Another company opened a mine still further up the river. Richard Deering, however, had built a mill at Abbott, some time before these other enterprises were started. He intended to mine coal; but his enterprise was nipped in the bud, and was afterwards taken up by a Pennsylvania company, which spent considerable money, but after several years of struggling abandoned the undertaking. William A. Foster, so well and favorably known at Catlettsburg, where he resided many years, first made his appearance on Sandy as store-keeper for the company.

A company operated the mines at Hurricane, eighteen miles from the Mouth, and always had a good trade in its products. Many mines along the

river have been worked for forty years to supply the local trade, and furnish steamers with the fuel to run them. Among these were McHenry's, six miles above Louisa; Daniel Wheeler's, just below Paintsville, and Judge Layne's noted field at Laynesville. None of the enterprises named ever brought a fortune to the owners or prosperity to the valley, though a few have furnished a living for the men working them. No doubt all of these men would have made money, but for lack of transportation and market.

PEACH ORCHARD.

THE Peach Orchard Company rises above all other companies combined in the magnitude of business, largeness of undertaking, and carrying forward of improvements necessary to convey their coal to market. About 1847, George Carlisle (father of John Carlisle), R. B. Bowler, and other capitalists of Cincinnati, formed a company, and purchased a large tract of land lying on the east side of the Sandy River, forty miles above its mouth. The company proceeded at once to make preparations to open the mines, known by the natives to be of vast magnitude and of the most superior quality. In 1850 Mr. William B. Mellen, an Eastern gentleman of extensive business experience and of great culture, came to Peach Orchard, and for eleven years had full superintendence of

the works. The members of the company being liberal, and having full confidence in the judgment and ability of Mr. Mellen, gave him almost unlimited power to carry forward the business of the company. Cottages of a superior quality were erected out of lumber cut by a saw-mill first brought on the ground by the company. A grist-mill of fine construction was erected to grind wheat and corn to furnish bread for the people and provender for the animals at the works. The farmers for twenty miles around availed themselves of the opportunity of taking their wheat to this mill for grinding, it being the first one erected in the Lower Sandy Valley that made better flour than a horse-mill. It also had a first-class carding-machine attached, which was extensively patronized. The mill was of the most advanced pattern of its day. Time and tide carried it away after it had so long served the threefold purpose for which it was built. The company had a large, well-constructed school-house put up, well provided with good seats and ventilation, and placed in charge an educated and Christian teacher, to train the children of the miners, and others on the ground, for useful lives. And, to crown all, a commodious house of worship was erected, where God's Word was expounded on the Sabbath.

While mechanics were busy erecting the houses on the grounds, miners were equally busy in opening the mines; and as soon as barges were made

ready, the Peach Orchard coal was tipped into them, ready to be sent to market on the first rise of water in the Sandy sufficient to take them out.

At that time not a cent had been spent to improve the navigation of the river. While small steamers could plow their way to Pikeville and return for five or six months in the year, when it came to float down the obstructed stream great barges laden with black diamonds, it was a harder undertaking. But with this great drawback, the plucky company kept steadily persevering, Mr. Mellen so managing as to keep the company from sustaining serious loss.

In 1859 the company invited Governor Floyd, who then owned the Warfield property on Tug, to join them in an effort to slack-water both rivers. Mr. Ledbetter, an experienced engineer from the Muskingum River improvements, attended the meeting at Peach Orchard and Catlettsburg, and reported the practicability of the proposition. Governor Floyd could not be present, but sent word that his desire was to have the work pushed forward. Before any thing could well be done, the clouds portending the most gigantic civil strife known to history appeared in the political horizon, checking all efforts to arrange for the work proposed.

The last *barge-load* of coal was sent to market from Peach Orchard in the Spring of 1861. Soon after this, Mr. Mellen moved to Cincinnati with his family, and took a position in the Union army. It

must have been with many regrets that he left his beautiful home at Peach Orchard, when it is remembered that his house was equal to many of the suburban mansions of the Queen City, while his lawns and gardens were full of the finest shrubs, plants, and flowers, which had been transplanted from foreign climes to please the eye and refine the taste for the beautiful. Not only these evidences of culture; but a beautiful park stocked with native deer, afforded pleasure to the eye, and furnished juicy venison for the table.

When Mr. Mellen went away, Henry Danby, an Englishman, who had come to the works when young, and faithfully performed the duties placed upon him in the subordinate positions he had filled under Mr. Mellen, was left in charge, to take care of the property, and run the mill and store, waiting the time when the works would again be started up.

Mr. Danby, soon after the close of the war, became restive, and severed his connection with the company, going away with five thousand dollars or more, accumulated while in the company's employ. He had failed to woo and marry when a young man, and soon after arriving in Cincinnati, he, like many other oldish men, married a girl less than half his own years. The match was unequal, and turned out badly. In about 1883 Mr. Danby, broken down in health and showing signs of premature old age, came to Catlettsburg

alone, and took passage on an up-going Sandy River steamer for Peach Orchard. He was put off at the landing of Gordon Burgess, whose daughter had long before married Chris. Neal, a chosen friend of his. On going up to Mr. Burgess's house he asked that he might be permitted to enter, and die. The family, with that kindness of heart for which they are noted, bade him come in and his wants should be supplied. For several weeks he lay at death's door, during which time the Burgess family, aided by Chris. Neal, his old-time friend, George S. Richardson, and others of Peach Orchard, furnished every thing necessary for his comfort while his life was ebbing away; and when death came to the poor man's relief, those kind friends, who had so generously stood by him in sickness, gave his remains a decent Christian burial. Henry Danby's life was truly one of sunshine and shadows.

GEORGE S. RICHARDSON.

WHEN Henry Danby quit the position he had held during the war, the company placed their affairs in the hands of George S. Richardson, a business man from Massachusetts. The great store of the company was conducted on a large scale under Mr. Richardson's superintendency, assisted by Andrew Butler, the father of Bascom Butler. The latter has risen to the honorable position of auditor of the Chatterawha Railroad. The mills of the company were kept in operation, grinding grain for

the farmers, and while nothing was done to start anew the mining of the coal, the members of the company were casting about and maturing plans to construct a railroad from their coal-fields to the Ohio River. Mr. Richardson, the company's efficient agent, carried



GEO. S. RICHARDSON.

out his employers' suggestions by creating a public sentiment in favor of the road. He often rode up and down the proposed line, talking with farmers on the route, telling them of the importance of a more speedy and certain transit to the outlying country for them-

selves and for the products of their farms. At Catlettsburg some opposition was manifested against the right of way through the town. This arose from the fact that several old citizens of the place had, about 1850, subscribed liberally to the building of the E. L. and B. S. Road, on condition that the road should be built through the place, and had been compelled by the decisions of the courts to pay their subscriptions, although the road under the old company was never built.

These subscriptions fell heavily on several parties of the Gate City, especially on the widow and heirs of John Culver, whose donation to the defunct company was about ten thousand dollars. But on a vote of the people, by a large majority, the right of way was granted the road to pass over the streets and alleys of the town.

Ashland, wishing to have the road come within her borders, reached out her hand with great liberality, giving the right of way, Mr. David D. Geiger, a large real estate owner giving free passage over his land. The wealthy capitalists of the city took stock in the road, and as the water in the Ohio River at Ashland is always of sufficient depth to afford a good pool for barges, Ashland became the Ohio terminus of the road. From Catlettsburg to Louisa there was but little opposition among the citizens against the road going over their farms.

Louisa was more than liberal to the road. With Colonel Jay H. Northup, Judge M. J. Ferguson, Judge John M. Rice, and other liberal men living there, it could not have been otherwise. But how to get beyond Louisa was the rub. From some mysterious cause a fearful opposition was manifested among the land-owners between *Three Mile and George's Creek*. They were opposed to letting the road pass by their doors, with depots and stations established at proper points, affording them so many conveniences. They cried, "Away with it! Away with it!" One wealthy gentleman went

so far in his opposition as to give fifty dollars to have the road cross the Sandy three miles above Louisa, and take a roundabout course to the Peach Orchard coal-fields, the objective point of the road.

Mr. Richardson, the company's agent, labored day and night to convince the people living on the route of the strong opposition, that they were working against their own interests in putting the company to an immense additional outlay, and at the same time driving the road from the best part of Lawrence County, to traverse one of greater distance, with but little to feed the road when finished. It is true the company might have sent their corps of engineers, with Colonel Forbes at the head, and laid out the road through the lands of the opposers, and afterwards sent a jury along the route to assess damages; but their patience was gone, and they at once adopted the Griffith's Creek route, cutting off from advanced civilization the splendid country lying between Three Mile and George's Creek, the State road passing up from Louisa having fallen, since the building of the railroad, into a mere neighborhood passway, while all is life and activity on the route along Griffith's Creek, although the lands are poor.

The road was at first commenced as a narrow gauge; but before completion the standard gauge was adopted, and when it was completed from Ashland, on the Ohio River, to Peach Orchard, forty-five miles, in 1882, it was found to be one of the

best constructed short-line roads in the country. The people living along the route of opposition now lament their short-sightedness in not welcoming the passage of the great civilizer by their doors, but feel that it is now too late to make amends for past errors.

Mr. Richardson has held the office of vice-president of the road, and filled other places of trust and honor in the company. At present he is superintendent of the coal-mines which belong to the company.

The Chatterawha Road is being extended from Richardson, named in honor of George S. Richardson, ten miles above Peach Orchard, on the Sandy River, to White House, where is found one of the best fields of pure cannel-coal known in the State. The road will doubtless soon become a link in the great through line from Chicago to Charleston, and make the Sandy Valley one of the most prosperous regions of country to be found in the State.

JOHN CARLISLE.

A GREAT many men from other States and countries have come to the Sandy, and by their coming have added wealth to the valley; and to those men who have brought their energy, experience, and capital, the people at large owe much. But to no one do they owe as large a debt of gratitude as to John Carlisle, of Cincinnati.

Mr. Carlisle, when a boy, had visited the Peach

Orchard Mines, in company with his father, who was in his life-time a principal owner. Young Carlisle, although an only son, with great expectations of wealth by inheritance from a rich parentage, insisted on receiving an education which would specially prepare him for engineering and mining. Having his wishes respected by such a course in college, the bent of his youthful mind has ripened into full fruition in mature manhood. While he has had, and still has, large investments in railroads centering in his native city, and great ventures in the city of his birth and rearing, he has from boyhood looked upon the possibilities of the Sandy Valley with a devotion almost unparalleled. For nearly a quarter of a century his time has been freely given in pushing the improvements undertaken by his father and associates in days before the great Civil War, and carried since by himself. He has given of his means as freely as he has of his time to promote the same cause. And should the Chatterawha become a link in the great North-west and South-east through line, of which there is little doubt, his host of friends in the Sandy Valley hope to see him at the front of the great enterprise.

CHATTERAWHA OR PEACH ORCHARD COAL.

AS SOON as the Chatterawha Road was open to Peach Orchard, it was taxed to its utmost to provide transportation for the Peach Orchard coal,

which had already gained a high reputation as one of the best articles in the country.

ASHLAND, KENTUCKY,

THE Ohio terminus of the road, has been greatly quickened into fresh life by this new feeder of her great industries.

CATLETTSBURG, KENTUCKY,

THE natural Gate into the Sandy Valley, with the Sandy River pouring into her lap the trade of the Upper Sandy, would have quivered under the blow had the road passed some other way than through her borders. The Chatterawha Road has added greatly in increasing the sales of her wholesale stores and numerous industries.

LOUISA

IMMEDIATELY felt the quickening power, and put on city airs, with city business to back her up. The most ornate and well-arranged court-house and clerk's offices in Eastern Kentucky now grace Louisa, resulting from the building of the road. Two superb churches have been added, to lead her people heavenward, while a splendid flour-mill, on the roller principle, is added to her industries. Mechanical shops have increased, and, although stores have sprung into existence all over the county, the merchants of Louisa make larger sales than ever before. Every hamlet through which

the road passes has quickened and started out on a more prosperous career, while small industries have sprung up all along the line, from Ashland to Richardson.

These are only a small part of what may be expected when the road is pushed on up the valley.

COLONEL JAY H. NORTHUP,

FROM the first, has been a director of the road, and few men did more to encourage, by his wise



COLONEL JAY H. NORTHUP.

counsel, and by contributing his means to carry the enterprise to completion, and when it became necessary to appoint a receiver and general manager to conduct the affairs of the corporation, Colonel Northup was, of all others, called

upon to fill the place. The position was a delicate one, requiring great business talent, integrity, and moral principles to satisfy both the owners and creditors of the road. But the colonel has satisfied all parties of his ability and trustworthiness to

fill this position, which was unsought by him. Captain Joseph Mitchell, who had much experience in procuring right of way for other roads, was a very forceful factor in drawing the line of the road on the Kentucky side of the Sandy River, having to contend against Hon. C. B. Hoard, an extensive real estate owner of Ceredo, West Virginia, who held out strong inducements to have the Ohio River terminus at that point. Colonel Hoard's efforts were ably seconded by Judge M. J. Ferguson, who preferred the West Virginia route to the Ohio. Mr. Mitchell did valuable service to the people of Ashland and Catlettsburg in battling for the Kentucky line.

It is proper to state that the owners of the Peach Orchard coal-fields did not build the road without other aid. Outside parties took a generous amount of stock in the enterprise. But, after all, the road would not have been constructed had not the coal company moved first in the matter. Colonel S. R. Forbes, the engineer, who laid out the road to the great tunnel, is back at the head of the corps, and is as proud of his work as a mother is of her first-born; yet the Chatterawha is by no means Mr. Forbes's first work in railroad engineering.

SANDY VALLEY TIMBER TRADE.

MANY old men still lingering on the shores of time claim the honor of cutting and conveying to market the first raft of saw-logs from the Sandy Valley. It can not be stated with any degree of accuracy who started the trade in timber which has grown to such gigantic proportions. The Ratcliffs, the Williamsons, the Weddingtons, the Meads, the Borderses, the Prestons, the Garreds, the Hamp-tons, the Leslie's, the Auxiers, the Mayos, the Burgesses, the Justices, the Bevinses, and others, were at an early day engaged in the timber trade.

The trade in timber on the Sandy was a small affair until 1840, when it began to assume great magnitude, and continued to grow rapidly. By 1850 the number of logs cut and carried to market had annually quadrupled in number, and had considerably increased in price. In 1860, just preceding the commencement of the Civil War, the run in timber had increased fourfold since 1850. From 1861 to 1865, inclusive, the trade almost entirely ceased, save in furnishing timber for gunboats. In 1866 the cutting and running of timber to market received a wonderful impetus. This was owing to the greatly increased demand for lumber to supply

the lack caused by four years devoted to destructive war. The timber trade in the valley was greatly pushed, and, in fact, boomed, by Samuel S. Vinson and Brothers.

Colonel Jay H. Northup, a wide-awake New Yorker, who came to Louisa on the wave of the oil excitement in the Sandy Valley, was wise enough to see the great possibilities in the timber traffic; he formed a partnership with M. B. Goble, and, like the firm of Vinson Brothers, prosecuted the business with great vigor.

Captain O. C. Bowles, an Ohio man of broad business views, had the sagacity, supposed to be possessed by all enlightened men of that great State, to see the great opening for enlargement in the timbering trade in the Upper Sandy Valley, and embarked with great energy in the enterprise. He subsequently laid down tramways to reach his forests, and brought the timber to the Sandy River on trucks drawn by a locomotive. An amusing incident occurred in running the locomotive, which is remarkable in not terminating in a tragedy. The captain came down to Catlettsburg, and hired an old railroad engineer to take charge of his locomotive. On reaching the road he placed him on the snorting horse. The owner hoped for good; but with lightning speed the train rolled on. The owner and all hands were in great fright. The captain remonstrated with the man of the valve; but the engineer said that it was none of the cap-

tain's business; that he was put in charge and held himself responsible for the loss of life and property. The train by force was stopped. The first impulse of Captain Bowles was to knock the man down; but he thought it undignified to engage in a fight with an employé, and instead discharged him from his service. The man wended his way to Catlettsburg, and by his eccentric ways was discovered to be *non compos mentis*, and was taken by his wife to the home of their people in an Eastern State, where the unfortunate lunatic, a year or so after, died of softening of the brain. It is thrilling to think of a lunatic in charge of an engine on a railroad track.

Besides the firms named, there were many other men, natives of Big Sandy, who rose to the occasion of the timber boom after the war, and entered with great spirit in the tempting traffic. Wallace J. Williamson, Mont. Lawson, Butler Ratliff, the Prestons of Paintsville, the Mayos, the Bevinses, the Leslies, Sam Keel, Levi Atkins, Bill David, Garred Ratliff, Captain William Bartram, and, before him, his father, James Bartram, James A. Abbott, and many others, became heavy handlers of timber.

From the earliest period of running timber, it was bought from the producer at Catlettsburg by individuals and firms formed for that purpose; yet meanwhile much, if not most, of it was run to the markets on the Ohio River by the first owners,

and sold on their own account. Among the most noted of the pioneer timber buyers at the Mouth were William and Levi J. Hampton, David D. Geiger, Hansford H. Kinner, John Meek, John Creed Burks, and some others; in fact, Mordecai M. Williams should be classed with the old-time buyers, although Mr. Williams is not an old-time man. He was a mere stripling of a boy when he entered the field as a dealer in the great product of the Sandy Valley.

By 1875 to 1880 the trade had grown so great that firms representing heavier capital began to be formed at Catlettsburg. The earliest of these firms to go into the business there was Vinson, Goble & Prichard, consisting of Sam'l S. Vinson, M. B. Goble, and Robert H. Prichard. They made a new departure in the manner of conducting the business. Formerly no system of book-keeping was used in recording the transactions of buying and selling, but each member or individual would keep a memorandum of the business done for the season, and then call on some one supposed to be competent to settle up, and strike the dividend due each member. This firm believed that whatever was worth doing was worth doing well. So the first thing they did was to erect a suitable building, and fix it up with every convenience for an office in which to transact their business. They procured all necessary books and stationery to record and journalize the business, over which they placed

that model accountant and book-keeper, George B. Patton, an expert in the science, who, although interested with his two brothers in a large wholesale manufacturing and commercial business in town, knowing that his interest would continue safe in their hands, was induced by a large salary to accept the place. Williamson & Hampton immediately followed suit in the same line, and placed their books and office in charge of George J. Dickseid, an ubiquitous Ohio man, who left the management of a large dry-goods establishment to assume the responsibility of the new field of figures, and well sustains his reputation as a correct accountant and book-keeper.

All other firms now dealing in timber have an office, and a book-keeper to do the writing and make the calculations incident to the buying and selling of the timber and lumber passing through their hands. This new departure has been of untold benefit to both buyer and seller. Many a dollar has gone to its proper place, whereas before a settlement was only guess-work; and many an expensive lawsuit has been avoided by the new method of doing business inaugurated by Vinson, Goble & Prichard.

The amount of money paid out annually at Catlettsburg for timber and lumber has risen from an insignificant sum in 1840 to \$1,500,000 in 1886, the quantity of timber run and its cash value increasing year by year.

The manner of running the logs to the markets below on the Ohio River has changed as greatly as have the methods of buying. Formerly about twenty rafts were strung together, called a fleet, and guided and pushed by men. Now most of the timber is towed down by means of tow-boats, some of the boats owned by Catlettsburg timber-dealers.

The timber supply seems to be as prolific as it was a quarter of a century ago. Then the owners of timber-land were constantly giving out that timber was getting very scarce; but, for all that, the supply grows greater and better as the years roll on.

BIG SANDY NEWSPAPERS.

IN 1852 a printer by the name of Smith came to Catlettsburg, and started the first newspaper ever published in the Sandy Valley. The editor was no less a personage than Rev. E. C. Thornton. The paper was neutral in politics, although Mr. Thornton was an unflinching Democrat. It was called the *Big Sandy News*. It was published less than two years, and suspended for lack of patronage. The *Sandy Valley Advocate* was the next venture in the newspaper business on Sandy. James J. Miller, who came to the Sandy country under the auspices of Governor Floyd, established the *Sandy Valley Advocate* at Catlettsburg in 1859. Mr. Miller was a bright man and a spicy writer, and made the *Advocate* a very readable paper. It was the pioneer in the line of newspapers in the valley in advocating the development of the hidden wealth of minerals known to exist in the Sandy country. The paper had a good circulation, and the largest advertising patronage ever held by any paper in the valley. It was said to be neutral in politics; but as the editor was a Whig politician, the paper leaned considerably that way.

Mr. Miller was employed by the Government soon after the Civil War commenced, and gave up the paper.

The *Herald* was the next paper to occupy the field. Charles D. Corey, a very amiable and brilliant young man, a New Yorker, bought the outfit used by the *Advocate*, and ventured on the *Herald* in 1863. Mr. Cory was a Democrat, and made his paper at first mildly Democratic; but as it grew in age it also grew to be a stalwart Democratic organ, even in time of the war. Mr. Corey was a genius; he was a photographer, printer, poet, painter, and a good prose writer. He made a good paper. He married a beautiful young lady of Grayson—Miss Lucy Lewis, the daughter of Hon. Nelums Lewis. But the married life of the handsome pair was cut short by the death of the husband, whose physical nature was almost ethereal, so delicate was he. The young, loving wife would not be comforted after her “Charley’s” death, and she soon joined him in the “land of pure delight.” The connubial love of this beautiful couple for each other was more than human.

The *Herald*, after the death of its gifted founder, was continued by H. M. Bond. Soon after, the Rev. Z. Meek, who had meanwhile started the *Christian Observer*, which was several years later changed to the *Central Methodist*, joined him in the printing business under the name of the “Herald Printing Company.” The combination

thus formed by Meek and Bond ran on successfully until 1872, when the junior partner bought the entire outfit, abandoned the *Herald*, and gave all of his energy and talents to building up the *Central Methodist*, a religious paper second to none of its class in the State in circulation and in the ability with which it is edited.

Colonel Rees M. Thomas, in the latter part of the year 1865, commenced the publication of the *Catlettsburg Tribune*, an eight-column, four-page weekly. It was ably edited, and a bright, newsy sheet. It was intensely Republican in politics, but dignified in its utterances. It suspended in less than three years after it was launched on the sea of political journalism. The editor married Adie, daughter of Rev. E. C. Thornton, who started into life the first paper ever published in Catlettsburg. Colonel Thomas moved to Texas some time after the paper suspended, where he now is, engaged in the newspaper business. His wife has been dead several years.

After the *Herald* and *Tribune* ceased to live, several other papers were started, none, however, of more than ephemeral existence. Judge Lewis started one, and one George Swap, another; but as neither bloomed out into full life and usefulness, we pass them by, not forgetting the *Enquirer*, published for about six months in 1874 by Colonel Samuel Pike, the veteran newspaper man, who had founded, and for a time, successfully edited and

published over thirty Democratic papers, alternating between four States. He advocated in the columns of the *Enquirer* the claims of George N. Brown against W. C. Ireland for judge. The *Enquirer* was the grand old veteran's last newspaper venture. Like a wagon long in use, he went down all at once. He returned to his home in Ohio to engage in mercantile pursuits; but, instead, the messenger of death suddenly summoned him from earth, and he ceased to work and live at once. He was a strong and bitter partisan writer; but, politics aside, no man had a kindlier heart or more lovable nature than Samuel Pike.

R. C. Burns, some time in the seventies, published the *Index*, a monthly, devoted to the sale of real estate. It was a bright little sheet of its class, but soon retired from the field.

In 1881 the *Monthly Progress* appeared; its purpose was to advocate the development of the great material wealth of the valley. The circulation ran up to three thousand copies monthly. The paper was owned and edited by the author of this book.

The *Weekly Progress* took the place of the monthly in 1882, and disappeared in 1884, under the same management until the latter six months of its existence, when R. C. Burns owned and conducted it. Having a large law practice, he gave up its publication, greatly to the regret of the Republican party, of whose principles it was a strong advocate.

We have overleaped ourself in not noticing the *Kentucky Democrat*, which was established by Captain T. D. Marcum in 1878. This paper at once took a high rank in Kentucky journalism, and soon attained to the largest subscription list ever carried by any political paper in the Sandy Valley; and perhaps few outside the valley surpass it in these particulars. It continues to grow in influence, and is still edited by its founder, who has shown great ability in conducting a weekly paper.

The *Advance* was founded by Howes & Borders at Paintsville in 1880, and after nine months was moved to Louisa, Howes dropping out as partner, and Borders, in 1881, establishing the *Chatterawha News*, a very bright and newsy sheet. Both papers were non-political.

In about 1882 or 1883 Messrs. C. M. Parsons and W. M. Conley founded the Pikeville *Enterprise*, and conducted it with ability for several years. It was a very decided Democratic paper. Mr. Pherigo succeeded them, and perhaps some one else had a hand in its publication. About 1886 J. Lee Ferguson, a bright young lawyer, bought out the material, and is now publishing the *Times*, a Republican paper there.

In 1883, R. M. Weddington and J. K. Leslie, two able lawyers started the *Banner* at Prestonburg, a Democratic paper of great ability. It did not exist two years, however. About a year after, Joe H. Borders' *Chatterawha News* suspended at Louisa.

Professor Lyttleton founded the *Lawrence Index*, a Democratic sheet, which he edited with ability until about 1885. He sold out to Ferguson and Conley, who changed the name, first to the *Times*, and afterwards to the *News*, still, however, continuing it as a Democratic organ. Mr. Ferguson is a gifted son of Hon. M. J. Ferguson, and his partner is the son of Asa Conley, a representative of an old-time Sandy house—on his mother's side was a Leslie, a family as noted as any in the valley.

WAR MEETING.

IN the early part of the Winter of 1860 and '61, at the instance of Kellean Verplanck Whaley, or, as he was generally called, "Cal. Whaley," an invitation was sent out to the men of North-eastern Kentucky, North-western Virginia, and Middle Southern Ohio, to meet at Catlettsburg and compare notes respecting the great agitation, then already commenced, which led to the greatest war the world had ever witnessed.

When the day arrived for the assemblage of the men of three States, the town was overrun with delegates from the three States mentioned, and a gentleman from Indiana being present, he was invited to take a seat with his brethren who had come up to consult together about the threatened break-down of the Government of the fathers of 1776. Many able and distinguished men were in attendance, and they were the most earnest set of men that ever assembled in the town.

The meeting was held in the large frame Church; but so vast was the crowd that the lawn surrounding the building, as well as the streets near by, was one sea of people. Alonzo Cushing,

of Gallipolis, Ohio, a brother of Dr. Z. Cushing, formerly of Lawrence County, Ky., was made chairman, and presided with great ability. He made an able speech on taking the chair; but it was entirely destitute of point, adroitly avoiding the main issue before the people of the whole country. Captain D. K. Weise, now postmaster at Ashland, was one of the secretaries.

The principal speakers at the gathering were D. K. Weise, of Kentucky; Dr. Patrick, of Kanawha Valley, Virginia; Judge Johnson, who recently died at Ironton; Dr. Jonathan Morris, of the same place; Kellean Verplanck Whaley, of Wayne County, Va., and Dr. J. D. Kincaid, of Catlettsburg.

All the speakers living south of the Ohio denounced both secession and coercion alike. Dr. Morris and Judge Johnson, both of Ironton, contended that the Government had the power and right to put down by force of arms all who rose against it, whether foreign or domestic foes. Mr. Whaley, of Wayne County, Va., made the most pointed speech of any. He said, in reply to Judge Johnson, that should the Northern hordes undertake to coerce their Southern brethren, the men of Wayne County, Virginia, would rally from every hill and valley with bayonets gleaming in the sunlight, to welcome them to inhospitable graves. Yet this same Kellean Verplanck Whaley told the author, in the Spring of 1864, that President Lin-

coln was too conservative to be trusted further, and that a radical, like Wade or Chase, should succeed to the Presidency in the coming Fall. Mr. Whaley was a politician living on the Virginia Point when the war came on. In politics he was one-third Whig, one-third Native American, and one-third Democrat, but more Whaley than all together.

In the Summer of 1861, under the management of that most shrewd of political managers and brainy men, Levi J. Hampton, of Catlettsburg, Cal. Whaley was elected to the United States Congress from the Wayne County (Virginia) District, receiving all the votes cast which were less than three hundred. He took his seat, and was, after two years, returned to Congress, serving, in all, four years. He made quite a good showing as a member. Mr. Whaley settled in Point Pleasant, West Virginia, after he retired from Congress, and published a newspaper. He has been dead many years.

The meeting at Catlettsburg, perhaps, did neither good nor harm; for every one engaged in its counsels was at sea, without chart or compass.

THRILLING INCIDENTS.

IN 1811 Ed. Osburn, a large farmer owning slaves, was in debt, and his negroes were levied on by the sheriff of Floyd County to satisfy an execution. The sheriff, David Morgan, and his son, a deputy, being near the residence of Samuel Davidson with the slaves, was overtaken by Osburn, who killed Morgan and his son in cold blood. Escaping, he was not heard from for over forty years, when an old Sandian, passing through South-eastern Ohio, saw and recognized the double murderer. Osburn denied his identity at first, but, when pressed, piteously begged the venerable Sandian never to divulge his whereabouts till after his death. During the whole time he had lived within two hundred and fifty miles, on a straight line, of the place where he had committed the atrocious crime.

THAT TELL-TALE COAT.

IN 1858 George P. Archer, of Mercer County, Va., came to the mouth of Bear Creek, now Rockville, Lawrence County, Ky., and obtained work as a farm-hand. He brought with him a jeans coat

of unusual woof and make, which seemed never to grow older. Archer, by his economical habits, had saved up enough money to join Dr. J. F. Hatton in a partnership in a general store at Bear Creek, in about 1864. In 1867, in January, Archer married a beautiful sister of his partner. She is now the wife of Ralph Booton, Esq., of Prestonburg. In April of the same year Hatton, the senior partner, went to Cincinnati with bark, where he remained some time. While gone, late one night, a man called at Hatton's house, saying to Mrs. Hatton, who was awakened by his raps on the door, that three raftsmen had landed in to get some tobacco. She told them to go to the store, where Archer slept that night, his wife having gone over to Round Bottom to visit her relatives. They, in a patronizing voice, called Archer up, repeating what they had told Mrs. Hatton. The fated man came down stairs in his night-clothes and handed them the tobacco. The men then concluded to buy of every thing freely, and soon three large sacks were filled and tied up, when one of the robbers (for such they were) demanded money. Archer, on reaching under the counter for his pistol, was riddled by bullets fired by the men. One of the men ran up-stairs to search the victim's clothes for money, but hearing what he took to be the sound of footsteps approaching, he grabbed a coat hanging on the bed-post, and scampered away, followed by his cronies. As Archer failed to be at breakfast

next morning, and the store was closed, the door was pushed open, and Archer was found cold in death.

Archer was a man every body liked, and his tragic death created intense excitement. Suspected parties were arrested, and turned loose, no evidence appearing against them. But soon Archer's wife remembered the jeans coat, and that it could nowhere be found. Hope revived that the tell-tale garment would lead to the apprehension of the murderers. Men went everywhere to spy out the coat. At this juncture an old woman living on Cat's Fork sent word to the people at the mouth of Bear Creek that on the evening of the tragic murder Bill Wright and Jim and John Lyons stopped at her house, and told her they were on their way to the mouth of Bear Creek to rob a store, and that early next morning they returned with a large amount of booty, and stopped and got breakfast, dividing much of the property with her. Almost simultaneously with the old woman's story the coat was seen on Jim Lyons's back. He was arrested with the fatal coat, and taken to Louisa. John Lyons was soon found in Greenup County, and brought to Louisa.

The governor had offered a reward for Bill Wright, who was believed to be skulking about in the Little Sandy country. In a few days he stepped into the store of Jack Allen, a brave mountaineer in Magoffin County, and Allen, seeing that

he answered the published description, at once covered him with his pistol and brought him to Louisa.

The three were put in irons, and the jail was guarded to prevent escape. The mountains were full of desperadoes, engendered by the opportunities of the war, the courts and society not having fully resumed their normal condition. News went out that a lot of cut-throats, friends of the accused, were soon to move on Louisa, and liberate the villains. No reasonable person doubted the guilt of the men. At the preliminary trial the coat was a swift witness, and the old lady aforementioned brought into court the goods the robbers had given to her, which were proven to be the goods of Hatton and Archer. Archer's friends concluded that there was danger in delay, and one hundred and fifty of them, embracing the best men of the lower part of Lawrence County, Ky., and Wayne County, West Va., without any disguise, rode into Louisa, ordered a gallows erected, dispersed the guard at the jail, forced the jailer to surrender the keys, and brought out the prisoners, telling them to prepare for death, for that within a few hours they must die.

Judge M. J. Ferguson and Rev. J. F. Medley pleaded hard that the law be allowed to take its course. The mob listened, but went on with the preparations. The criminals spent most of their time in making sensational confessions, each one claiming to be less guilty than the other two, neither one denying the crime.

At about three o'clock P. M., every thing being ready, a road-wagon was driven under the gallows, and the criminals were made to ascend into it. They were then asked to say what they might desire; but as recriminating lies were being passed among the wretches, the men in charge of the execution, sickening at their profanity, ordered the wagon to move, and the murderers were quickly suspended between the heavens and the earth. When dead, the bodies were cut down and buried, and the mob left town in as orderly a manner as it had entered.

Bill Wright was forty-eight years old. He enlisted in the Confederate army, but soon deserted, and turned thief and robber. Jim Lyons was thirty-five years old, and served two years in the 5th Virginia, Union army, but deserted, and ever after collocated with Bill Wright. John Lyons was only eighteen years old, but, according to his own confession, the world has lost nothing by his death. The men composing the mob were indicted, but the governor pardoned them all.

Mobs are illegal, and should be frowned down by all good citizens; but no one doubts the righteousness of the fate of Bill Wright and Jim and John Lyons.