

the Archives

Louisville Historical League INC
founded 1972



Dedicated to promoting the appreciation and preservation of our cultural heritage and historic environment in the Louisville metropolitan area.

Fall 2020

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COVID-19 LEAGUE STATUS

As per previous communications (post card / emails), the League is on 'hiatus' until it is safe for large groups to meet in-person again. We have no idea when that might happen. Hopefully sometime in 2021 we can restart the League activities. But since most of our members are seniors, and thus in the 'vulnerable' category for this dreadful virus, the Board of Directors of the LHL have decided to postpone all events till the government authorities allow group meetings.

As to membership dues, the dues that were paid in 2020, will be counted for 2021 as well. Therefore, no dues are to be paid in 2021.

Everyone wishes we could have in-person programs but we all realize this just isn't possible under these health risk conditions.

Thank you for being a League member and we hope to see everyone sometime in 2021.

In the interim, we will be sending out digital newsletters with Louisville history articles. If you'd like to contribute an article for future digital newsletters, email Gary Falk at GFalk@aye.net.

LHL REORGANIZATION: COMMITTEE STRUCTURE

The Board of Directors of the Louisville Historical League have adopted a new format for the League's operation. They have established several committees that will administer the various functions of the organization. These committee are as follows:

- Membership: responsible to maintaining excel spreadsheet of membership data and recruitment of new members
- Digital: responsible for posting on social media (Facebook, etc.), website updates, and producing videos
- Programs: responsible for coordinating all logistics related to monthly meetings (speaker, location, etc.)
- Newsletter: responsible for publication of at least 2 newsletters (Spring / Fall)
- Preservation: responsible for coordinating any preservation-related efforts

Membership in these committees is 'open' to any League member who would like to contribute to the operation of the League. If you would like to volunteer for a committee, then email the League at LouHist@Hotmail.com and let us know which committee you would like to participate. A committee rep will follow-up to let you know the responsibilities, etc., of the committee.

Our goal is to strengthen the League by having more involvement from our membership. We welcome all input as to future activities and direction of the League.

THE 800 RISES AGAIN

by Nick Morris

Having grown up in Louisville, I remember when the construction of The 800 was announced in 1961. It was an exciting project that would bring luxury apartments to the southern edge of the center City. And just a stone's throw away was the bustling hub of 4th Street, with its many popular retail stores, movie theaters, restaurants as well as a large variety of service businesses.

F.W.(Fritz) Drybrough was the driving force behind the new development and envisioned the 800 South 4th Street address as the ideal location. The Louisville architectural firm of W. S. Arrasmith was selected for the design of the project and worked in partnership with the Chicago firm of Loewenberg & Loewenberg Architects. The style of the building was considered Modernist Architecture and was based on new and innovative technologies of construction – particularly involving the use of glass, steel and reinforced concrete. The basic philosophy came from the idea that form should follow function. The 800 consists of a continuous-pour reinforced concrete frame. It has an aluminum curtain-wall system on its exterior with the aluminum panels being a distinctive turquoise blue in color. In the 1980s a radio station operated from the building and the disc jockeys often referred to the building as “The Turquoise Tower of Power.”



When The 800 was completed in 1963 at a cost of \$6 million, the developer, Fritz Drybrough moved in and took up residence in the penthouse. At the time it was the tallest building in Louisville, at 29 stories, and consisted of 286 apartment units. In the early years The 800 was considered a very upscale residence, but down through the years its age and upkeep had made it a less desirable location. Also, over the decades there was a general move of Louisville's central business district to the Main Street area – four or five blocks to the north. The building was sold in 1997 for \$3.95 million and then was renovated in 1999, but still the apartment complex could not seem to establish itself as a popular residential destination.

Finally, in 2015, a Michigan based property management firm, Village Green, announced the purchase of the property and began renovations expected to exceed \$10 million, and take up to 18 months to complete. The apartment property would also get a new name – 800 Tower City Apartments.

The building's transformation was led by Jonathon Holtzman, a third generation developer and investor who represents a long commitment in the redevelopment of historic apartment communities. As the renovations were nearing a completion, a grand reopening was held on October 27, 2016. At the event Holtzman commented: "This is an exciting day for Louisville. We took our responsibility for transforming this iconic building into something special for the community very seriously and we could not be happier with the results. This is a beautiful structure in a great location. The bar has been raised." Mayor Fischer also commented; "Downtown Louisville is undergoing a transformation, and downtown living has never been so vital to help make us a 24-hour downtown.....I am glad to see this historic building restored and transformed to help showcase downtown living once again."

These latest renovations of 800 Tower City Apartments have added a level of luxury features and amenities that will appeal to a large audience – especially those seeking downtown living. Starting with the top floor, it has been converted to the Sky Club, which has a gourmet kitchen, fireplace, TVs, flexible lounge seating, and an outdoor terrace with a dining and grilling station. The rooftop Sky Park contains a swimming pool, sun deck, fire pit, and many of the same features as the Sky Club – all with panoramic views of Louisville.

800 Tower City Apartments features 286 new and renovated apartments with brand new finishes. The community consists of studio, convertible, and one and two bedroom apartments and penthouses. Apartment upgrades include kitchen islands with granite counter-tops with different cabinet and appliance options; new custom closet, wood flooring and Berber carpet. The luxury apartment community also offers corporate and short-term furnished rentals.

Not too long after the reopening, Bar Vetti began serving as the on-site restaurant, and set up operation on the first floor of the building. Bar Vetti operated at the location for several years, before recently moving to the NuLu area on Market Street. In late September of 2020 a new restaurant opened in the first floor space. It's called C C's Low Carb Kitchen and serves breakfast, lunch and dinner. It features a wide variety of "scratch made" items – including bread, pasta, sauces, pizza - all low carb.

It's great to see this resurgence of the former 800 and I can only wish the new owners much success in their ongoing effort to market this property. It seems any successful city always has a large component of people living downtown – creating an active and vibrant atmosphere. Kudos to 800 Tower City Apartments for helping in this effort.



Nick Morris is a lifelong resident of Louisville and a graduate of the University of Kentucky. He is a resident of the historic Cherokee Triangle neighborhood, and enjoys maintaining his home which is over 100 years old. Nick is currently the owner/operator of the Safety & Security Store, a specialty retail store, in operation now for over 20 years. He presently serves on the board of two organizations, the Louisville Historical League and the Highland Commerce Guild. Nick is interested in activities that promote the growth, development and historic preservation of Louisville, and the Highlands neighborhood in particular.



PHIL HOLLENBACH COMPANY: GLENCOE DISTILLERY

BY BRYAN BUSH

Phil Hollenbach was born in Gau-Algesheim, not far from Bingen on December 4, 1851. In February of 1869 at the age of eighteen, he moved to America and arrived in Louisville in 1873. After working for four years in a subordinate position he opened his own place. In December of 1877, Phil along with his brother August, founded the Hollenbach Brothers. His new company was located on Market Street between Fifth and Sixth Streets on the north side of the street. The new business was a wine business. After a year, the brothers realized that Louisville was not ready for a wholesale wine business and the business needed a retail branch.

The brothers decided to open a wine room, or "Weinstube," in connection with the wholesale business and moved their business to First and Market Streets into the cellars of the German National Bank. They established a place called "Der Bremer Rathskeller." In February of 1881, August left the business in order to make room for his brother Louis. The business continued to grow and eventually the business was ranked as one of Louisville's best wine houses. The business pushed outside of Louisville and included whiskey became the main liquor carried in the cellars.

In the spring of 1881, Phillip made his first trip to Frankfort, and was very successful by taking several orders. In the spring of 1882, Phil traveled to Chicago with great success and visited Danville, Decatur and other cities in Illinois. He also visited Indiana, including Lafayette, Bedford, Mitchell, and New Albany. He also visited Owensboro, Kentucky and Milwaukee, Wisconsin. The business continued to grow and he opened agencies in Denver, Colorado, Los Angeles, California, Belleville, Texas and "Glencoe Whiskey" became a staple article and famous brand in all those states including the West.

Glencoe Whiskey was made in the distilleries of Stitzel Brothers whose agency Hollenbach Brothers had acquired. Hollenbach Brothers began to import wines directly from Europe and dealt with wine houses in California and Ohio.

On April 1, 1884, the business outgrew their location and moved to a larger location on Second Street, between Market and Main. Louis Hollenbach left the firm in 1885 and moved to Chicago and formed a business partnership with Charles Stubenrauch and purchased of the wholesale and retail wine and liquor business of Val. Haas, 128 LaSaile Street, near Chicago and changed the name to Louis Hollenbach & Company. Nace Vetter became Phil Hollenbach's business partner and Hollenbach changed the name to Hollenbach & Vetter, but he left the business two years later in order to return to politics. Vetter was a city marshal.

On February 1, 1889, the business moved to the corner of Sixth and Main Streets, but moved again to Main Street, between Sixth and Market Streets, but the business continued to grow and Hollenbach had to buy the adjoining four story building and a couple years later, he bought another one, and the corner building was abandoned. The three huge cellars and the two large buildings were headquarters for the firm for twenty-two years. The business finally settled on 528 West Main Street. The building was five stories high and contained one of the finest cellars in the entire South. The cellar measured 197 feet across and 28 feet in width.

On July 1, 1902, the firm Hollenbach & Company was incorporated under the laws of Kentucky with a capital of \$75,000 and the name was changed to Hollenbach and Company, Inc. The incorporators were Phil Hollenbach, Sr., Louis Hollenbach, and Edward Oesterritter, who joined the firm in 1892 at the age of fifteen. Edward Oesterritter became vice president of the company. He was the son of retail liquor dealer. Louis Hollenbach studied the wine business in Germany and lived in Germany for two years in Frankfort on Main and Bingen on Rhine, where he learned in the cellars of the business M. Heymann Sons. Under the guidance of his father, he became an expert in wines, and was the secretary and treasurer of the business. When the company was incorporated, his son Phil Hollenbach Jr and Charles McDonald became partners. Phil Jr. left the business to return to New York, where he joined a financial institution.

Hollenbach & Company also owned one of the finest distilleries in the state. In the summer of 1902, the Stitzel Brothers Company was for sale. Hollenbach organized some men in the same line of business in St. Louis, Missouri, Chicago and Elgin, Illinois, and started the Glencoe Distillery, which was located on 26th Street and Broadway.

Jacob Stitzel was raised in the distillery business and his business was a huge success. He retired in 1910 and his son Frank was the manager of the distillery. Phil Hollenbach was alternately president, secretary and treasurer of the Glencoe Distillery and all the big purchases, such as barrels, grain, etc., were done by Phil Hollenbach and Frank Stitzel. Frank Stitzel was educated by his father became known as one of the best known experts in the art of distilling whiskey. He started at the bottom of business and took a course in a distilling class in Milwaukee and learned to be a chemist and well known distiller. Two new warehouses were built and along with the other three warehouses, the Glencoe Distillery could store between fifteen and twenty thousand barrels. New machinery was installed. Only the best grain and malt were used in the production of the whiskey and the new product was called the "Fortuna" brand. They also made Glencoe Sour Mash, Stone Hill Bourbon, and Hollenbach Rye. In 1911, they sold over twenty thousand cases and the bottling plant had to be enlarged.

Hollenbach also made the famous Red Rose Claret and introduced Double Comet Gin to the market. Double Comet Gin was made by a Dutch distiller in a distillery in Louisville. The company also imported wines and every type of liquor from around the world and was a representative for the Anheuser-Busch Brewing Company Association of St. Louis, Missouri for the brand Budweiser and Hollenbach was successful in introducing the beer in all the better hotels and saloons of Louisville and the surrounding area. They had foreign connections with Germany, France, Spain, Portugal, Italy, Hungary, Holland, Denmark, Switzerland, Sweden, and many other countries. They carried Moselle wine, Sect Wine, and Burgundy wines.

When Prohibition closed the doors of the Glencoe Distillery, the company had a large reserve of stock of their whiskey in bond. As a result, the company was permitted to continue in business and was able to supply the drug trade during the entire era. In 1929, when Prohibition ended and whiskey making was resumed in Kentucky, the Glencoe Distillery Company participated with several other distilleries in rehabilitating one of the four remaining distilleries in Kentucky. With the repeal of Prohibition, Glencoe was one of the few distilleries in the United States which had a stock of two, three, and four year old whiskeys on hand and was able to meet the new demand for bourbon.

On March 21, 1929 at the age of seventy-seven, Phillip J. Hollenbach passed away at Saints Mary and Elizabeth Hospital. The funeral was held at his son Louis J. Hollenbach Sr.'s home at 1805 Windsor Place and he was laid to rest at Cave Hill Cemetery.

In 1935, Glencoe built a new distillery on Cane Run Road and in 1939 the bottling plant was moved to the Cane Run Road location. They could produce one hundred barrels in eight hours and could bottle 1,500 cases a day. Three warehouses held sixty thousand barrels. In 1943 the National Distillers Product Corporation and McKesson & Robbins, Inc. bought the distillery for three million dollars, including 37,858 barrels. Louis J. Hollenbach Jr would be kept as distillery superintendent.

Louis J. Hollenbach Sr. died on October 15, 1954, at his home in the Commodore Apartments. He was seventy-three years old. He bred and raced thoroughbred horses and had a stable of twenty-three racing horses on the Kentucky and Chicago circuit. He owned the Golden Maxim Stable, Inc. He was buried in Calvary Cemetery.

Bryan Bush is a member of the Louisville Historical League. He graduated with honors from Murray State University and received his Masters degree from the University of Louisville. He is active in writing and teaching, especially about the Civil War and Louisville's Southern Exposition.



LOOKING BACK . . .

By GARY FALK

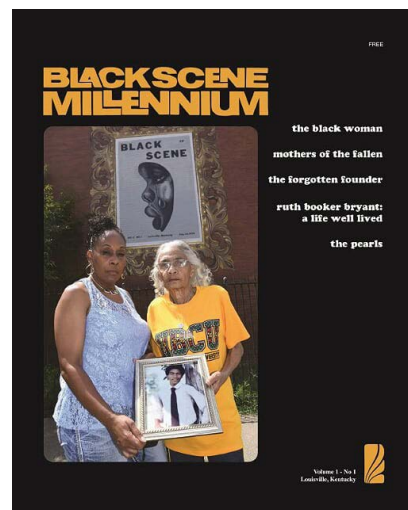
The roof garden on the sixteenth floor of the Brown Hotel had art-deco architectural features. It featured a stage with beautiful stainless steel flairs on each side and huge urns in front. Many great bands played there during the twenties and thirties. Sometime in the 1970s it was all removed and refurbished with - you guessed it - plain drywall. Now art-deco architecture is popular again - but quite expensive!



CAUSELD+SHOOK
LOUISVILLE, KY

Black Scene Millennium is a new quarterly magazine, edited by Michael L. Jones that combines journalism, history, and art to tell the story of Louisville's African American community. It is the reimagining of a magazine that was published in Louisville from 1973 to 1976. The original *Black Scene* was founded by Civil Rights activist Rev. Leo Lesser to provide a forum for the discussion of African American issues outside of the mainstream media.

Distribution is slated for the Roots 101 Museum on Main Street, the Portland Museum, Louisville Free Public Library and the Kentucky African American Heritage Center.



LOST BIG BUSINESS: WHAT LOUISVILLE MIGHT HAVE BEEN

BY STEVE WISER, FAIA

Papa John's leadership relocation is just the latest in a long list of high-profile economic departures. Over the past hundred plus years, Louisville might have been an 'Atlanta' or 'Nashville' should some of the big companies had remained here, for instance:

Standard Sanitary was founded here in 1899 by Theodore Ahrens, Jr. Specializing in plumbing products, it merged in 1929 with American Radiator, and was later renamed 'American Standard'. A massive manufacturing complex was built on Seventh Street and Shipp. At its peak in the mid-1950s, 5,600 were employed, including my grandfather and other relatives. As plumbing technology changed, the local plant became obsolete and closed in 1992. American Standard is now part of Ingersoll Rand. And, its former factory is now a parking garage for U of L students.



Once a leader in the tobacco industry, the city had several well-known tobacco businesses like Brown & Williamson, Lorillard, and Philip Morris. One tobacco firm spun off a lucrative side business. Robert S. Reynolds started Reynolds Aluminum to supply foil to Reynolds Tobacco, founded by his uncle, R J Reynolds, Sr. Then, in the late 1950s, perhaps the biggest NIMBY (Not In My Back Yard) battles in local development history, Reynolds Aluminum was denied its effort to build a state-of-the-art research center (translation: high paying jobs) that was to be designed by legendary architect Eero Saarinen near Anchorage. Frustrated by the community's lack of support, Reynolds pulled up stakes and moved its headquarters to Richmond, VA. Reynolds Wrap, though, is still produced here.

Belknap was a mega enterprise. It not only sold hardware, but a broad range of merchandise like furniture and appliances. Its warehouses north of Main, between Floyd and Second, were massive. As a distribution company, it was comparable to Wal-Mart. Its half-foot thick product catalogue was the hard copy version of Amazon's website. Belknap lasted 145 years till 1986. If only it could have survived to the digital age. It might have rivaled Home Depot or Lowes.

Minneapolis-Moline corporation once manufactured a tractor named 'B F Avery model V'. This was in recognition of one of Louisville's greatest businesses. Avery manufacturing was the leader in agricultural equipment producing thousands of plows, tractors, and other farm accessories. It was sold to Moline in 1952. Part of its sprawling facility still exists at Seventh Street and Industry Road.



The 'modern' DuPont Chemical Corporation has its origins here. Descendants of E. I. du Pont de Nemours settled here in the 1850s. Brothers Alfred and Antoine started several highly successful companies, including a regional street car empire. By the early 1900s, their distant cousins in Wilmington were thinking of selling the outdated gun powder firm. They contacted their Louisville kin for advice. Antoine's son, T. Coleman du Pont, promptly headed back to Delaware. There he infused his entrepreneurial spirit to help transform DuPont into the global conglomerate it is today.

One could only imagine what he might have done here if Thomas Edison didn't damage the floor at his Western Union telegraph job. Being dismissed, Edison left Louisville in 1867 for a much brighter (pardon the pun!) future.

And, supposedly the Grand Ole Opry might have been based here but local leaders weren't too keen to country music back then.

Louisville still has top tier companies like Humana, Brown Forman, and Kindred who have deep roots here due to their local founders' connections. Young entrepreneurs are working now to build the next Reynolds Aluminum or American Standard home-grown businesses. Louisville's quality of life, affordability, and convenience are preferred over Atlanta's or Nashville's congestion and high cost of living any day. We might have had a few big fish get away, but those who stay enjoy one of America's best places to live and work!

Steve Wiser is a local architect and historian.

Steve is President of the Louisville Historical League.

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ON AGING – A BOOK REVIEW

BY WALTER HUTCHINS

A survey says that most elderly folks (and many younger, as well) have never received any significant training or directions on how to grow old. Me included. Even after I joined AARP some years back, I did not spend much time thinking about or planning for later years.

Turns out there's a wealth of information out there about getting the most out of your "golden years." I have been fortunate to come across articles such as Ben Sweetland's "You May Live to be 125!" (1953) Readings such as this have been a great source of inspiration and continue to help guide my way.

One book in particular, *Aging as a Spiritual Practice* by Lewis Richmond (Gotham Books/Penguin Group (USA) 2012) is worth knowing about. Thanks to the LHL for letting me share some thoughts with you.

The subtitle for the book is, *A Contemplative Guide to Growing Older and Wiser*. I found it to be an easy read - 243 pages - and is truly an inner road map for aging. Of special interest to me was Chapter 6 - *The Science of Healthy Aging*. Here the author includes findings from a summary of research by Dr. Roger Walsh, professor of psychiatry at the University of California, Irvine.

Dr. Walsh notes that aging-related diseases such as heart disease, obesity, diabetes, and cancer are all affected by lifestyle choices.

Dr. Walsh then lists eight lifestyle factors that have been shown to contribute to healthy aging. These include exercise, diet, time in nature, relationships, recreation, stress management, service to others and religious and spiritual involvement. (Dr. Walsh's research was cited in *American Psychologist*, January 17, 2011.)

Thanks for the privilege of your time and be sure to make health your hobby.

Walter Hutchins is a member of the Louisville Historical League. He has presented many informative programs, especially relating to the history of the African American community here in Louisville. Thanks to Walter for this informative review.



HISTORICAL SKETCHES OF THE UNITED CHURCH OF CHRIST (UCC) IN LOUISVILLE

BY REV. GORDON SEIFFERTT

Editors note: Rev. Seiffertt has written a history of Louisville and Southern Indiana UCC churches in great detail. For purposes of the League newsletter, we have extracted highlights of the origins of the church in this area which parallel the history of our city generally. Included is the history of some of the important early Evangelisch churches of the UCC.

So far as I am aware, this is the only attempt to produce a historical study of the UCC churches from the German Evangelisch, German Reformed, English Congregational, and American Christian heritages in the Kentuckiana area.

The earliest German presence in this area was a few miles east of Louisville. A German Lutheran church (Christ Lutheran) began in Jeffersontown, KY (then known as Brunerstown) in 1789 - four years after Daniel Boone cut his Wilderness Road and four years before Kentucky became a state. Christ Lutheran celebrated its 225th anniversary in 2014. There is also a record of a German Reformed Presbyterian Church in Jeffersontown dating back to the era and existing into the 1800s. There is an historical marker for that congregation's cemetery near the heart of the present Jeffersontown. A German Brethren church is reported around 1811 at Doups Point (Taylorsville Road at Bardstown Road). The first listing of a Louisville citizen born in Germany was in the 1817 census.

Just west of the downtown area by 1860, there were German St. Peter's Evangelist, St. Luke's Evangelisch, a second German Methodist church, and a Roman Catholic church. The German Jewish synagogue was established in the downtown area in 1842.

No wonder Bloody Monday occurred on election day, August 6, 1855. The "Know-Nothings," officially "The American Party," newspapers (George Prentice's "Louisville Daily Journal," and Walter Haldeman's "Louisville Daily Courier") and local politicians whipped up the hatred of foreigners - Roman Catholics (which would include all the Irish), , and Germans both Protestant and Roman Catholic. Much burning and looting. Quite a number killed . . . officially 20+ unofficially probably 100 . . . including an Irish priest. An Irish tenement on Main between 10th and 11th, had its doors nailed shut, the buildings set on fire, and anyone climbing out a window was shot and the body thrown back into the fire. No problems at our Evangelisch or Reformed churches, but not a pleasant time. The mob had the sense not to go to the heart of the German neighborhoods lest they be surrounded by an even larger mob of these new citizens. Edna Kubala, in her Louisville Butchertown relates a story about why the mob did not attack that neighborhood: the butchers were blocking Story avenue with their meat cleavers in hand. I've seen records of Germans who had settled here, leaving. Yet ten years later, the man elected mayor had been born in Germany.

The non-sectarian nature of the congregations was often expressed in individual church names. Some were always Evangelisch. Many used a combination of Evangelisch, Lutheran, Reformed, Protestant . . . a combination which often was changed by the congregation. Many called pastors from those different traditions during their histories.

St. Paul's organized in March, 1836 as "The First German Evangelisch Church of Louisville, Kentucky." Beginning in homes, then in a rented carpenter shop on Hancock between Market and Main for two years, followed by a carpenter shop on Second between Main and Market, and after worshiping at a building purchased from a Methodist congregation on Green (Today's Liberty) between Fourth and Fifth, the congregation built at Preston and Green Streets in 1840-41. Its 1860 building at the same location was very impressive in contrast to other German church buildings. The congregation established a school which existed for several decades. The congregation relocated to Broadway at Brook in 1905, as many congregations were moving out to Broadway. In the 1995 they merged with Bethel. Around April 2019, the congregation changed its name to Crossroads Christian Church.

St. John's organized in 1843 and erected its first building in 1848 on Hancock between Market and Jefferson. This building eventually became a city fire station in 1869, then a warehouse, then condos and art studio. The present sanctuary was dedicated in 1867 . . . school building in 1869 . . . parsonage in 1880 . . . Parish Hall replacing school building in 1906. A public German Kindergarten was located in the building in the late 1880s with Miss Patty Hill of "Happy Birthday to You" fame as principal.

Christ Evangelisch split from St. John's in 1879. The first church building was on Garden Street (a "Garden Street" ran northeasterly from the end of east Chestnut to the intersection of Green (Liberty) and Baxter - the street is now an extension of East Chestnut). The present building at Barret and Breckinridge was erected in 1901. the gymnasium with Sunday School rooms and kitchen was dedicated in 1930. Over the decades the church declined in membership. They recently gave the property and buildings to Highland Community Ministry. In the 1980's Christ Church began a daughter congregation in eastern Jefferson County which today is Faith Community Church.

Immanuel was begun in 1898 by St. John's pastor Zimmerman and a number of St. John's members who wanted to stay German. Its first building was at Bardstown and Transit (Grinstead) in 1900. The congregation built at its present location, Taylorsville and Doup, in 1925. The present sanctuary an "hyperbolic paraboloid", was erected in 1961.

St. Peters began in 1847 as the German Evangelisch presence on the west side of downtown in a public school building at 10th and Grayson. In 1849 the name became "The German Apostolical Evangelisch Congregation of Louisville." St. Peter's moved to its present location and sanctuary on Jefferson at 13th in 1895. The present minister Rev. Jamesetta Ferguson has helped to revitalize the church.

St. Luke's began in 1856 when Rev. Gustaf Koch, pastor of St. Peter's and a number of his personal followers, departed from St. Peter's and began a new church, first at Thirteenth and Green (Liberty). In 1873, it moved to Jefferson between 18th and 19th. They dedicated a new sanctuary on November 9, 1913. In 1964 the St. Luke's buildings were sold to Corinthian Missionary Baptist Church.

West Louisville began as a Mission Sunday School of St. Peter's in 1885 in the county school building on Market at Bannon's Lane. St. Peter's founded West Louisville Evangelisch Church in 1915. The church built at 41st and Herman Street behind the present Shawnee High School. The church closed in 1986.

Rev. Gordon A. Seiffert is a retired UCC minister and authority on German Evangelical and Reformed Churches in Louisville. He has written many articles on the role of churches in Louisville and was a contributing author to *Germans In Louisville* (History Press 2015) and *German Influences In Louisville* (History Press 2019).



Kenny Karem, longtime LHL board member, has published an online book, *Teaching Political Cartoons: An Illustrated Guidebook for Exploring the Zany World of Editorial Cartoonists*. It features over 60 political cartoons over the past few months and some historical cartoons. Most of the cartoons are drawn by Nick Anderson, who won a Pulitzer-Prize while working for the C-J. We all need some laughs during these pandemic times and this bizarre election campaign.

It can be downloaded online as a kindle book, or for a computer or tablets by going to Amazon.com or Teacherspayteachers.com for \$2.99.



Nichols Hospital

Headquarters building is in the front.
Iroquois Park is in the background.

NICHOLS HOSPITAL

BY ROBERT DAWSON

When you mention the Nichols Hospital, it brings back memories to many of us of a certain age of standing in lines in long wooden corridors in our undershorts with the contents of our pockets in bags hanging around our necks. We would shuffle from room to room along the hallways to be prodded, stuck and otherwise examined for a draft, enlistment, or induction physical for the armed forces. This was a familiar scene throughout the Cold War/Vietnam War era. We never gave a thought, or at least I didn't, of its history.

The Nichols Hospital Story began with the United States entry into World War II in December, 1941. In early summer of 1942 construction began on a U.S. Army General Hospital on the southside of Louisville near Shively, Kentucky. The location chosen was on Manslick Road near Berry Blvd. on what had been the farm for the Home for the Aged and Infirm on Seventh Street Road, where Southland Terrace Shopping Center is today.

Nichols Hospital was named in honor of Lieutenant Colonel Henry James Nichols. Graduating from the University of Pennsylvania Medical School in 1904, he accepted a commission in the US Army the following year. Upon completing the US Army Medical School, he was posted to the Philippines. This led to his lifelong specialty in tropical diseases. He passed away in 1927 in the Canal Zone.

With construction completed, the US Army Medical Service took charge of Nichols General Hospital on November 16, 1942. Some of its first patients were soldiers wounded during the battle for Guadalcanal, an island in the Solomon Islands near Australia. Carried to the U.S. by ship, they were transferred to trains and transported to hospitals across the country. A rail spur was built from the Illinois Central tracks to bring the patients to Nichols Hospital. There they would be moved by ambulance for the final few hundred yards to their wards. By the summer of 1944 the hospital was treating 3,000 patients a month. While patients with all type of injuries and medical conditions were cared for, Nichols specialized in orthopedic cases.

What was it like serving at Nichols Hospital? In an oral history interview given as part of the Betty H. Carter Women Veterans Historical project at the University of North Carolina at Greensboro, Constance Cline Phillips (1924-2014) told about her service in World War II. She joined the Women's Army Corps (WAC) in February 1945. After basic training and four months of training to be an X-ray technician, she was assigned to Nichols Hospital from August 1945 to March 1946 when it closed.

In her interview, Phillips talked about the Nichols General Hospital in Louisville where her work as an X-ray technician was part of medical experimentations using wounded veterans. She remembered Nichols General as a "nerve center" where soldiers whose injuries made them into paraplegics. Many of them, she said, had extremity nerve injuries – some had been wounded quite a long time before – and the surgeons were experimenting with ways to rejoin the nerves. "...they used tantalum wire, is something I remember, X-raying to see how close something was getting to something to rejoining. So that was very interesting. And of course, most of our patients were male. Very few females. Which, of course, at twenty I thought was cool."

Nichols closed as an Army Hospital on March 31, 1946. The next day Colonel W. W. Southward, Commander of the Army Hospital turned the facility over to the Veterans Administration (VA) where it was designated "Nichols VA Hospital". It was operated by the VA until April 2, 1952. On that day, five ambulances, four limousines, and two buses moved 229 patients to the new VA medical center on Zorn Ave.

No longer needed as a veteran's hospital, the property was declared surplus in 1953. The city of Louisville saw an opportunity to develop the site, but then the U.S. Air Force stepped in. Nichols was taken over as one of three "stand by" hospitals, the other two being in California and Oklahoma.

Nichols became home to an Armed Forces induction center, and a training center for Army, Air Force, and Coast Guard reservists. The Air Force rented out some of the buildings for civilian use as warehousing, manufacturing, apartments, and even a church. As part of the rental agreement, the tenants couldn't make any changes that would interfere with its use as a hospital if needed.

By 1968 the Air Force was no longer involved, and the U. S. Army Reserve was planning to demolish some of the buildings and build a new reserve center on the site. Meanwhile the city saw another opportunity for development. Through some land swaps the city took possession and the Army Reserve agreed to build a new center at Bowman Field. The Armed Forces induction center moved to the new Federal Building downtown. The City of Louisville began working with the Department of Housing and Urban Development on the project, calling it Watterson Model Town. It would be a like a small town this with its own school and shopping areas to serve its residents. The proposal immediately ran into problems. It was learned that large portions of the hospital property had already been sold off, including a large section to the Jefferson County School Board. Area neighbors objected to more housing in the area. Eventually the project was abandoned.

It would take almost another thirty years before the Nichols property would become available for re-development. In 1996 development of Nichols Meadows, a subdivision of single-family homes was begun. Many of the houses were moved from the Prestonia Area, displaced by the Standiford Field Airport expansion project.

Today the old hospital site hosts a mixture single family homes, apartments, an elementary school, and Jefferson County Public Schools Nichols Bus Compound. Its origins are pretty much forgotten.

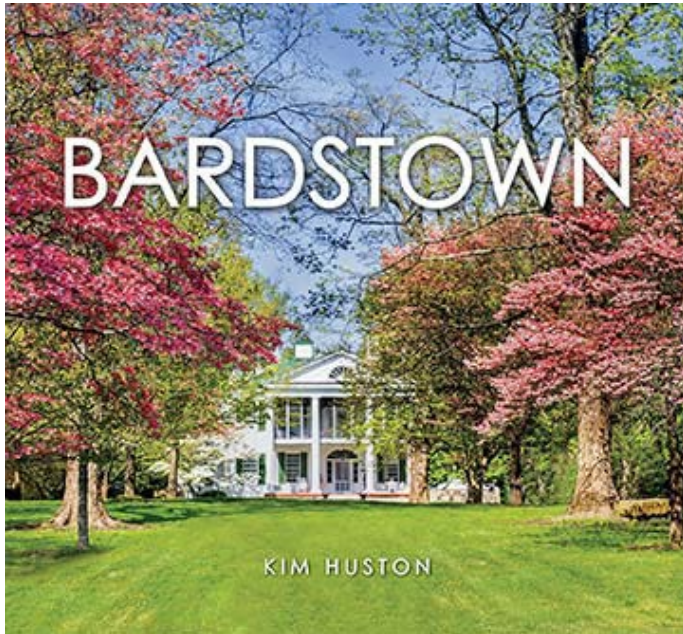
Robert (Bob) Dawson is an active member of the Louisville Historical League. He has contributed many articles and presentations over the years, especially regarding the history of railroading in our city where he qualifies as an authority. We welcome his contributions in several areas of Louisville and Southern Indiana history.



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BY KIM HUSTON



Why has Bardstown, Kentucky, gained national recognition as the “Most Beautiful Small Town in America”? Is it the historic sites, the bourbon distilleries, or the downtown shops? Maybe it’s the colors of the tree-lined streets in the fall, the Dickensian feel downtown during the holidays, the church steeples dotting the skyline, or the bourbon warehouses peppering the landscape.

Bardstown brings the town to life and takes readers from the downtown to the farmland with images of events and celebrations and many stunning never-before-published aerial views.

Kim Huston chronicles her love affair with Bardstown in 161 poignant images from the most talented photographers who call Bardstown and Nelson County home. They capture the essence of the personality and soul of this enchanting small town and illustrate what makes Bardstown such an inviting place to spend a day or even a lifetime.

ABOUT THE AUTHOR:

As president of the Nelson County Economic Development Agency, Kim spends her days persuading people to fall in love with Bardstown, whether it’s to locate a corporation, relocate their family, or just visit for a few days. She woos people with her best southern hospitality and good Nelson County bourbon.

Kim has been a radio DJ, a news reporter, voice-over actor, talk show host, football camera operator, TV news anchor, speaker, and author. So, it is evident that she likes to tell stories, and this book lets her tell the story of her beloved Bardstown in photos.

Kim’s first book, *Small Town Sexy: the Allure of Living in Small Town America*, speaks to her passion for small town life. The book sent her on a national book tour and overseas as part of a small-town dream team consulting with small communities in Western Australia. In 2019, she coauthored the *Rebirth of Bourbon: Building a Tourism Economy in Small Town U.S.A.*, telling the story of how Bardstown became known as the Napa Valley of the bourbon industry.

Kim is most passionate about her family and her motivation comes from the loves of her life: Mike, Meg, Erin, and Clint, and a Newfoundland named Grizz.

“Most Beautiful Small Town
in America”

—USA Today and Rand McNally

“Top Ten Best Small Towns in the South”
and “Best Small Town in Kentucky”

—Southern Living

“One of the coolest small
towns in America”

—Esquire

GEORGE HAUCK AND THE “WORLD CHAMPIONSHIP DAINTY CONTEST”

BY GARY FALK

Editors note: George Hauck, famous for the Schnitzelburg “Dainty Festival” passed away on September 2 at the age of 100. I wrote this article about George and the significance of this event for the Louisville Historical League newsletter “the Archives” of October of 2004. Gary Falk



In Louisville, the neighborhood known as Schnitzelburg is bounded roughly by the streets of Burnett, Texas, Goss and Shelby - an area at one time defined by the streetcar “car loop” . In the late 1800s the area became home to many artisans, mostly German and Dutch immigrants who worked in furniture factories that were located on nearby Kentucky Street.

Each year, for the past 34 years, this neighborhood has hosted a late summer event known as the World Championship Dainty Contest.

The sponsor of this celebration is a gentleman who is synonymous with the area and of Germantown generally, Mr. George Hauck. Mr Hauck is important enough to this community to have a street named after him. To fully understand why this is so, one must go back to the year 1912 when the Hauck’s Handy Store was opened by George’s mother Elizabeth at the intersection now known as George Hauck Way (Hoertz Avenue) and Goss Avenue. The Hauck family business has operated continuously at this location since that time - nearly 100 years and still going strong. Originally designated a “dry goods” store, they sold such things as cloth, buttons, thread, seam binding and embroidery floss. Hauck’s also had a “shoe stock” selling a variety of shoes. With the passage of time it has slowly evolved into something of a general store selling lunch meat, beer and a multitude of items of importance to the household.

When you enter the Hauck’s Handy store, you immediately sense going back in time. In virtually every nook and cranny is a product for sale. What appears to be the original 1912 cash register still stands proudly in place with a sign above it which reads “loaning money causes amnesia” - certainly good advice for anyone. Many family photos are in clear view. One which catches your eye is of a young (ca. age 23) Elizabeth Hauck who founded the store. At one time Elizabeth and her husband William operated three stores in the Louisville area; one in Portland, one on the northeast corner of Shelby and Caldwell and the current store which is run principally by George and Jean Hauck’s two daughters Karen and Lynn.

In a recent interview, Mr. Hauck, affectionately reflected on growing up in this neighborhood and in the Hauck family business. He pointed out how important outdoor activities were to children. He described how youngsters shot marbles, played sundown, shaney and dainty. He feels strongly about how the city landscape today is nearly void of children playing street games, much of this being a result of the isolation brought about by video games and television. Nearly 34 years ago, Mr. Hauck “re-introduced” the street game of dainty to the area and, even to his surprise it has become a popular sensation with one day set aside each year engaging the whole neighborhood to take part.

So, how is this game of dainty played? In dainty, you have a puck, similar to that used in hockey but made of a six to seven inch section cut from an old broom or mop handle. The edges are rounded out, usually with a pocket knife. With the accompanying shortened broom stick as the bat, the player hits one corner of the dainty, sending it up into the air then striking it, sending it some distance. It is this distance which determines the prize or the points that are attained. As part of the event, the losers must become part of a “hopping” contest, hopping on one leg the equivalent distance that the winner hit the “dainty”. In the early years the main prizes were such things as soft drinks and candy but recently a trophy has been added for the winners.

In today’s fast-paced world, it is important to reflect back on what most of us would agree were simpler times - an era when most of our experiences were based around direct relationships with others. This was exemplified by inside games such as chess and checkers and outside activities such as street games and picnics.

Mr. Hauck and his “world championship” dainty contest represents a pleasant look back to a time when kids filled the streets with such adventure.

U.S. V. CERTAIN LANDS IN LOUISVILLE

BY CARL E. KRAMER, PHD



The protests against police misconduct since the killings of George Floyd and Breonna Taylor have brought renewed attention to many manifestations of systemic racism. One such issue is inequality in the availability of safe, affordable housing for Louisville's residents of color. Since the 1960s and 1970s, the West End has become, as described in one report, "over-crowded, hyper-segregated, and racially polarized." The causes are many, well-documented, and intertwined, including redlining, racially restrictive covenants, urban renewal, expressway construction, white flight to the suburbs, deindustrialization, "block-busting" by unscrupulous real estate agents, and other discriminatory policies of banks, mortgage companies, and government agencies like the Federal Housing Administration. Another such cause was rooted in President

Franklin D. Roosevelt's public housing policy, which was ignited by a federal court case that originated in Louisville. Titled *U.S. v. Certain Lands in Louisville*, this case is well known among historians of urban housing policy, but it was not decided by the Supreme Court and has not been studied at length. This article summarizes my research, which soon will be published in the *Register of the Kentucky Historical Society*.

The story begins in 1933 when the city government and local housing reformers applied to the federal Public Works Administration's Housing Division for a \$3 million loan to buy the abandoned Eclipse baseball park in the Limerick neighborhood to build an apartment complex for African Americans that would be operated by a limited-dividend corporation. When it became apparent that the limited-dividend strategy was unfeasible, the Housing Division abandoned it in favor of encouraging cities to establish municipal housing commissions empowered to purchase, build, maintain, and operate low-cost housing complexes.



In February 1934 Mayor Neville Miller's administration applied to the Housing Division for funds to clear a thirty-acre tract bounded roughly by Preston, Shelby, Walnut, and Jefferson Streets in the Phoenix Hill neighborhood for construction of a low-cost housing project for white residents. After further consultation with the PWA, the project area was scaled back to two square blocks. In May, the city began securing options, and by early June it had optioned nearly 80 percent of the targeted parcels. In

November, the Housing Division authorized a slum-clearance and public-housing project for Louisville, and T. J. Sparks, U.S. attorney for the Western District of Kentucky, and Shackelford Miller Jr., the mayor's brother, filed an eminent domain suit to acquire the remaining parcels from resisting owners.



Condemnation proceedings went smoothly at first, but in January 1935 U.S. District Judge Charles I. Dawson upheld an objection filed by resident Edward J. Gernert and other property owners to block the action. The government had argued that the depression justified the use of eminent domain by the federal government to acquire slum property and build low-cost housing as a public use that advanced the public welfare. But Dawson, a conservative, judicial strict constructionist, ruled that the government lacked eminent domain power for that purpose, because it was not a legitimate public use that would

benefit all citizens equally. However, Dawson acknowledged the states' police power "to condemn and destroy property found to be a menace to public health or safety." The ruling immediately halted land acquisition for public housing and slum clearance throughout the nation.

Nevertheless, the city and the Roosevelt administration proceeded with plans for a slum-clearance and low-cost housing program in Louisville, while the Housing Division and the Justice Department appealed Dawson's decision to the Sixth Circuit Court of Appeals in Cincinnati. The case reached the appeals court in July 1935, where two of the three judges who heard the case shared Dawson's conservatism. On July 15 a divided court upheld Dawson's ruling that the government lacked eminent domain power for slum clearance and public housing.

In September 1935 Solicitor General Stanley Reed, a Kentuckian, filed a petition to the Supreme Court on behalf of the Roosevelt administration for a writ of certiorari. The court granted it on October 28, and the case was docketed for hearing in early March 1936. However, the case presented the administration with a dilemma. The government based its argument on the general welfare clause of the Constitution. But the conservative court already had invalidated several New Deal measures, and the brief by Charles G. Middleton Sr. and Karl D. Malone, the attorneys for Gernert and the other respondents, was a tightly-reasoned attack on the government's reliance on the general welfare clause. On the morning the Supreme Court was to hear the case, and fearful that a negative decision might undercut the general welfare clause as rationale for New Deal legislation, Roosevelt ordered Reed to withdraw the appeal, letting the Sixth Circuit's decision stand.

Roosevelt's withdrawal of the appeal had a powerful impact on subsequent public housing policy. Harkening back to Judge Dawson's affirmation that localities could use their police powers to acquire property for public housing and slum clearance, the administration affirmed the site-selection responsibility of local authorities, who invariably chose to build on available, and cheaper, vacant land, regardless of its suitability for residential use. The PWA also imposed a "neighborhood composition rule," which reinforced existing patterns of racial segregation.

Perhaps seeing the handwriting on the wall, neither the city nor the administration waited for the judicial proceedings to end. Soon after the Sixth Circuit rendered its decision, the PWA approved a city plan for two public housing projects, LaSalle Place for whites at Algonquin Parkway and Dixie Highway, and College Court for African Americans, on the old Eclipse Field baseball park. The PWA bought the sites and transferred them to the new Municipal Housing Commission, which was empowered to own and operate public housing complexes and to participate in the PWA loan-and-grant program for slum clearance. That program eventually created space for future public housing complexes, including Beecher Terrace for Blacks and Clarksdale for Caucasians, in keeping with the neighborhood composition rule. The effect was to harden existing patterns of segregation, which expanded dramatically due to white flight after World War II. A 1959 federal court opinion officially ended the city's policy of racial segregation in public housing, but by that time the damage had been done, public housing became one more contributor to the city's rigid pattern of residential segregation

Carl E. Kramer, Ph.D., is co-owner and vice president of Kramer Associates Inc., a Jeffersonville historical consulting firm, and retired adjunct assistant professor of history at Indiana University Southeast, where he also was the first director of the Institute for Local and Oral History. He has authored a dozen books and many articles about the Louisville metropolitan area. He also wrote a chapter for *Germans in Louisville* (History Press, 2015). Carl is on the board of the Louisville Historical League.



NIGHTCLUBS AND DANCE HALLS

BY GARY FALK

Nightclubs, dance halls and bars with live music were an indelible part of the landscape of most cities since the Industrial Revolution, lasting well into the 20th century. For those of us who worked in this “industry” in Louisville we thought that these venues would be around - well - at least as long as we were. By the 1950s, music could be heard in hundreds of establishments throughout the city. Music was riding the crest of the cultural wave, and musicians were at the top!

Suddenly it had all vanished, like a vapor into the ether. It certainly left us scratching our musical instruments wondering where it all went. Just like the famous tune “The Thrill Is Gone”, the thrill of the live music experience was gone. What little was left was squeezed out by the pandemic of 2020. To try to describe the myriad factors that brought this change goes beyond the scope of this short article.

Louisville had such a rich history of these establishments that it would take volumes to chronicle the countless such businesses that existed in our city. I often tell visiting friends and relatives that I can drive them by the empty lots and describe what had once existed there, almost expecting rolling sagebrush or tumbleweed to blow around in the wind. These places represented employment for thousands of workers - food service, bartending, construction workers, musicians, audio engineers, dance instructors; even police, alcohol control agents and security people were part of the equation.

Where were the clubs? Well, just about everywhere, but certainly all over downtown, many jazz clubs in the West Walnut Street Corridor, Seventh Street Road from around Algonquin Parkway to Berry Boulevard, Dixie Highway, extending to Fort Knox, along Bardstown Road and Frankfort Avenue for dozens of blocks, in Germantown, in the Iroquois Park neighborhood and more; perhaps it would be easier to ask where establishments were not located!

These brick-and-mortar places all had names - they could be the nick name of the owner, something tied to the neighborhood, a name to set a theme or just a word or two taken from pop culture. They could be a neighborhood bar of a few hundred square feet or as large as the Madrid Ballroom, nearly a city block square. They reflected the gastric and musical tastes of their clientele, and of the neighborhood generally.

Several of these establishments were legendary. In the jazz idiom, the best known club was the Top Hat. Located near the intersection of Thirteenth and Walnut (1210 W. Walnut), it thrived into the 1950s with many of the jazz greats performing there. It became a casualty of Louisville’s Urban Renewal program. In the late 1960s, Joe Hammond built Joe’s Palm Room. It was located at 18th and Jefferson Streets and featured mainly local jazz artists with an occasional out of town feature.

The Madrid Ballroom at Third and Guthrie opened in 1929 and was known as "the place to dance". Many of the big bands of the era played there - Tommy and Jimmy Dorsey, Lionel Hampton, Clyde McCoy and even the popular local band Paul Graham and his "Graham Crackers". It closed in 1952.



The Madrid Ballroom was for dancing on a grand scale.



The famous Top Hat club featured a beautiful glass brick bar.

In the south end, near Iroquois Park on New Cut Road were two outstanding dance halls. Iroquois Gardens featured great vocalists and famous bands of the day. Just up the street from this club and across from Iroquois Park was Colonial Gardens, originally known as Sennings. Colonial Gardens featured mostly local bands for dancing.

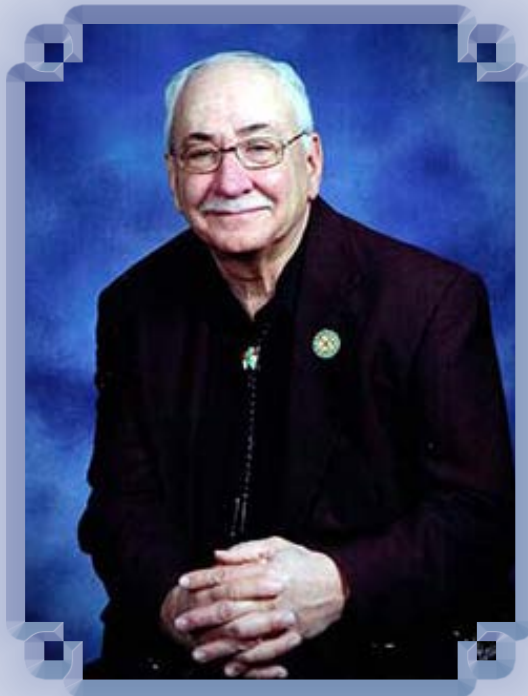
1960
Ad for
Iroquois
Gardens



Colonial Gardens on New Cut Road is undergoing restoration and adaptive reuse.

Much more could be said about these great places and the personalities that made it all happen. Great chefs and restaurant owners like the six Flaherty Brothers owned and operated night clubs and restaurants that helped to oil the machinery of this great night life. Bud and Sally Schuele operated the two popular Sahara nightclubs, Bardstown Road near Buechel and Shelbyville and Evergreen Roads. The Sahara Clubs were popular for live bands and dancing and were easily recognizable by their giant “Sahara” signs.

Times change, popular culture and entertainment tastes change. Whether we experience all this again is an open question. It was a great ride, but like the popular Cole Porter tune, *It Was Just One of Those Things*.



Gary Falk, editor of *the Archives*, has been active in the urban history community for over 30 years. He is a long-time board member of the Louisville Historical League and was the recipient of their Founders Award in 2017.

In 2009 Gary published a collection of articles entitled *Louisville Remembered* (History Press, Charleston, SC). His book *Made In Louisville*, an industrial history of the city of Louisville (Publishers Printing) was released in 2013. He was a contributing author for the *Groves Music Dictionary* (Oxford University Press 2013) and for *Germans In Louisville* (History Press 2015).

LANGSTON HUGHES

BY MICHAEL L. JONES



In the late 1890s, John Sanford Perry Hughes struck oil on land he owned in Oklahoma. After leasing the land, he moved to Los Angeles, where he became a successful real estate speculator. In addition to being a prominent businessman, Hughes was also the favorite uncle of Harlem Renaissance poet Langston Hughes. In the second of his two-volume biography of the poet, Arnold Rampersad writes that before he died in 1971 “John Hughes begged Langston to promise him that he would be buried near his parents in a cemetery close to the Indiana farm on which he had grown up in the late nineteenth century.”

John is buried in the Charlestown Cemetery in a family plot near his parents, James Henry and Emily Hughes. Charlestown is a small Southern Indiana town of about 8,000 people that is 20 minutes from my hometown of Louisville, Kentucky. I’m very familiar with Charlestown because one of my first writing jobs was as the Clark County Government reporter for the Jeffersonville Evening News in the late 1990s. Part of my duties involved covering the redevelopment of the Indiana Army Ammunition Plant, a former military factory in Charlestown that had been decommissioned and returned to the local municipalities from whom the government had taken land to create the facility.

In the two years that I spent interviewing politicians and residents in Charlestown, not once did the Hughes family or its connection to area come up. In fact, whenever someone did pitch me a story about local celebrities it was usually blind bluegrass fiddler Michael Cleveland or Travis Meeks, founder of the rock band Days.

Langston’s grandfather James H. Hughes was the child of two Kentucky slaves and both of their fathers were well-known white men in the state. His maternal grandfather was Silas Cushenberry, a Jewish trader in Clark County, Kentucky. His paternal grandfather was a Henry County, Kentucky distiller named Sam Clay, who was possibly a relative of the Great Compromiser Henry Clay. James met his wife Emily in Kentucky and they moved to Indiana before the Civil War. Charlestown is where their four oldest children were born, including John Hughes and James Nathaniel Hughes, Langston’s father.



James Nathaniel lived in Louisville long enough to pass the postal civil service exam, although he was never hired by the post office. This is interesting because Langston Hughes’ fellow Harlem Renaissance poet Countee Cullen also had a connection to Louisville through a parent. Cullen was born Countee LeRoy Porter to Elizabeth Thomas Lucas and his birthplace has been alternatively given as Baltimore, New York City, and Louisville. Countee was adopted by Rev. Frederick and Carolyn Cullen of New York. But according to Gerald Early, Cullen often used Louisville as his birthplace on legal documents.

John S.P. and James Nathaniel Hughes were known as the “Gold Dust Twins” within their family because both went west in search of fortune. John worked on the railroad to raise the money to buy the land where he struck oil. James also ended up in Oklahoma, but he had less success on the business front there. This was something he blamed on racism.

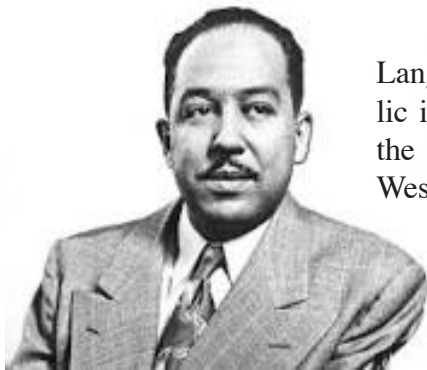
James met his wife Carrie Mercer Langston in Oklahoma. She came from a respected African American family that illustrated W.E.B. DuBois ideal of the “Talented Tenth.” Carrie’s mother Mary Leary was one of the first African American women to attend Oberlin College, and her uncle John Mercer Langston served as a Virginia congressman and a dean at Howard University.

James and Carrie married in the late 1890s, and their son James Mercer Langston Hughes was born in 1902 in Joplin, Missouri. James abandoned his wife and child to settle first in Cuba and later in Mexico, where he hoped to have an easier time as a black man. Langston was raised by Carrie's family in Kansas and later went to school in Cleveland. James did become a successful landowner there, but he and Langston had a contentious relationship until his death because he did not support his son's passion for writing or his love of black people.



Langston inherited his artistic temperament from his mother, who had written for a newspaper in Kansas and loved theatre. He graduated from high school in Cleveland and set out to be the great poet that we all know. But he did not forget about his Kentuckiana connections and his relatives in the area never forgot him. In fact, they celebrate their connection to the famous poet to this day.

The Langston Hughes Family Museum was established in 2007 to under the umbrella of Hughes Family Interest, Inc. The collection contains more than 175 family artifacts including personal items from Langston and other family members. They are stored in Gary, Indiana, but the museum is a traveling exhibit that is curated by Marjol Rush-Collet, the poet's second cousin. According to the museum, Langston reconnected with the other Hughes after he achieved literary fame: "Finally in 1958, after searching for many years, the newly found cousins provided Langston Hughes with knowledge of his father's family. Seeing an image of his grandmother, Emily Hughes for the first time, touching a garment she wore and meeting and interacting with those relatives that had been lost and at last finally found."



Langston Hughes will forever be connected to Harlem in the public imagination. But the museum is an important reminder that the people that shaped him originated in the Midwest and the West. The poet carried that legacy within him.

Michael L. Jones is an award-winning journalist who resides in Louisville, Kentucky. He is the author of *Second-Hand Stories: 15 Portraits of Louisville* (Weeping Buddha Press). He wrote the book *Louisville Jug Music* (History Press, 2014) and has been a frequent contributor to the Louisville Historical League newsletter. Michael is also one of several authors of the soon to be released book on African American contributions to Louisville music. Michael is on the board of directors of the National Jug Band Jubilee, a festival held here in Louisville and is a board member of the Louisville Historical League.



HOW THE NUGENT SISTERS ORGANIZED, INSPIRED, AND FUELED THE SUFFRAGE MOVEMENT

BY LAURA BACHE

In the summer of 2019, I was looking for a Girl Scout Gold Award Project, the highest award in Girl Scouting. I came across the amazing story of the Nugent sisters - Georgia, Alice, Mollie, and Ida. All four women are buried at Eastern Cemetery, along with Ida's husband, Andrew Paey, and their parents. As I read the little bit of information available on the Nugent sisters, I knew that I wanted to delve deeper into their story and nominate their house to be listed on the National Register. On July 1, 2020, the Nugent House was officially listed on the National Register of Historic Places with a statewide significance designation.

The Nugent House



On June 10, 1919, Georgia Nugent and Alice Nugent purchased the house at 845 S. 6th Street. The Nugent family - sisters Georgia, Alice, and Mollie, along with Mollie's husband Thomas Williams and their elderly father George - moved in. While the youngest Nugent sister Ida Nugent Paey and her husband Andrew Paey lived in Virginia, the two visited quite often. The property was not only home to the Nugent family, but also various boarders they took in over the years for extra income. The Nugent sisters focused on bettering their community with the intention of making progress for blacks in the fields of education, suffrage, and health.

From elegant teas to activist club meetings, the Nugent home served as a crucial gathering place in downtown Louisville. The home also provided many nationally known black suffragists like Mary McLeod Bethune, Ora Brown Stokes, and others with a place to stay when they visited Louisville.

Many black suffrage sites are no longer standing, making the Nugent House a rare resource in the state of Kentucky.

The Black Woman's Club Movement and The Vote

During the era of woman's clubs, black women started to form groups that benefited their communities. These clubs allowed the women to address many issues they were facing such as education, suffrage, racism, sexism, and class division. Forming clubs was a way for these women to have their voices heard when the government, social institutions, most whites, and many black men would not listen. The woman's club era had a stepping stone goal. The end goal of the black community was clearly to become equal to the rest of society. Black women realized that to become full citizens, they would need the vote. By working to improve their community and the perception of their race, they could demonstrate that black women were eligible for the vote. This level of improvement could only come from large-scale organized efforts found in woman's clubs.



The Nugents' Role in the Black Woman's Club Movement

In September 1896, Georgia, Alice, and Mollie worked with Ida B. Wells to form the Woman's Improvement Club (WIC) in Louisville. Early on, the club provided funds to train black kindergarten teachers and to start Louisville's first day nursery for black children. Suffrage was a meeting discussion topic of the WIC. After serving as the WIC Secretary, Georgia became President, an office she held until her passing.

In late 1903, Georgia, Alice, and Mollie took part in founding the Kentucky Chapter of the Federation of Colored Women's Clubs. Mollie was delegated to draft its constitution and by-laws, while Alice was elected to the Committee on Credentials. Georgia was elected President. Clubs from around the state came to unite in association with the Kentucky Federation. Alice later served as Corresponding Secretary.

In 1910, Louisville hosted the 7th Annual Meeting for the National Association of Colored Women (NACW). One newspaper described this meeting as "the most influential gathering among colored women in the United States." Georgia gave an address of welcome at this national event. Ida led a symposium on children and playgrounds. Alice conducted a program at the end of the conference with vocal and instrumental songs and solos. Mollie most likely participated as well. Throughout the years, Georgia and Alice attended many other NACW conventions that advocated for suffrage and black advancement. These national events surely influenced how the Nugent sisters led and participated in their Louisville and Kentucky-based clubs.

Georgia was elected to the NACW National Executive Board as Corresponding Secretary in 1914. After four years as Corresponding Secretary, Georgia served as the Chairman of the NACW Executive Board for four years.

The 19th Amendment, giving women the right to vote, had just been passed shortly before Georgia attended the NACW 1920 convention in Tuskegee, Alabama. Georgia told the delegates, "The ballot without intelligence back of it is a menace instead of a blessing and I like to believe that women are accepting their recently granted citizenship with a sense of reverent responsibility."

The Nugents' Teaching Careers and Other Community Involvement

Both Georgia and Alice were highly acclaimed teachers and taught at several "colored schools" in the Jefferson County Public Schools system. Their teaching careers each spanned approximately 50 years.

In addition to the black woman's club movement, the Nugent sisters were involved in other community volunteer work. Georgia served at least 2 terms on the YWCA Board and on the Advisory Committee for Louisville's 1930 Community Chest Campaign, now known as Metro United Way. She spoke at the 1933 opening of the Waverly Hospital in southwestern Louisville.

Alice was elected Secretary of the Ladies Auxiliary for the YMCA in 1922 and also participated in The Jefferson County Music Club. Her musical talent led to her composition of the official black woman's club song "Kentucky Clubs." As a member of the Delta Sigma Theta Sorority, Alice donated scholarship money to women for their college educations. Her interest in providing collegiate scholarships has left a legacy; the Delta Sigma Theta Sorority Chapter Alice E. Nugent Scholarship is still being awarded today.

In closing, Georgia was described by a friend as "a beacon of light among the mass," while Alice was called "a force for good in Louisville." The Nugent sisters are excellent role models who combated injustice with dignity, organization, determination, and success.



Laura Bache is a junior in high school and has been a proud Girl Scout since Kindergarten. She is now earning her Girl Scout Gold Award. For her Gold Award Project, Laura nominated the Nugent House to be on the National Register of Historic Places.

BOWMAN FIELD, 100 YEARS OLD

BY CHARLES W. ARRINGTON

As the year 2020 draws to a close, our life has been changed because of the Covid-19 pandemic. Events and celebrations have been cancelled or postponed including milestones in local history. One such event that was expected to be celebrated in a big way was the 100th anniversary of Bowman Field Airport.

Papers for Bowman Field's incorporation were filed on Saturday, May 8, 1920, which happened to be Derby Day (although not the first Saturday in May) with Abram Hite Bowman and Robert Henry Gast creating the Bowman-Gast Aero Company. The airport would expand in size to the east during World War II and most of the airport's buildings constructed during the 1920s and 1930s are still there and still being used for aviation purposes. Additionally, three of the early buildings on the southwest side of the field are listed on the National Register of Historic Places.

Although no major events acknowledging Bowman Field's 100th are scheduled for this year because of Covid-19, it is still a good time to stop by Bowman Field, especially the Administration Building off Taylorsville Road, for a leisurely stroll to see wonderful upgrades to this area. For several years now work has been underway to enhance and beautify this location. A new attractive fence has been installed around much of the airport perimeter including the space separating the active portion of the airport and the Administration Building. The grounds around the Administration Building have been enhanced with new concrete sidewalks and the steps and railings leading up to the building's back door, the one facing the airport apron, have been replaced. This elevated location is also handicap accessible, plus it is a great place to watch airplanes take off and land. And for those that enjoy watching airplanes, a new, what I call, observation area has been added to the east side of the Administration Building. It has comfortable benches for seating and a low fence for a clear view of the flying field when standing. Also to bring cheer is a summer vegetable garden on the east side of the building that provides for Le Relais, the airport's restaurant.



The magnificent Bowman Field Administration Building stands in the background, while the recently added round top corner post frame the sidewalk that crosses the parking lot island. Also in the view are the new upward-angled lights that illuminate the island flag pole at night.



On the east side of the Administration Building is the new Observation Area which is a good place to relax and watch airplanes along with experiencing the business of Kentucky's oldest airport.



The airport side of the Administration Building shows new sidewalks, steps, railing, fence, and landscaping.



The lobby of the Administration Building is another must place to visit. Here new lighting, more in tune with the historical nature of the building, is a recent addition. The lobby's chief attraction is the historic photographs of the airport displayed on both the first and second levels. Of equal interest in the lobby is the 1937 memorial to Mr. Bowman's first partner, Robert Gast, commemorating Gast's fatal aircraft accident in China during 1934. If you recall from earlier visits, a scale model of Gast's China airplane was once atop the memorial. This model has recently been completely restored and improved and will be returned to the memorial at a future date.

Although Covid-19 has disrupted much of our daily life, we can still celebrate Louisville's history on our own. There is no better way to do this than to visit the area of Bowman Field's Administration Building and take in the sights and sounds of a 100 year old airport, the oldest continuously operated airport in Kentucky and one of the oldest in the nation. The new look around this magnificent building conveys a sense of charm and commitment to the airport and tells us that it is ready for the next hundred years.

JANE RALSTON: LOUISVILLE'S FIRST LADY OF AVIATION

BY CHARLES W. ARRINGTON



Jane Ralston flies over the Ohio River in her Model 415 Ercoupe as featured in the Courier-Journal on May 30, 1948.

She was probably bitten by a bug and this bug had wings. Jane Ralston wanted to fly! "I think that I was born with a desire to become a pilot." "From my earliest days, I remember thinking airplanes and people who flew them were the greatest in the world." "Back then, I was a bit of a novelty." Over the years the novelty wore off and Jane became the first lady of Louisville aviation.

Jane was born in New Albany, Indiana during the early 1920s and graduated from Presentation Academy in Louisville in 1940 moving on to Nazareth College with degrees in biology and chemistry in 1944. Her pilot's license came in 1945, the year World War II ended.

Jane was not the first woman pilot in Louisville. Perhaps she was inspired by the lady that was. Her name was Anne Lincoln who achieved this around 1930. And again, maybe her inspiration came from some of the nationally famous lady fliers such as, Amelia Earhart, Ruth Nichols, and Ruth Law, all who had visited Louisville at one time or the other. Even with that, Jane did become Louisville's first female instructor pilot in 1950. When she was not working her regular job, she flew charter flights for both Central American Airways and the old Kentucky Air Transport at Bowman Field. As a chemist she worked for Seagrams and Colgate, although she retired as a computer programmer for the federal government.

Jane relished her membership in local flying organizations that included the Ninety-Nines, Flying Colonels, and the Aero Club of Louisville. She held leadership positions in at least the first two. The Ninety-Nines were notable because this organization of lady fliers was founded by Amelia Earhart and took its name from the number of ladies that attended their first meeting. This writer first met Jane at a Louisville meeting of the Ninety-Nines that included a number of enthusiastic female UPS pilots. Jane once commented that she had never married and the clubs were, "kind of my second family."

It is known that Jane owned at least one airplane, a two place Ercoupe that came to her during the late 1940s. She was qualified to fly many different airplanes of various sizes and she did have a commercial pilot's license. Being a "working gal," she did not always have the time to look beyond Louisville for flying adventure. But as the old saying goes, when the opportunity knocks, you take it!

The event was the 1962 Powder Puff Derby that started in Oakland, California and ended in Wilmington, Delaware. Jane was pilot while her copilot was Dolly Paris. They flew a single engine Beech Bonanza that was owned by Dolly's husband's business, Central American Airways at Bowman Field. The 2550 mile cross country race started on July 7th. There were 10 official stops along the course of the derby with race time being determined only on actual flight time. Before the race Jane noted, "everything has to be as precise as possible...you have to watch several things constantly. And when you are going 200 mph, you have to think ahead." At the end of the 1962 Powder Puff Derby, the two Louisville ladies finished 14 out of 50 entrants. They missed by less than one second a prize given for the highest score by a first timer. Bad weather near the end of the race cost them precious minutes.

Jane Ralston passed away on September 27, 2017 at age 95. Her life's flying skills were not only recognized locally but also by the Federal Aviation Administration. During 2009, she was awarded the prestigious FAA Wright Brothers Master Pilot Award for 50 years of safe flying. Clearly, Jane Ralston was Louisville's First Lady of Aviation.



Dolly Paris (left) and Jane Ralston (right) pose with the Beech Bonanza airplane that they flew during the 1962 Powder Puff Derby.



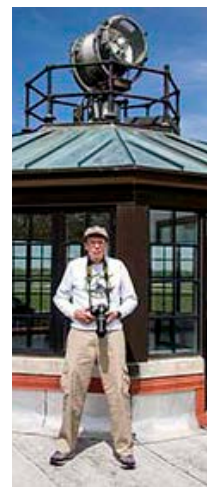
A current day photo of an Ercoupe much like the one owned by Jane Ralston. The photo has been altered to show Jane in the cockpit and to carry her registration #NC3535H. With a different owner, the airplane was damaged beyond repair in a non-fatal accident in AL during 1964.



Jane Ralston points to the KY State Highway Marker dedicated during 2008 that commemorated the Aero Club of Louisville at Bowman Field.

Charles Arrington wrote an in-depth article in 1988 entitled "Historic Bowman Field" which was published in the Air Force Museum's publication "Friends Bulletin". In the introduction to his article he describes Bowman Field as one of the nation's most interesting and historic local airports, highlighting (at the time) nearly seventy years of service to both military and civil aviation.

In 2007, Charles, along with Garry J. Nokes published the hardcover book entitled "Wings Over The Falls" which describes a century of aviation in Southern Indiana. His latest book, "Images Of Aviation" Bowman Field, published in 2017 has become the most important book on Bowman Field to date. Charles is a long time member of the Louisville Historical League and a well recognized expert on local aviation.



LOUISVILLE'S INCREDIBLE ELEVATED RAPID TRANSIT TRAINS

BY RON SCHOOLING

Editors note: The late Ron Schooling was an avid transit enthusiast. Ron was a native Louisvillian who had traveled extensively in Japan and Europe during his time in the United States Air Force. He was interested in geography, history and world issues and developed a passion for electric railroads in Louisville focusing on suburban/interurban trains (but not trolleys or streetcar systems).

Mr. Schooling submitted this article and images which he wrote in 2009 for the website Broken Sidewalk where it is posted.

The full article with images can be seen on the Broken Sidewalk website. Some text was omitted to comply with space limitations.

Reprinted with permission from the website www.brokensidewalk.com

Millions of Louisvillians commuted on the trains, thought of them as an inherent lifestyle and a birthright, enjoying all the benefits of this big-city transit. It was an every-day commonplace experience enjoyed and heavily utilized by everyone. One we would like to have in place today but sadly this level of service will likely never return.

The physical elevated structure was a twin-tracked line stretching 4.11 miles from 1st Street in Louisville, to Vincennes Street in New Albany.

On the return leg from New Albany, after crossing the Ohio River, over a mile of the line in West Louisville was on elevated wooden trestle. After 23rd Street, the line followed the edge of the Portland Canal to about 14th Street. From there it re-elevated on steel uprights for its final 1.5 mile stretch along the Ohio riverfront of downtown Louisville. Passenger boarding platforms were 100 ft. to 200 ft. in length. The wharf area was interspersed with three purpose-built elevated commuter stations that averaged 15 to 20 feet above ground with steep stairways located at 7th Street, 4th Street and 1st Streets.

Mention of Louisville's El stations is very important in the legal definition sense. Merely running a passenger train atop an elevated structure does not classify it as an El system. Trains must travel between multiple El stations to constitute a true system like New York or Chicago. Those extensive lines are incomparable, yet the Louisville system, although small, was in every sense a bona fide and genuine El.

These commuter trains atop the elevated were organized and operated as a mass transit, intercity commuter rail system. With trains atop heavy rail, 15-minute headways, total grade separation, and intersection free elevated routing, it was clearly a "Rapid Metro system." The K&I Bridge Companies elevated line electrified two years ahead of the famous Chicago "L" trains, and set record breaking other firsts in the nation and world of electric rapid transit.



In every possible sense including legally defining terminology, these were not mere trolleys atop a trestle. These were multi-unit train sets, with purposeful rail line design, boarding commuters at multiple elevated stations on twin-track standard 4ft-8.5in gauge heavy rail.

The downtown section presented a true big-city urban streetscape; darkened streets between the steel uprights were busy with street traffic, while the rapid transit and other trains scurried simultaneously along overhead. It was an urban area, with a dark and gritty feel especially where an upper and lower Second Street prevailed.

How about a fast train coupled with a rowboat ride, simply to make it to the work on time? Occasionally the Ohio River would prove unruly, with commuter passengers arriving to temporary rowboat service at their stations. The trains still ran on regular 15 minute schedules, but getting to and from the stations sometimes proved slightly out of the norm, but K&I commuter service was never closed due to high water.

The elevated transit trains sole function was transporting commuting workers, shoppers and residents between the New Albany and Portland areas and downtown Louisville. At one time, the company also operated a secondary branch commuter line from Parkland with express non-stop trains to First Street station. The electric trains ran ever 15 minutes from 6:45 am to Midnight.

This rapid rail system achieved a number of records. They were the first commuter trains in the country to convert from steam to electric power and also the first electric trains in the world to run on the same 4'-8.5" standard gauge rail lines used by main line locomotives hauling heavy freight and passenger trains.

The Bridge Company sold the rapid transit line in November of 1907. The new operator re-gauged all train equipment to enable operations on Louisville city streetcar lines. That operation commenced in March 1908 ending the era of elevated rapid commuter trains in Louisville.



WOMEN OF EASTERN CEMETERY

BY STEFANIE BUZAN AND SAVANNAH DARR

Eastern Cemetery was incorporated in 1854 for the Methodist Episcopal Church with only 15 acres. By 1872, it doubled in size. Eastern Cemetery Corporation built the first crematorium in Kentucky in 1935. The modern crematorium and columbarium building was constructed in 1957. The cemetery was abandoned in 1989 after a whistleblower exposed the overburial that was occurring for decades. State investigators estimated that 100,000 people were buried in 30,000 graves. The Friends of Eastern Cemetery was organized in 2013 to help maintain and preserve the abandoned cemetery. There is still no legal owner, but the Friends do everything to bring dignity and respect back to the cemetery.

Louisville is one of Kentucky's largest and most diverse cities, and Eastern Cemetery is a lens into that population. The people buried in Eastern Cemetery consist of different races and ethnicities as well as over 1,000 veterans from the Mexican War to the Vietnam War. The Friends of Eastern Cemetery write biographies of people buried there to remember those who have passed and celebrate the rich history. The women of Eastern Cemetery is a topic near and dear to our hearts. Below we have featured four women from very different walks of life to show the diversity and uniqueness of the women of Eastern Cemetery.



Bertha Mae Thomas, RN (circa 1880-1985) was born in KY to Mary Breckinridge Thomas. Very little is known of Bertha's early life and education. According to city directories, she worked as a laundress and domestic until 1910 when she was listed as a nurse. From newspaper articles, Bertha is claimed to be among the first African American Registered Nurses in Kentucky. In 1915, the Visiting Nurse Association was organized. It provided in-home nursing, classes for new mothers, etc. Bertha began working for the Association that year. Bertha was also recording secretary of the National Association of Colored Graduate Nurses of America. For much of her life, Bertha lived with her mother and sisters at 1768 W. Ormsby Ave. in the Park Hill Neighborhood. Bertha died on March 18, 1985 at the approximate age of 104. According to her obituary, Bertha was a supervisor at the Red Cross Hospital, a visiting nurse for the Metropolitan Insurance Co., and a matron of Golden Chapter 80 of the Order of the Eastern Star. The photo of Bertha is from a "Courier-Journal" article from February 27, 1953 about her honor at the Visiting Nurse Association meeting for the highest years of service.



India Hogue aka Lillie Henderson (circa 1864-1884) supposedly left home from Lebanon, IN at 17 years old and moved to Louisville to become a prostitute. Known as Lillie Henderson, she worked for three separate Madams: **Hattie Lawrence** (438 S. 10th St. formerly 630 S. 10th St.), Mertie Edwards (722 W. Green St. formerly 730 W. Green St.), and Gertie Collins (714 W. Green St. formerly 720 W. Green St.). India died of meningitis at the age of 20. No other information on India, or Lillie, could be found. Louisville had three main districts for prostitution: Lafayette-Marshall Red Light District (Preston through Wenzel St. and Grayson and Walnut St.), The Chute (near intersection of Floyd and Jefferson St.), and Green-Grayson Red Light District (6th through 11th St. and Green and Grayson St.). Streetwalkers were concentrated at Green through Market St. and 2nd through 8th St. An 1895 guide of Louisville for the encampment of the Grand Army of the Republic lists numerous brothels and other sites for visiting. Hattie Lawrence's establishment was featured.





Diana Thompson (1818-1895) was enslaved by the Speed Family at the Farmington Plantation. Mary Speed enslaved Diana for her personal use during the time Abraham Lincoln visited Joshua Speed at the Plantation in 1841. In 1854, Mary Speed moved Diana and her family to her home on 5th Street. Diana married Spencer Thompson and gave birth to Dinnie in 1857. Spencer died a year later. Diana tried to escape slavery with Dinnie several times, but they were captured each time. They were freed in 1864 and traveled to Indianapolis to view President Lincoln lying in state. **Dinnie Thompson** (1857-1939) was educated in the public school for black students. She was a maid at the Neighborhood House from 1913 until her death in 1939. Dinnie was an officer in the St. Mary Chapter of the Sisters of the Mysterious Ten, a benevolent African American group. Diana and Dinnie are buried in unmarked graves in Eastern Cemetery. The photo of Dinnie is from a “Courier-Journal” article from February 21, 1997.

Louise (Westermann) Rastetter (1850-1922) was born to Gabriel and Margaretha Westermann on June 22, 1850 in Oberotterbach, Germany. On May 22, 1866, Louise married Joseph Rastetter in Jefferson County. She was 14 years his junior. It is not exactly clear why or when Louise immigrated; however, census records claim she arrived in 1860. According to the 1880 Census, Joseph and Louise were living in Gilman’s Point, which is now the intersection of Frankfort Ave. and Shelbyville Rd. Joseph was a gardener, and their household consisted of his father Thomas, a retired gardener, and their adopted children: Christian “Christy” and Elizabeth “Lizzie.” By 1900, the couple was living on Payne St. At the time of the 1910 Census, the couple was still living on Payne St. but more specifically at 2213 Payne St. in the Clifton Neighborhood. On September 27, 1914, Joseph died from cancer. By the time of the 1920 Census, Louise’s son Christian had moved in as did Joseph’s widow sister, Amelia (Rastetter) Whalen. On December 18, 1922, Louise died from cancer. Joseph, Louise, and Christian are buried together in Eastern Cemetery. The house where Joseph and Louise lived is known as the Thomas Rastetter House (2213 Payne St.). In 1843, Rastetter purchased a 15 acre tract south of the Louisville and Shelbyville Turnpike. The 1858 Bergmann map confirms its location between Frankfort Ave. and Payne St. The house remained in the Rastetter family until 1923 when the estate was sold at auction. The house is the oldest farm house still standing in Clifton. The photo of the house is from Historic Louisville Guide.



For more information on Eastern Cemetery and the Friends of Eastern Cemetery, please visit our website www.friendsof-easterncemetery.com and visit our Facebook and Instagram pages.



Stefanie Buzan is a graduate of the University of Louisville, works for Humana Inc., and enjoys volunteering with the Friends of Eastern cemetery. She is the co-author of the Kentucky Historical Society, Award of Merit winning book, “A View from the Top, the Neighborhoods of Iroquois Park and Kenwood Hill.”



Savannah Darr has a masters in public history with an emphasis on historic preservation from the University of Louisville. She is a historian who works for Louisville Metro Government on the historic preservation team. Savannah has been volunteering with Friends of Eastern Cemetery since 2014.

THE 150TH ANNIVERSARY OF 3 MEN ON A MULE CAR

BY STEPHEN W. BROWN

The Black Lives Matter movement and the Breonna Taylor case have brought increased interest in black history here. Nonetheless, it's unlikely that Louisville will do anything to mark the 150th anniversary of an historic desegregation case which we might describe as: Rosa Parks in Louisville eighty five years before Montgomery.

I won't cover the case completely here. Several years ago I wrote an article profiling the three young black men who dared challenge a hostile local power structure. So in this article I'll only include the highlights of that essay. Nor is it my intention to cover the Federal court case. May 2021 will mark the 150th anniversary of that decision. At that time I'll cover the Federal case. I'll confine myself here to a review of the historic event of October 30, 1870 and of some previously overlooked circumstances surrounding it.

It's worth asking why an organized attempt to challenge segregation in public transportation did not happen earlier and why the Fall of 1870 seemed the time to do it. Why wait for four years after passage of the Civil Rights Act of 1866 and two years after the 14th Amendment was ratified? The key factors in the timing of the event appear to be two things: ratification of the 15th Amendment and the November elections.

Secretary of State Hamilton Fish certified ratification of the Amendment on the 30th of March. Celebrations were held in numerous cities in early April. Despite the Kentucky legislature voting against ratification, in Louisville a "Jubilee" took place on the 8th of April. A half-mile long parade wound its way through the city streets and concluded outside the Courthouse. Leaders black and white led prayers and songs, and gave speeches. The speeches, and even the Fifteenth Amendment song by Rev. William H. Gibson, championed the Republican Party. Among the featured speakers were Elder H. J. Young, formerly pastor at Quinn Chapel, and President Lincoln's former Attorney General James Speed. In the evening and under the influence of inclement weather, the celebration was continued at Quinn Chapel, the A.M.E. church on Walnut near Ninth. More speechifying was presided over by Rev. Gibson. One thing was firmly resolved upon by the assembly: they would raise sufficient funds to bring a case challenging segregation of the city's streetcars before the courts. Elder Young passed the collection plate while the "troops" sang "John Brown's Body" and "Tramp! Tramp! Tramp! the Boys are Marching."

Half a year passed and the test case failed to appear. Meanwhile Louisville Police Court Judge J. Hop Price was challenging the Federal government's right to compel state and local courts to allow negro testimony. During the summer rumors flew that US Senator from Mississippi and former Quinn Chapel pastor Hiram Revels had been thrown off a Louisville streetcar for violating its seating policy.

In the weeks leading up to the November election Judge Price actively campaigned for the Democratic party. James Speed, working under fellow Louisville-based attorney and head of the Republican Party in Kentucky John Marshall Harlan, courted the black vote on behalf of what the Courier-Journal called the "Radicals." And on the eve of Halloween, nine days before the election it happened...

On Sunday the 30th of October it rained off and on as it had for several days running. So the streets were sloppy with mud mixed with the deposits left by carriage horses and streetcar mules. Services at Quinn Chapel were held not in the morning but in the early afternoon and evening. By mid-afternoon a crowd of several hundred was on hand as a Central Passenger Rail Road car come down Walnut Street on its regular route.

When the streetcar stopped near the church, three men boarded the car. They paid their accustomed fare but did not take their customary place. Each of the city's streetcar lines had its own policy regulating whether and where negroes could ride. The Central Passenger Rail Road allowed black women to ride inside the cars in rear seats unoccupied by whites. But black males were consigned to the platform outside the car. On this day Horace Pearce and the Fox brothers, Robert and Samuel, defied the policy and plopped down on the cushioned seats inside the car. When a passenger objected, the driver, who had already accepted full fare from the three, ordered them off. They protested that they had paid their fare and had an equal right to ride inside the car.

Robert Fox ran an undertaker establishment where Samuel also worked for many years and Horace Pearce for a brief time. Both Robert and Sam fled farms in Mason County Kentucky to join, at different times and serving in different theaters of the Civil War, the Union Army. Samuel was so young when enlisting that he was only accepted as a company drummer. Since the Emancipation Proclamation did not free enslaved persons in Kentucky, Horace Pearce remained in bondage throughout the War. His owner was almost certainly his father, Edmund Pearce, who was the grandson of Jonathan Clark (eldest brother of George Rogers and William Clark). After the War Horace attended Berea College for two years. Interestingly, James Speed was a friend from boyhood of Edmund Pearce and so likely knew Horace.

When they refused to leave, the driver summoned help. It wasn't long in coming. The company's Superintendent was Albert W. Johnson, a former CSA officer who lost his plantations in the wake of the War. He was related by marriage to the du Ponts who controlled the line. When Col. Johnson climbed aboard, he informed the three of the company's seating policy and offered to refund their fares if they would remove themselves. They declined. So the Colonel sent his muscle in to forcibly remove them.

Newspaper accounts are unclear on what happened next. It's reported that there were mud balls and perhaps rocks thrown at the car. Whether such missiles caused Col. Johnson and his men to retreat or not, Robert, Sam, and Horace re-boarded the car. It's reported that they armed themselves with rocks this time. However, it was also reported that Robert Fox carried a pistol, and yet this allegation disappeared when his case came to Police Court.

Officers Hatch, Ready, and Flynn from the 12th Ward precinct arrived and arrested the three. Had they resisted there is little doubt the Courier-Journal, a heavily pro-Democratic Party publication, would have noted it. Nor did the paper note that no charges were brought against any of the white men who forcibly evicted Mistfers Fox, Fox, and Pearce. Later that day Elder Young posted bond, and the three were released from jail.

It would be several days before their case was heard in Police Court. The Courier called it a "test case", so it seems that the event was widely known to be part of a longer term strategy. Given Judge Price's opposition to negro testimony, the Defense was left in the hands of white attorneys Col. John H. Ward and L. A. Wood. Col. Ward, who was a Provost Marshall in Louisville during the War and would later be a founding Vice President of the Kentucky Women's Suffrage Association, presented a strong defense based upon the 14th Amendment and cited a California precedent for the CPRR's being considered a "common carrier". Prosecutor Samuel A. Atchison, a Democrat from before the War, argued that the case was a simple one of disorderly conduct, and that the issue Col. Ward addressed was irrelevant and should have been pursued through civil litigation. To the surprise of no one Judge Price agreed with the prosecution. He fined the defendants five dollars each.

As stated above, the decision in Police Court was merely a preamble. We'll complete the story in the Spring to commemorate the 150th anniversary of Louisville's Federal test case of segregation in public transportation.

Sources include the Courier-Journal & Louisville Commercial newspapers; Freedman's Bureau and US military & census records and slave schedules; City Directories and Berea College catalogs; Louisville Police, Hart Co. birth, and Eastern Cemetery burial records; articles: "An Early Instance of Non-Violence: The Louisville Demonstrations of 1870-1871" by Marjorie M. Norris, "Ride-in" by Alan F. Westin, and "The du Ponts in Kentucky..." by Timothy Mulin; "The 'City on the Hill' Tom Johnson and Cleveland 1901-1909" by Keith Dean Dickson and "Life Behind a Veil: Blacks in Louisville, Kentucky, 1865-1930" by George C. Wright; the John Marshall Harlan papers at the UL Brandeis School of Law Library.

Stephen W. Brown is a frequent contributor to The Archives on a diverse number of topics.

He is a member of the Board of Directors of the Louisville Historical League.



IN MEMORIAM

Kenny Machtolff

Longtime LHL board member Kenny Machtolff, 88, died on February 16 of this year. Kenny had many interests. He was a lifelong aviation enthusiast, aviation mechanic and pilot, and military veteran. He also loved clocks - mainly the kind you see on buildings and in great churches. He was very much involved with the refurbishing of the clock at our Union Station (TARC) and the clock at the Cathedral of the Assumption, helping to move that clock to the new Mercy Academy on Fegenbush Lane. Ken was a member of the board of directors of the Louisville Historical League.



Beverly Braverman

Beverly and her husband Bob were long time supporters of the League and attended most of our events. Beverly passed away on September 18 at the age of 84. She was active in organizations throughout the area including Veritas, University Club, the Louisville Boat Club, the Louisville Gardener Club and the Fifth Wheel. Beverly was a professional Physical Therapist and was an instructor of physical therapy.



Rose Mary Toebbe

Loyal LHL member Rose Mary Toebbe died on July 27 of this year. She and her husband Lawrence were active throughout the region in events for the Louisville Orchestra, Goodwill Industries of Louisville, the Louisville Historical League, Treyton Oak Towers and much more. Rose Mary was the 2014 recipient of the Bell Awards for Outstanding Community Service.



LHL Membership Information

The Louisville Historical League was established in 1972. It is an all-volunteer (no paid staff) non-profit organization dedicated to the promotion of Louisville's cultural heritage and the preservation of the historic environment. LHL has over 500 members. We hold regular monthly meetings at the location where the history was made on the topic being featured. If you like local history, you'll love LHL. LHL is the best membership value of any group in the region!

MEMBERSHIP CATEGORIES:

Regular membership, 1 YR is \$20—Single membership for those between the ages of 18 to 62

Family Membership, 1 YR; \$25—This is for two or more members between the ages of 18 and 62

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Senior Couple Membership, 1 YR, \$20—This is for two memberships over 62 years of age

How to Pay:

Send check payable to "Louisville Historical League" and then mail to LHL, P O Box 6061, Louisville, Ky 40206. Include note as to "membership category," mailing address, and your email address.

The Louisville Historical League (LHL) was founded in 1972 by Rev. Clyde Crews and Allan Steinberg. Since then, the League has provided almost 50 years of informative programs for hundreds of members, representing all ages and backgrounds.



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