

# 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.

## Spring 2021

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## LOOKING BACK

by Gary Falk

The Young Men's Hebrew Association building, located at Second and Jacob (729 S. Second Street) was completed in 1915 and became the precursor to today's Jewish Community Center (JCC). It served the Jewish community until 1955 when the JCC was built on Dutchman's Lane.



Caufield and Shook (author's collection)  
Reference from the Encyclopedia of Louisville

## THE UNION'S JEFFERSON C. DAVIS:

### THE REST OF THE STORY

by Carl E. Kramer, Ph.D.



One of Louisville's most notorious Civil War events was the murder of Major General William "Bull" Nelson by his subordinate, General Jefferson C. Davis, at the Galt House Hotel on September 29, 1862, during the Confederate invasion of Kentucky. The murder created a sensation, as did the fact that he never went to trial. But otherwise, Davis has received remarkably little attention locally for his pre- and post-murder life, especially his relentless, and occasionally controversial, leadership as a division and corps commander under Major General William T. Sherman late in the war. So, who was this Davis?

Jefferson Columbus Davis was born March 2, 1828, near Charlestown in Clark County, Indiana. His father, William Davis, was a conservative Jacksonian Democrat and local office holder who shared Jacksonian expansionist goals, especially the annexation of Texas. Young Jef wanted to be a soldier, and soon after the Mexican War erupted, the elder Davis used his political connections to enlist his son in a company organized by Charlestown attorney Thomas W. Gibson. The company was assigned to the Third Indiana Infantry and subsequently absorbed into General Zachary Taylor's army. During training, Davis demonstrated that he was quick to learn and soon was promoted to corporal.

Davis tasted his first combat at the battle of Buena Vista, where his conspicuous gallantry won promotion to sergeant and a recommendation for appointment to West Point. Regrettably, his appointment was sidetracked by political paper shuffling, but he was compensated when President James K. Polk commissioned him directly as a second lieutenant in the Regular Army in August 1848. Davis spent the next twelve years in a variety of posts, and by the outbreak of the Civil War, on April 12, 1861, he was first lieutenant stationed at Fort Sumter in Charleston Harbor. After a thirty-four-hour bombardment, the fort commander, Louisville native Colonel Robert Anderson, surrendered. Under agreement with the Confederate commander, General P. G. T. Beauregard, the Federal troops marched from the fort and boarded a steamer for New York. Their heroism unified the North and won Davis a promotion to captain. Meanwhile, he offered his services to Governor Oliver P. Morton, who enlisted his aid in mobilizing volunteers.

In early August, Morton appointed Davis colonel and commander of the 22nd Indiana Volunteer Infantry. A couple weeks later, the regiment joined General John C. Fremont's army in St. Louis. Impressed with Davis's talent, Fremont promptly promoted him acting brigadier general of the new Indiana Brigade, which included the 22nd Indiana. During the next year, he commanded the brigade against Confederate General Sterling Price's capture of Lexington, Missouri; distinguished himself in divisional command at Pea Ridge, Arkansas, in March 1862; and participated in the siege of Corinth, Mississippi, in May 1862. In the fall of 1862 Davis moved to the Department of the Ohio, commanded by Major General Horatio Wright and sent to Louisville to organize the defense of Louisville, under the command of General Nelson, whose insults triggered the confrontation that resulted in his murder. Davis was arrested and indicted, but potential witnesses were killed at Perryville, and overall commander General Don Carlos Buell was removed after Perryville. With no immediate authority available to press charges and the war going badly, the Union needed fighting generals more than it needed a court-martial trial.

Although controversy over the Davis-Nelson affair lingered, Davis was quietly restored to duty in November 1862 and given command of the First Division of the XIV Corps of the Army of the Cumberland, led by General William S. Rosecrans. Davis took command in time to lead the division in the Union victory at Stones River, December 31, 1862-January 2, 1863. Six months later, his division bore the brunt of Confederate General Braxton Bragg's attack at Chickamauga; nevertheless, the division skillfully covered the withdrawal of Major General George H. Thomas's troops, winning Davis a commendation. Union forces in the West were reorganized after the Chickamauga disaster. In the process, Davis took command of the Second Division of General John M. Palmer's XIV Corps. Meanwhile, Union forces retreated to Chattanooga, where Davis's performance in support of the successful attack on Missionary Ridge earned high praise from Thomas, who expressed his "gratification at the able manner in which General Davis commands his division, and the excellent service rendered by the same."

Davis's leadership at Stones River, Chickamauga, and Chattanooga also drew the attention of General William Sherman, who took command of the western theater after Grant moved east. Davis commanded the Second Division through Sherman's Georgia campaign during the spring and summer of 1864, when his leadership at Resaca, Rome, and Kennesaw Mountain won advancement to command of the XIV Corps. Davis led XIV Corps for the rest of the war, participating in Sherman's Atlanta campaign, the March to the Sea, and the North Carolina campaign, which culminated in General Joseph E. Johnston's surrender at Bentonville, Sherman's last battle. Throughout this period, the specter of the Nelson murder still haunted him, as he was denied promotion to the full rank of major general of volunteers, serving instead as brevet major general, an honorific title.

Meanwhile, Davis triggered a new controversy in December 1864 when he ordered the removal of pontoon bridges across Ebenezer Creek, just outside Savannah, after his troops crossed, stranding hundreds of Black refugees and placing them at risk of capture or slaughter by Confederate cavalry. While the details of the event are obscure, Davis came under attack by humanitarians, abolitionists, and Republicans within the army and political and civic elites.

Davis remained in service after the war, reverting to the rank of colonel. His last campaign occurred in California, where in the spring of 1873 he subdued the Modoc Indians after they had murdered General Edward Canby. During the next six years, he commanded several posts, traveled widely with his wife, and fought numerous health issues. He died November 30, 1879, in Washington, D.C. while attending a reunion of the Army of the Cumberland. He is buried in Crown Hill Cemetery in Indianapolis.

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.



## UPCOMING WEBINAR SERIES

Louisville Historical League board member Michael L. Jones is doing a webinar series for the Louisville Folk School and the Kentucky Performing Arts on the Black roots of Kentucky music in April. I'm going to be interviewing some folk heavyweights like Leyla McCalla of Our Native Daughters and the Carolina Chocolate Drops and Grammy-winner Dom Flemons, who records solo for Smithsonian Folkways but was one of the founders of the Carolina Chocolate Drops. The discussions are going to deal with Black bands on the river, Haiti's role in the development of the banjo, and Arnold Shultz, an African American musician who influenced Merle Travis and Bill Monroe.



Michael L. Jones

LOUISVILLE FOLK SCHOOL AND KENTUCKY PERFORMING ARTS PRESENT

### EXPLORING THE AFRICAN AMERICAN INFLUENCE ON KENTUCKY MUSIC

**APRIL 11, 4:00PM**  
Henry Hart: Music Along the Riverways

**APRIL 18, 4:00PM**  
The Caribbean and String Band Music: How Did Haiti Get Written Out of the History of the Banjo?

**APRIL 25, 4:00PM**  
Arnold Shultz: Godfather of Bluegrass

FREE LIVE STREAM EVENTS  
FACEBOOK.COM/LouisvilleFolkSchool  
FACEBOOK.COM/KentuckyPerformingArts

## IN MEMORIAM

Chuck Parrish



Charles “Chuck” Parrish: Historian, presenter, consultant, LHL Board Member and all around great friend to all who knew him passed away on December 21, 2020 of Covid related illness. Chuck was 78 years old.

The Waterways Journal, a definitive weekly publication since 1887 concerning the inland waterways of the United States featured an excellent article, written by Keith Norrington, retired director of the Howard Steamboat Museum in Jeffersonville, Indiana who said that: “It was the privilege of this writer to work with Parrish on numerous occasions; his amazing knowledge, kindness, friendship and steadfast professionalism will be greatly missed.”

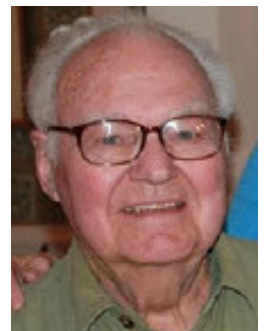
To those of us in the Louisville Historical League, Chuck was the go-to member concerning anything about the Ohio River and the boats and barges that traveled it. Chuck represented the League on McAlpine locks tours and lectures and was the presenter at many of our events. He was a frequent contributor to our publications and a central figure in many of our activities.

Along with Leland R. Johnson, Chuck published two books: Triumph at the Falls: The Louisville and Portland Canal (U.S. Army Corps of Engineers, 2007) and Heroes At The Falls (Butler Books, 2014) about the many lifesaving efforts emerging from the U.S. Coast Guard Louisville inland station since 1881.

Credits: Thanks to John Shoulberg, editor of the weekly publication Inland Waterways Journal and to Keith Norrington, retired director of the Howard Steamboat Museum, for his excellent tribute to Chuck in that publication. Gary Falk

Elmer Liebert

Louisville Historical League member Elmer Joseph Liebert passed away on February 10, at Baptist Health Hospital after contracting the Coronavirus at age 94. He and his wife Aline Liebert also were active volunteers in other organizations including the Louisville Zoo.



Martha Burks Lewis Waldner (1934-2020)

Martha was a world traveler, ethnic food specialist, member of the Filson Club (Filson Historical Society), the Alexander Hamilton Society, KET, the Eline Library Book Club, and was a long time member of the Louisville Historical League.



# THE KENTUCKY COLONEL

by Bob Dawson

Many are familiar with the Curtiss-Wright Aircraft manufacturing plant that was located at Standiford Field, now Muhammad Ali International Airport, during World War II. Less well known was the Consolidated Vultee Modification Center.

Early in the war it was found that making upgrades and changes to aircraft on the assembly lines was significantly slowing down the rate of production. Another down side to making modification on the run, was the difficulty in documenting which aircraft had which change. One of the solutions to this problem was opening “modification centers” around the country. New aircraft would be flown off to a modification center to receive these changes.

The Louisville center was first opened by the then Vultee Aircraft Corporation to work on a single engine dive bomber being built at their plant in Nashville, TN. Just as the facility was opening, Vultee merged with the Consolidated Aircraft Company. Consolidated was building the B-24 Liberator, a four-engined heavy bomber. Although over shadowed by the Boeing B-17 Flying Fortress, the Liberator was built in greater numbers than any other U.S. military aircraft. Soon the B-24's began streaming into Louisville from the Consolidated plant in Ft. Worth, TX. Many of the B-24's arriving at Louisville were destined for Britain's Royal Air Force (RAF) where they were known as Liberator II's. One of these was B-24J Liberator, US Army Air Force serial 44-44226, and transferred to the RAF serial KH355. Throughout this account the airplane will be referred to using its RAF serial number, KH355.

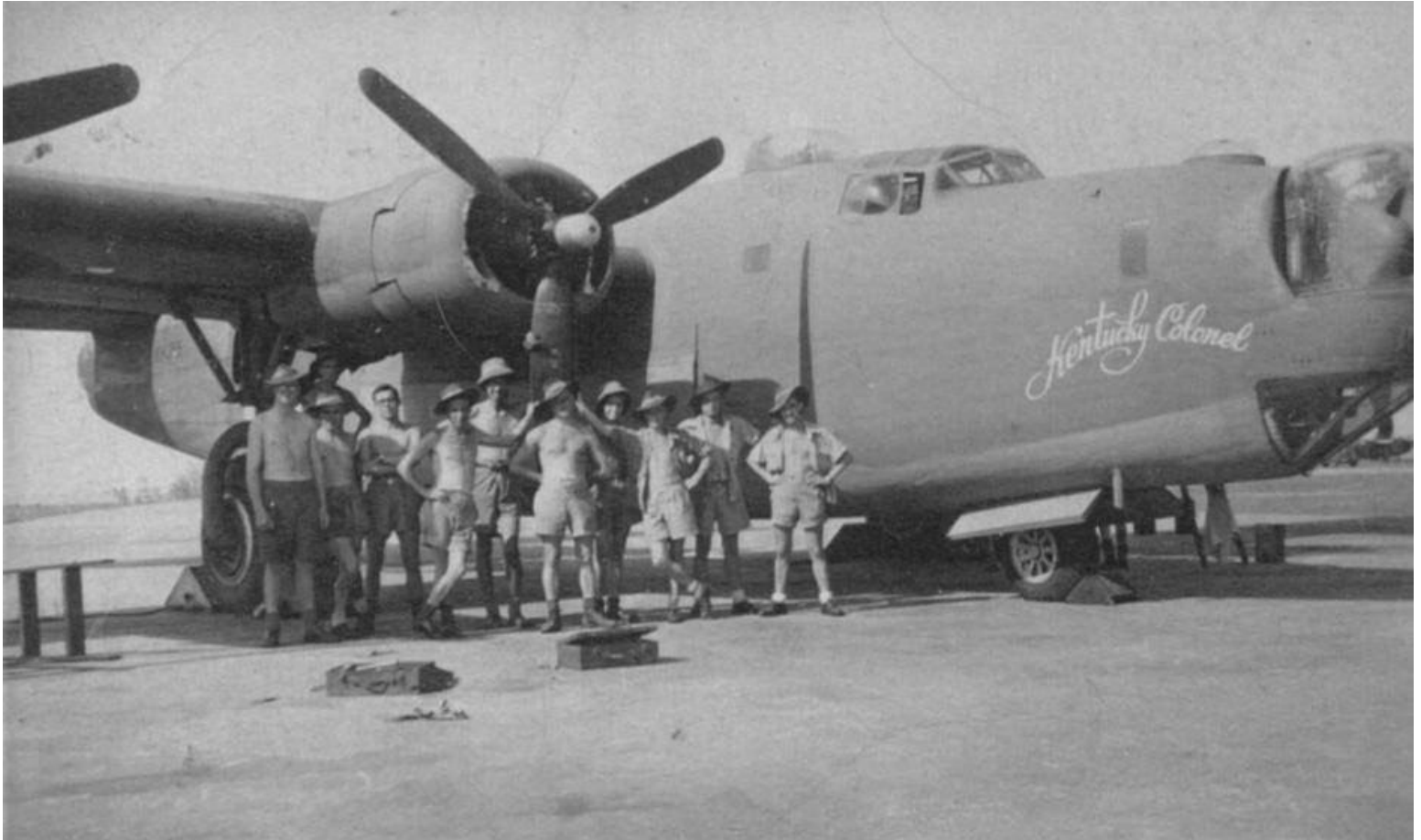
KH355 was the 1000th B-24 to be modified at Louisville. In recognition it was given the name “Kentucky Colonel” and prominently marked with the number “1000”. In addition, it was covered with the chalked-on signatures of the Modification Center employees.

On October 12, 1944 a formal ceremony was held to christen the bomber. The event was attended by representatives from the U. S. Army Air Force, RAF, Consolidated Vultee management as well as employees, Louisville Mayor Wilson Wyatt, and other dignitaries. An Army Air Force Band from Bowman Field provided the music. As part of the ceremonies, Mayor Wyatt read a proclamation from Kentucky Governor Simeon Willis commissioning the Liberator bomber a Kentucky Colonel. Then a bottle of Kentucky bourbon wielded by Mrs. Jesse Schriever, a Consolidated Vultee employee, was smashed across the nose of the bomber. “I christen thee Kentucky Colonel” she said as Louisville Mayor Wyatt stood beside her. His honor rubbed his hand across its whisky drenched nose and took an appreciative sniff of his fingers. The bomber carried the Kentucky Colonel Commission document, as well as ten Keys to the City of Louisville, one for each crew member.



Once flight testing was completed KH355 was flown to Dorval, Quebec, Canada on October 23. From there it flew first to England, and then on to Mauripur, India (now Pakistan) arriving on November 6. From Mauripur, it flew to Salbani, West Bengal, India to join the 1673 Heavy Conversion Unit (HCU). The 1637 HCU flew bombing missions over Burma (now Myanmar) against the Japanese. On March 18, 1945, KH355 was transferred to 1354 Flight and converted to DDT anti-mosquito spraying to control the spread of malaria. While some may have considered this a secondary role, it made a large contribution to the health of individuals, both with the RAF and others.

Like many war planes during Second World War, KH355--the Kentucky Colonel had a short life. While taxiing on the ground after returning from a mission, the port (left) main landing gear was observed to be over-flexing when the brakes were applied. An inspection found internal damage to the wing spar where the gear assembly was attached. It was determined that the aircraft couldn't be repaired locally. Since the end of the war was near, and the aircraft was unsafe to fly, it was "written off" and scrapped on site on June 21, 1945.



What happened to the Kentucky Colonel's Commission and the keys to the city? Tom Wilkinson, the ground crewman who discovered the landing gear problem, said the Colonel's Commission and keys were displayed at the rear of the flight deck. After the aircraft was written off he went to retrieve both items, but found they had been taken. The Commission was mentioned in a letter published by Flypast Magazine (a British Aviation History Magazine), in the April 1984 issue. It said that the Commission was in the possession of a Mr. Harold Lee, who served in Burma during WWII; upon his death it passed to his daughter. The keys have never been found.

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.



# THE OTHER MR. BOWMAN: A WHAT IF IN LOUISVILLE AVIATION HISTORY

by Charles W. Arrington

One of the fun things to do with history is to take a WHAT IF look at events. WHAT IF as you drive out Taylorsville Road past the nearly 101 year old airport, its name is not Bowman Field, but has a different name? WHAT IF Abram Hite Bowman in 1920 never opened an airport? What other person in Louisville could have made the effort? We all know that every large city in the United States eventually got an airport. It was going to happen sooner rather than later.

One person who had the experience and the expertise to open an early airport in Louisville had the creed, "If you build a better mouse trap, build it and the world will beat a path to your door." His reputation in business was "honesty" and he was known in his trade as a "safety" man. His name was Lee L. Miles.

Lee Miles was born in Eminence, Kentucky during the late 1870s. Just as eminence means to "rise above," he rose above in the many business ventures that he was involved in during his life. His father was a blacksmith and gunsmith in Eminence and Lee naturally learned both jobs to perfection. After coming to Louisville in 1900, he approached the Sutcliff Company looking for employment as a gunsmith. They were not interested but his determination and conviction soon proved his point and he got the job, with a promise that he could save the company money.

Soon Lee Miles was convinced that the automotive industry was the way to the future. By 1912 with plenty of conviction and little money, he was president and general manager of the Southern Motors Company, a Louisville automobile dealership. As successful as this was, he knew that to get a real grasp on auto transportation, one needed to do something different. In 1918 he entered the taxicab business and a year later consolidated into the Louisville Taxicab and Transfer Company, the largest such concern south of the Ohio River. It capitalized at a half million dollars in 1919 money. With this came the Yellow Cab franchise. Lee Miles was now headlong into transportation which would be the hallmark of his life's endeavors. In years to come, he would invest in other business ventures including the position as director of the Lincoln Bank and Trust Company, but the die was cast.

During 1920, just as Abram Bowman was attracted to aviation, Lee Miles also invested in aviation opportunities, although not successful. His first feeble attempt was the short-lived Yellow Cab Air Taxi Service at Bowman Field in 1926. Perhaps it was to apply the auto taxi concept to aviation but little information about it is recorded other than it had at least one airplane that was named "Kitty Lee" and that Miles hired Abram Bowman's former partner, Robert Gast as chief pilot. At least one other employee was John Russ as chief mechanic. From newspaper accounts, it looks like the service mainly transported its owner to Eminence for visits and to distant states for hunting trips. Although the company's concept was to explore the possibilities of commercial aviation in the South, most travelers were not quite ready to hop into a small airplane and fly-away on what might be a perilous journey when more reliable transportation was available at the railroad station. Even though Yellow Cab Air Taxi Service did not go as planned, it can be observed that Lee Miles and Robert Gast began an enduring friendship that lasted over the years with Gast often referring to Miles as "Uncle Lee." Miles was able from time to time to locate flying jobs for Gast, including Gast's aborted Chicago to Berlin flight in 1929 for Robert McCormick, the owner of the Chicago Tribune newspaper.

In 1928 Miles launched Cardinal Fliers at Bowman Field with much more capital and a far better chance of success. It was now the "Roaring Twenties" and aviation was the national buzzword after Charles Lindbergh's solo crossing of the Atlantic Ocean by airplane a year earlier. In addition the U.S. Government through the Aeronautics Branch of the Department of Commerce was now involved by enforcing flight safety rules along with a requirement that pilots get a license and have their airplane inspected and certified. This was to put an end to a bad reputation that unregulated flight had gained since the early 1920s for unsafe pilots and poorly maintained airplanes.

At this time Lee Miles once again turned to Robert Gast making him General Manager of Cardinal Fliers and even had Abram Bowman as an investor. Cardinal Fliers would be Bowman Field's first full service commercial flight concern and was operated much like they do today. It offered aircraft sales and service, pilot training, sightseeing, charter flights, and what amounted to daily scheduled passenger service to Lexington, Kentucky. This was a limited operation with small airplanes that only had a few seats available.

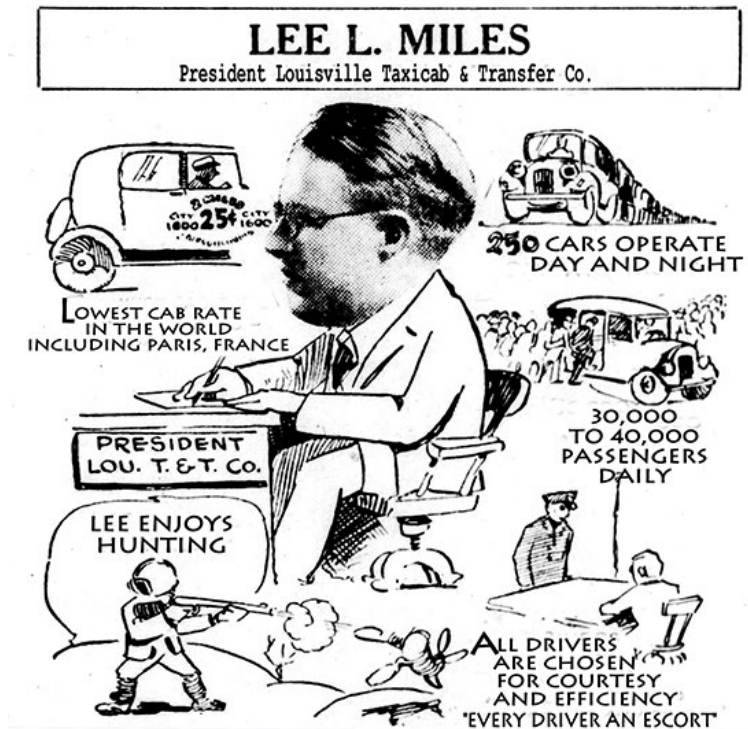
For all practical purposes, Cardinal Fliers was a success but was doomed when Curtiss Flying Services, a national organization based in New York, announced that it would open a flying service at Bowman Field in 1929. Cardinal Fliers could not compete and was absorbed into Curtiss Flying Service when it opened. As a footnote, CFS closed its Louisville operation in 1932, a victim of the Depression. Fortunately the business was quickly reopened by employees as Louisville Flying Service and went on to a long legendary tenure at Bowman Field.

Lee Miles gave aviation his best shot with Cardinal Fliers but by 1930 he was completely out of the picture. The Great Depression was underway and there were not many opportunities for aviation businesses on the local level. In addition, Miles' health began to deteriorate. He would not make any more attempts at investing in a Louisville aviation business. Miles was enthusiastic about aviation and the prospects of getting into it appealed to him. He would have been a perfect candidate to start Louisville's first airport in the early 1920s if Abram Bowman did not.

Abram Hite Bowman and Lee L. Miles had so many similarities that it is worth taking a look at them. Bowman was originally from Bullitt County while Miles was from Henry County. They both came to Louisville in the 1900 time frame. Both pursued transportation careers and both owned transfer companies of which they more than likely competed with each other. Both were members of the Board of Trade and both were involved with banks; Bowman as president of the Morris Plan Bank and Miles a director of the Lincoln Bank. Both worked with Robert Gast – Bowman partnering with Gast, while Gast was an employee of Miles. Both Bowman and Miles seemed to have more than a casual acquaintance by serving together on both civic and business committees. They both had a vision of aviation serving the community; Bowman perhaps more on the civic side and Miles on the business side. Both lived to see aviation a success in Louisville while both passed away before the huge post-World War II boom, which was a tribute to their pioneering work; Abram Bowman passing away in 1943 and Miles in 1948.

It might be noted that Lee Miles's obituary does not mention any of his aviation endeavors. The airplane of the early 1920s was fascinating and exciting with much potential but made little money for investors. It took a special person with vision and patience to wait for aviation to pass beyond being a novelty. Abram Bowman and Lee Miles had the vision while Miles quickly realized that the path to the sky here in Louisville was narrow and his future was with the automotive world of which he devoted his time and talent.

There is no historical evidence that Lee L. Miles was ever interested in opening an airport in Louisville. He may well have been interested and he was really the only major local developer of aviation at Bowman Field during the 1920s other than Abram Bowman and associates. And it can only be speculated as to whether Cardinal Fliers would have been successful during the Depression years if Curtiss Flying Service had not located at Bowman Field. On the other hand, if Miles had inspired Louisville oldest existing airport during the early 1920s, I am sure that all of us by now wouldn't think twice as we drive out Taylorsville Road or wherever it might be and pass Miles Airport!



Caricature of Lee L. Miles from the Courier-Journal, January 19, 1930 ??????



Charles Arrington is a long time member of the Louisville Historical League and a recognized expert on local aviation history. He 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.

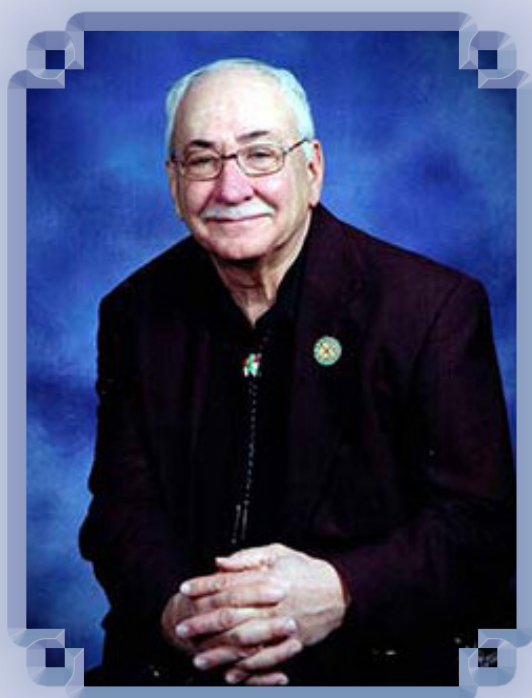


## ROBERT P. RYAN: *THE SMILING IRISHMAN*

by Gary Falk

In the March 2008 *the Archives* I wrote a short article entitled “End of an Era” about what was affectionately known as Louisville’s #1 used car lot and its owner Bob Ryan, who had just sold the lot and retired.

Bob Ryan *The Smiling Irishman* had been in business at the corner of Seventh and York Streets (740 S. Seventh) for 53 years. Bob was also a local celebrity, having been a radio announcer and host of a country music show. He was loved by many local citizens. Bob was also a WWII veteran, serving in the Navy in the Pacific and in battle at Okinawa. Bob passed away at the age of 95 on Friday, February 12, 2021. (Photo: Courier Journal obituaries).



**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).

## BECOMING A MARTYR FOR PRESERVATION . . . THE STORY OF RICHARD NICKEL

by Gary Falk

Like so many cities in the midwest in the 1970s, Chicago got caught up in the mania of urban renewal. Hundreds of buildings were sacrificed for what was perceived as the greater good, with the notion that “out with the old and in with the new” would be the hallmark of the future.

Enter Richard Nickel (1928 - 1972), a Chicago native, professional photographer, lover of the ornamentation of older structures and a staunch advocate for buildings designed by architect Dankmar Adler and his partner Louis Sullivan, whose Chicago buildings, mostly built between 1880 and 1895 fell prey to the modernists with their plainness of style, austere appearance and straight lines in design that were emerging in the 1960s. Nickel was pretty much a one-man crusader whose mantra was “great architecture has only two natural enemies: water and stupid men”.



When Nickel could not win over developers, government, or the press, his last efforts were to physically remove the important architectural elements from these buildings and try to store them for some future date when they will be appreciated for the genius behind them.

This all conjures up the loss of the highly decorated 15 story Washington building (1906, McDonald and Dodd) at the NW corner of Fourth Street and Market here in Louisville which was demolished in 1972 at a cost of \$143K, (commensurate

with what the projected cost of removing Liberty Hall (Odd Fellows) is expected to be today at around \$450K.) As elaborate as the Washington building was with its Lion Head Gargoyles around the upper perimeter and cast-iron front and sides, the Courier-Journal reported at the time that it “aroused no organized resistance against destroying it”. Maybe if we had Richard Nickel here at the time, we might have saved both the building and his life.

The breaking point for Richard Nickel was the demolition of the Chicago Stock Exchange - a long and heated battle for the Adler and Sullivan building that was built in 1893 with 13 floors at 30 North LaSalle Street. It was divisive enough that the trading floor and entrance arch were preserved and are now located at Chicago’s Art Institute.

Richard Nickel, preservationist and architectural historian was killed on April 13, 1972 while trying to save artifacts from the Stock Exchange building. A portion of the building collapsed on him. He is buried at Chicago’s Graceland cemetery just adjacent to Louis Sullivan whom he admired so much.

It is still debated today whether the Chicago Stock Exchange building should have been demolished. It became a pivot point for the city.

Source(s): Richard Nickel, Wikipedia.org  
The Richard Nickel Committee and Photographic Archive



Photos: Richard Nickel: Google Images, WTTW Chicago  
Chicago Stock Exchange: Library of Congress

# BENEDICT FINZER VOGT (1875-1960)

## PIONEER IN THE PRINTING TRADE

by Gary Falk



Benedict Vogt was not related to the famous Louisville Vogt manufacturing family (Henry, Adam) but he became famous in his own right. His father, Charles C. Vogt was best known as the head of the American Tobacco division of Finzer Tobacco. His mother, Elizabeth Finzer Vogt was a member of the famous Finzer family, well established in the tobacco trade in Louisville.

Benedict Vogt was involved in a number of interests during his lifetime, but became best known for his revolutionary design of a printing roller which brought about a huge change in the printing industry. This roller, known as the “Ever Ready” roller could withstand changes in seasons. It was particularly desirable for use in high speed newspaper presses because of its resistance to heat.

His company, Vogt Roller Company was located at 222-224 South 12th Street in downtown Louisville. He also had a plant in Chicago to serve the northern states and Canada.

In 1914 Mr. Vogt purchased 15 acres of land along Newburg Road near Trevillian Way (2521 Newburg Road) on which he built a beautiful three story home and three bay carriage house. In the early 1960s, shortly after his death, the land was parceled out into 42 lots. It either created or added to the streets Dundee Way (extension of Emerson), Sylvan Way, Forest Hill Drive and Valley Vista roads.

The Vogt mansion still sits on the hilltop where it was built but includes only about an acre of land. Benedict Vogt and many of his family members are interred in Cave Hill Cemetery.



Credits: Courier-Journal newspaper(s) - various  
Find-a-grave website  
Photo of mansion by author

# THE VERHOEFF FAMILY

by Carson Torpey

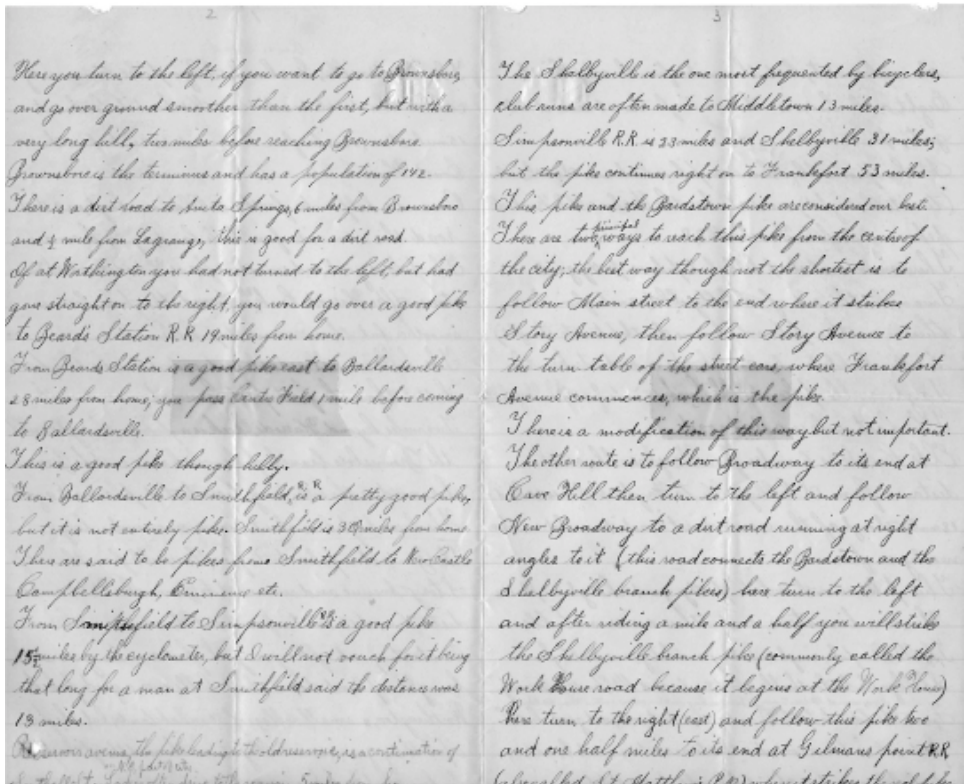
Many of you may already know about the Verhoeff family. Herman Verhoeff was a successful grain merchant. He and his wife, Mary Jane, had three children: Fredrick, Mary, and Caroline. Frederick was a noted ophthalmologist, Carolyn was an activist for the humane treatment of animals, and Mary was vice-president of the Filson Club (Filson Historical Society).

Herman's brother, Otto, married Martha Schroeder and they had three children: Harry, John, and Mattie. Otto made a fortune in the steamboat business. The children were orphaned by 1880.

What many do not know was that the Verhoeff family were bicycle enthusiasts. There are photos of Caroline and Mary posing on their bicycles wearing their riding outfits. Another photo shows Frederick and another man, maybe Herman in front of their house on Second Street at the corner of Jacob Street. The gentlemen's bikes are called hard-tired safeties and were popular around 1890. The daughters are on pneumatic safeties from the later 1890's. The house, by the way, was torn down about 1972 to make way for a parking lot but remains an empty lot today.

Their cousin, John, was the hard-core cyclist. He liked to push himself to the limit. He was the master of the old high wheel bicycle. While still in High School, he rode all of the roads around the city. When the other cyclists were joining one club or another, he was teased about being in a "club by himself". John went to Yale and was on the school's racing team. He also rode his bike to Yale. Like some modern day cyclists, he drilled out parts of his machine to make it lighter. John, by the way, was lost on Peary's Greenland Expedition.

During the 1880's, there was a cyclist named, Karl Kron who rode around the country on his high wheel bike. He wrote a book, Ten Thousand Miles On A Bicycle. He sold subscriptions and subscribers received a copy when finished. The subscribers are listed in the back of the book. Included are Harry, John, and Mattie. I also have a copy signed by William Verhoeff, Herman's son. After the chapter about riding in Kentucky, are three pages of finer print describing all of the roads around Louisville written by John M. Verhoeff.



Carson Torpey is a native of Louisville, Kentucky. He attended Atherton High School and the University of Louisville, majoring in mathematics. He and his wife, Alison, have two children.

After working at Bicycle Sport for 20 years, he opened his own store, Bardstovon Road Bicycle Company in 1994. He began riding a 10-speed bicycle in 1969 as a way to get to the soccer games at the park but found a love for cycling instead. On a ride with the Louisville Wheelmen in 1974, he discovered the lure of bicycle racing and went on to win several state championships.

His interest in cycling history began with the closing of Highland Cycle, Louisville's long-running bike store, after receiving one of Gil Morris's old bicycles. A customer let him ride a high-wheel bicycle, which reinforced his interest in cycling history. His wife, Alison, is the Kentucky captain for the national organization devoted to cycling history, The Wheelmen. More of Carson's writing can be found in the organization's magazine, The Wheelmen. In 2018 Butler Books published Carson's book The Golden Age of Wheeling which is about bicycling in Louisville (1868 - 1917). Carson is a member of the Louisville Historical League.

# THE FIRST BRIDGE

by Nick Morris

Who would have thought that it would take nearly 100 years after Louisville's founding, for the first bridge to cross the Ohio River? And, it was a railroad bridge – automobiles had not yet come into favor!

An early proponent of a bridge across the river was James Guthrie, who in 1830 held the belief that Louisville would benefit greatly with a rail connection to the North; however, his idea was doomed from the start by the current economic factors. Guthrie never abandoned his "bridge dream" and in 1850, the same year the L&N Railroad was founded, he secured a Charter for the Louisville Bridge Company. It was not until after the turbulent Civil War that the momentum picked up again to pursue a bridge. Finally, construction began in 1867 by the Louisville Bridge & Terminal Company with assistance from the L&N Railroad. It bore the stamp of James Guthrie and was part of his posthumous legacy to the city. He died in 1869 at the age of 76 – a year before the bridge was completed.

The first railroad bridge to cross the Ohio River at Louisville went into service in February of 1870 – it was one mile in length and consisted of 23 spans. At the time it was the longest iron bridge in the United States and had a price tag of \$2 million. Starting at Fourteenth Street on the Louisville side, it crossed over the remains of Corn Island and reached the Indiana side at Clarksville. The bridge became known as the Fourteenth Street Bridge – and also was referred to as the Ohio Falls Bridge.

For every grand bridge idea there has to be a design engineer capable of bringing it to fruition. In the case of the Ohio Falls Bridge that person was Albert Fink, a German immigrant who had fled his country following a failed democratic revolution in 1848. Upon arriving in Kentucky, he worked for the Louisville & Nashville Railroad, designing and overseeing the construction of bridges throughout Kentucky and Tennessee. The key to a strong bridge design is the use of a truss, an assembly of iron beams or other elements that create a rigid structure, serving as a framework for a larger structure. The Fourteenth Street Bridge includes a series of trusses that Fink invented and patented. His design is known as the Fink Truss and is still in use today by engineers and architects.



By 1916 there were as many as 300 trains crossing the bridge every day. Due to this heavy cross-river traffic it became necessary to rebuild the iron bridge in 1916-18, a task undertaken by the Pennsylvania Railroad Company. The existing limestone piers remained in place, but a stronger "super-steel" was used - consisting of iron plus carbon. A notable feature of this "rebuilt" bridge was a vertical lift that extended over the East entrance to the Portland Canal. This lift allows the railroad track to rise from its normal elevation of 30 feet above the river level to 68 feet above the river. Typically, the lift is kept in the up position to allow the variety of river traffic to clear the bridge as it approaches the locks. Currently, the lift is lowered about eight times a day to allow trains to cross. Sitting atop the vertical lift structure is a small cabin that houses a series of motors – capable of lifting or lowering the moveable span – with a weight of one million pounds! (See Photo)

Down through the years the Fourteenth Street Bridge has had about a half dozen owners. Today it is operated by the Louisville & Indiana Railroad – having purchase it from the Pennsylvania Railroad and Conrail in 1994. This bridge is a great example of the important role transportation has played in the history of Louisville.....and a testament to those with the foresight to bring it to reality!



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 always interested in activities that promote the growth, development and historic preservation of Louisville, with particular emphasis on the Highlands.



## DEANNA O'DANIEL, AUTHOR

Local Louisville author, Deanna O'Daniel has written three books on nostalgic memories of Louisville history, taking place during the 1940's and beyond. Her intention is to use her life (born 1941) as a way to chronicle the movement of women of the "Silent Generation," (those born between the Depression and the end of WWII).

Her first book, "Kiss Your Elbow - A Kentucky Memoir," is very popular, and speaks of growing up on a Farm in Hikes Point, when most of Jefferson County was rural. The book also chronicles vivid memories of shopping on 4th Street, and colorful recall of the joyous thrills of Fontaine Ferry Park. Many other aspects of growing up during the 1940's and '50s are presented that tug at your heartstrings, such as the gifts of 'Depression-ware' gasoline premiums, given at the 'filling-stations.'

Deanna's 2nd book, "Changing the Sheets - A Kentucky Memoir," tells of the 1960's and '70s, when her generation entered marriage and changed from the gentle attitudes of the 1950's. Pressures from the riotous happenings caused by the Vietnam War, Hippies, marches for Women's Rights, etc. shifted our thinking. Outlooks were also altered by the wildness of the murderous '70s, with wanton killings of the Manson Family, the Zodiac Killer, etc.

Her 3rd book, "Opening a New Window - A Kentucky Memoir," is the recounting of young, naïve, divorced women of this era, encouraged by the Woman's Rights Movement, to make it on their own. Not all of us were ready, but we learned some interesting lessons!

Deanna has the ability to handle serious topics with a quality of accurate, but gentle humor, as they are meant for enjoyable, nostalgic recall.

These books are available at Carmichael's Bookstore or Barnes & Noble



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<https://www.youtube.com/watch?v=MMB3ofuHtGw>

For those who missed Shawn Herron's excellent presentation on the 1890 Cyclone (or you may want to watch it again), then click on this link. Also: be sure to subscribe to LHL's YouTube Channel so that you get notified whenever we upload a video!

<https://www.youtube.com/watch?v=HoaGWaXBoVo>

1890 Cyclone in Louisville, Kentucky - YouTube

On March 27th, 1890, a F4 tornado struck downtown Louisville, Kentucky, killing dozens of people. This video was a zoom presentation by Shawn Herron to the L...

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Louisville Historical League

PO Box 6061

Louisville, Kentucky 40206

email: LouHist@Hotmail.com

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# UL: FROM THE RED & BLACK TO THE CARDINALS

by Stephen W. Brown

In the wake of a crazy March Madness with the UL, UK, and IU men's teams left out of a tournament in a bubble, it seems as good a time as any for the following diversionary dance down memory lane. How did Louisville come by its colors and nickname?

According to "The University of Louisville", co-authored by former archivist Dwayne Cox, UL's colors became official in 1913. This was done at the urging of Ellen Patterson, wife of John L. Patterson, the Dean of A&S. After that, the University began to be referred to as the Cardinals or "the Fighting Cardinals". The book further states that following the opening of the Department of Liberal Arts (later the School of Arts & Sciences) in 1907, men's teams were organized to compete in track in 1907-8, baseball in 1909, basketball in 1911-12, and football in 1912. While the Cox (and Morrison) account of UL's athletic teams contains much useful information, it misses the mark on when and how the school came by its colors and nickname.

As we'll see, the official colors long predated the nickname. And the nickname was first used, not in association with UL's celebrated basketball teams, but rather in connection with the football team. But in order to establish some context, let's start with a little background on the history of football in Louisville.

Although I've found a reference to kids playing "football" in the city before the Civil War, that game was not the precursor of football as we know it. In the early 1870s the English game of rugby became popular at certain Eastern colleges. Then at the Massasoit Convention in 1876 football rules, modifying a version of rugby (using touchdowns instead of goals), were adopted by four future Ivy League schools.

It didn't take long for the new game to catch on in Louisville. On Thanksgiving Day in 1877, a local attorney whose wife judged him over-anxious concerning an expected telegram was sent out with his sons to play football. When the gang returned from the game, the telegram had arrived informing John Marshall Harlan of his confirmation to the Supreme Court. By 1878 there was a Louisville Football Club which played games against the High School (Louisville Male) and the Rugby School (modeled after the English school that gave birth to the game of rugby). The football club's home field was at the sports complex on the future site of St. James Court.

In the 1890s football became increasingly popular. The Louisville Athletic Club fielded a team which included prominent citizens, former college players, and students in the Medical Department and Law School at the University of Louisville. The LAC team played not only other club teams but also major universities. Indiana University, which began playing football in 1887, earned its first victory against the 1891 LAC team. And Vanderbilt's lone loss in 1894 (in a season that included victories over Auburn and Old Miss) was here in Louisville to the LAC. The 1896 LAC team defeated Kentucky 30-4, Central U. 33-0, and also bested DePauw and IU. Following that season the team disbanded.

By the time the LAC was reorganized for the 1898 season, the club had changed its colors from sky blue and white to red and black. This was precisely the period when newspapers first report the Medical School forming a team to play the Law School. In 1901 the Medical School is reported to be organizing the "first real college team in Louisville". An article that same year notes that the University's official colors are red and black. Could it be that UL took its colors from the LAC?

In 1907 the University opened its School of Liberal Arts (later the College of Arts & Sciences). Before the School opened for the Fall semester it was already reported that the University was eyeing the School of Reform's property at Shipp & Third and hoped to share with the High School an athletic field at Brook & Breckinridge. UL did play at least one college in football that year - St. Mary's College (as it had the previous year) - and the team was recognized officially by the university. In June of 1908, the eighteen students in the first graduating class of the School of Liberal Arts wore black robes with red-lined hoods at their commencement exercises.

These days, the first year that UL officially recognizes a football team is 1912. That was the year the university first belonged to a conference: the Kentucky Intercollegiate Athletic Association (apparently in football only). The red and black competed against four colleges that year (only two of which were members of the KIAA) and finished the season tied with Georgetown, who it did not play, for the conference crown.

Only one of the four teams UL played in 1912 had a nickname. In the early years of sports, most colleges were referred to by their colors (and some schools' colors then were not what they are now). Louisville's red and black opened the season with a 32-0 road win over the crimson and white of Transylvania. Less than a week later UL earned its first home victory over the cardinal and blue of Central University (aka Centre) by a score of 23-6. UL's home games and practices took place at the High School's field (as planned back in 1907).

Because the Kentucky State College (aka UK) was expelled from the KIAA earlier in the year, its game against Georgetown was cancelled and UL was scheduled as a replacement. “State” was originally the Agricultural & Mechanical Department of Transylvania U. (aka Kentucky University). A requirement of the Morrill Act of 1862 (establishing land grant universities) was that A&M schools include military training. Once A&M/Kentucky State split off from Transylvania, its team was referred to as the Cadets. After an Act passed by the state legislature and the payment of \$5,000 to Transylvania, State was granted the right to be called Kentucky’s “University”. In 1909 its football team was described as “Wildcats” by Commandant Carbusier. And that’s the name that stuck - although some articles in 1912 still called Kentucky the Cadets.

Louisville’s trip to play State in Lexington resulted in a 41-0 defeat. Reporters covering the game referred to Kentucky as the Wildcats and Louisville as the red and black. George Ewald, despite playing with an injured shoulder and knee, was the lone bright spot for Louisville. In addition to playing halfback, Ewald handled the team’s punting, kicking, and drop-kicking. He was the only Cardinal named to the “All-Kentucky eleven” at the end of the season. Earlier that year, Ewald had equaled the world’s indoor record in the 60 yard hurdles and came in fourth in a 400 meter qualifying race for the USA’s Olympic team.

In articles leading up to the final game of the season against Hanover’s scarlet and blue, Louisville was suddenly called the Cardinals. The Louisville Cardinals won the game by a convincing score of 73-0. Due to his injuries Ewald did not play, but Owen Foster ran for three touchdowns and threw for two. Like Ewald, Foster was also a sprinter on the track team. He would captain the football team in 1915.

After the season Kentucky was expelled from its conference, the Southern Intercollegiate Athletic Association (precursor of the SEC). Kentucky’s team was ruled to have played several ineligible players throughout the campaign (allegations which had led to State’s departure from the KIAA earlier) including QB “Doc” Rodes, the star of the game against Louisville.

The situation at Kentucky was truly bizarre, with the torching of a whistle-blowing professor’s office by members of the Athletic Department, multiple arrests, and lawsuits between the team’s head coach & athletic director Edwin Sweetland and his assistant coach (and former player) Richard Webb. The SIAA declared Kentucky’s conference victories forfeits. And AD/Coach Sweetland was replaced before the school was reinstated for the 1913 season. Nonetheless, the Wildcats’ victory over Louisville in 1912 still stands in the record books...

From the start of the 1912-13 basketball season the Louisville men’s and women’s teams were regularly referred to as the Cardinals. Three players from the football team also played on the basketball team: Left Tackle and team captain Stanley Walker, Right Tackle Rudy Duenweg, and Halfback Owen Foster. Oddly, Foster was the basketball team’s Center while Duenweg and Walker were Guards. Both Foster and Duenweg were medical students. The following year Walker would be declared by Kentucky’s new football coach as the best Tackle (and tackler) in the state. His father, Ferdinand Walker, was a respected painter whose work is displayed in the Speed Art Museum, Culbertson Mansion, Boone Tavern, and the Kentucky Historical Society.

Summing up, while the question of when the University of Louisville first fielded a football team may be disputed (like the date of the school’s founding), clearly its colors preceded its nickname. And its nickname first appeared after the 1912 football contest against Kentucky but before season ender against Hanover. In conclusion, the only thing to add is: GO CARDS!

Stephen W. Brown is graduate of UL (BA & MA) and former Lecturer in its Department of Philosophy. He’s worked as a professional musician, managed a major label recording artist, and worked in various capacities in film, TV, and music video productions. Mr. Brown is also a Board member of the LHL and has given talks, written articles, and produced videos on local history. While his higher education was financed in part by digging graves, these days he focuses on digging up fascinating and forgotten stories improperly interred.





LOUISVILLE, FRIDAY MORNING, NOVEMBER 25, 1921

LETTERS FROM THE ALOHA CLUB

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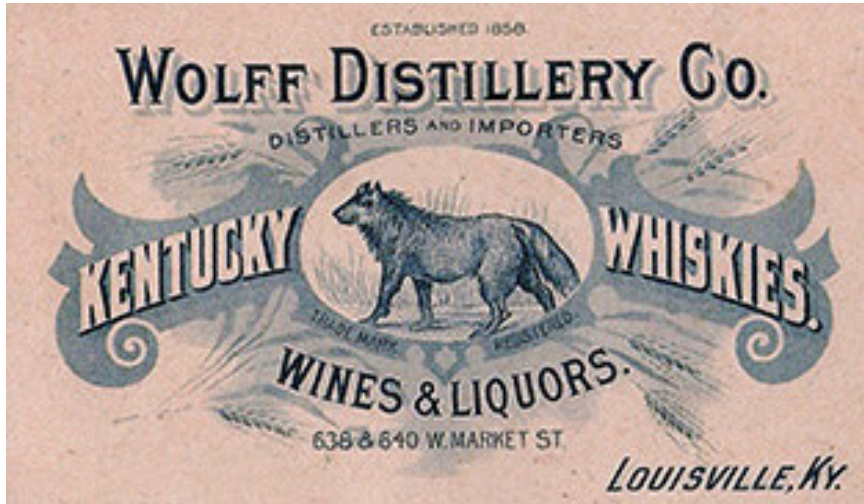
EVERY man who is reading this paper will turn to the advertising of Men's Wear before he is done, and will naturally pick out for his wardrobe the stores that please him most.

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# HENRY E. WOLFF: WOLFF DISTILLERY COMPANY

by Bryan Bush



Henry E. Wolff was born in in Saverne, Alsace, France on July 13, 1830 and received his early education in Saverne. When he was a young man he set out on his own and lived in Paris, France. When he was twenty-four, he decided to move to America. In 1854, he arrived in New Orleans, Louisiana and in 1855, he moved to Louisville, Kentucky. Soon after arriving in Louisville, he was involved in the hotel business with his brother Joseph Wolff. The hotel was located at 620-622 West Market Street. In 1858, Henry and his brother Joseph sold the hotel and established a wholesale liquor house called the Wolff Distillery Company. In 1866, he married Elizabeth Flinchback. Through the marriage, the couple had two daughters: Amelia and Lillie Belle and one son William E. Wolff. They also had four grandchildren.[i]

In 1867, Henry broke ties with his brother Joseph and entered into a partnership with Francis Schimpeler. Henry and his partner started out as a small business, but in 1875, the business prospered to the point where the company had to move to 638 and 640 West Market Street, between Sixth and Seventh Street. By that point, Schimpeler decided to sever the business relationship with Henry. In 1880, his brother was in ill health and Henry invited his brother to come back to the company. Joseph died later that year, leaving Henry the president and owner of the company. In 1884, Wolff was forced to pay his creditors and the business was closed. Wolff told a reporter that the failure of his business was due to the failure of Congress to pass the Bonded Whiskey Bill. He told the reporter: “I could have certainly managed it if it hadn’t been for that. As it is, the market got lower and lower, creditors pushed me on every side and I had to give up after months of fighting” H. A. Thierman sued Wolff for \$5,760 dollars and he decided to pay his creditor. Wolff’s bookkeeper informed the press that Wolff’s liabilities amounted to \$160,000. Nearly all of his money was tied up in local banks, which were secured by warehouse receipts and indorsements by other liquor dealers. To meet his debts, Wolff sold his real estate on Market and Clay streets and Baxter Avenue and all his stock. The building on Market Street, where his business was located, was valued at \$40,000 dollars. The rest of his properties would bring about \$50,000 dollars. His other assets consisted of 5,200 barrels of whiskey in bond, 1,000 barrels exported and five hundred in which tax had to be paid on.[ii]

On April 15, 1906, he died at his residence on 1617 Third Avenue from Bright’s disease. The funeral was held at his home and services were given by Reverend Theodore John, pastor of the St. John’s German Evangelical Church, located on Clay and Market Street. Crist Jenny and Martin Deck were honorary pallbearers and his active pallbearers were Fred Brockman, W. H. Edinger, Henry Wolff, Bruno Knopf, Joseph Swab, and Harry Tamplett. He was laid to rest at Cave Hill Cemetery, Section P, Lot 7. At the time of his death he was the oldest dealer in the wholesale liquor business in Louisville.



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.

Sources:  
Louisville Courier-Journal  
Nov. 8 1884, April 16, 1906  
Advertising card from  
authors collection

# REMNANTS OF THE POINT'S PAST

by Rev. Gordon A. Seiffert

Two remnants of the Point's long distant past remain in the midst of its remarkable renaissance: The Heigold House and the Paget House. The façade of the first lives. The whole structure of the second is in very bad condition.



Photo: Louisville Panorama  
(Liberty National Bank)  
ca. 1954



The Christian H. Heigold House was built in 1853 on the west side of Marian Street between Lloyd and Irvine.. In the 20th century that area became the Ohio Street Dump. In 1953 as the dump was surrounding the house, under the leadership of Mayor Charles Farnsley the city bought the property, moved the house's façade to Thruston Park on the river. In 2007, the façade was moved to the foot of historic Frankfort Avenue at River Road where it sits in the midst of the Waterfront Botanical Gardens plantings. The magnificent Gardens lives on the top of the dump approximately above the house's original location.

The Paget (other spellings occur) House, also called the Margaret Wright House, sits at the west end of the huge River Park Place development on River Road. It is even older—the front (North) section was added to the original structure in 1838. Into at least the 1960s, it housed the Riverview Boat Club. In those years, I visited Margaret Sanderfer and her husband Allen who was the Club's custodian, in their second floor apartment. For years, the windows have been boarded up and plastic sheeting hanging from the eaves. A visit today, April 7, revealed on-going deterioration: a gaping hole above a second-floor west side window has developed where all of the bricks have fallen out.

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).



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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!

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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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Resident at the Peterson-Dumesnil House

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[gfalk@aye.net](mailto:gfalk@aye.net)

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**Editor:** Gary Falk

**Design/Layout:** Therese Davis

