

The French Botanist Micaeux was impressed with Lexington when he came in 1803. "its buildings were mostly of brick, and merchants offering practically everything found in Philadelphia save fresh seafood." Besides selling supplies to travelers he found that there were ropewalks, tanneries, paper mills and a large number of skilled workmen making all things from whiskey stills to silverware. The booming economy kept everyone occupied but they still had their eye on possible War Clouds north of the Ohio.

In 1810 Lexington 1,795 in habitants, "of whom 23 were Indians and 439 were slaves." There were 24 retail stores, 8 taverns and 30 carriages. The city's eyes were still on the north where the Indians were being rallied by the Shawnee Chief Tecumseh who wanted to expel the white men from his beloved homeland. In 1811 General Harrison led an army into Indiana where his force met and defeated an Indian force led by Tecumseh's brother, 'The Prophet.' This battle of 'Tippecanoe' would make Harrison President in years ahead but at the time it led to yet another and bigger war; the War of 1812.

Kentuckians felt that the British were behind the Indian unrest and they demanded action. There was a group of young lawmakers in Washington, D.C. known as the War Hawks who were more than willing to push for a war with the British. Abraham Lincoln would later define what a War Hawk done, "when he said how often he noticed that the men who were the loudest in proclaiming their readiness to shed their last drop of blood were generally the most careful not to shed the first."

The leading War Hawk Henry Clay, who never wore a uniform, and others, "speeches in the House of Representatives made clear the aims of the Americans had for starting the war." I will be quoting from Robin Kelly's book, 'The British at the Gates' in much of the following paragraphs. Those aims were:

"The restoration of maritime rights and the end of impressments (of American sailors by the British navy). The final destruction of the Indian threat to frontier lands and the annexation of Canada." The Kentucky land speculators were mostly motivated by the taking of Canada. There would be incredible profits from the sale of these vast lands to incoming settlers. However Robin Kelly said, "the greatest single cause of the war was nationalism."

On the floor of the House many congressmen arose to justify the annexation of Canada. Richard 'Tecumseh' Johnson stated, "The waters of the St. Lawrence and the Mississippi interlock in a number of places, and the Great Depositor of Human Events intended those two rivers should belong to the same people."

Congressman John Harper said, "it appears that the Author of Nature has marked has

our limits on the south, by the Gulf of Mexico; and on the north, by the regions of eternal frost." Felix Grundy offered to receive the Canadians as adopted brothers. John Randolph "indicated how easy it would be to march through the wilderness", to Canada.

All wars require massive spending and "heavy taxation and massive increases in duties were approved by Congress on March 4 (1811) but on condition that they would not become effective until the war was declared." To his credit Henry Clay recognized that funds were needed before the war to raise and equip the troops. He "insisted that the militia must be available to carry the war onto foreign soil- in fact for the invasion of Florida and Canada- but it didn't pass. Even members of the war party didn't support Clay."

Some foresaw the results of not funding the war before it started. John Randolph scornfully said, "It seems this is to be a holiday campaign-there is to be no expense of blood or treasure, on our part"

The writer Robin Kelly noted "surely no nation ever contemplated making war from a position of such total unpreparedness as the United States in the winter of 1811-1812."

The Methodist Bishop Asbury was uneasy at the thought of war. On the 8th of August, 1812 he noted in his journal, "I feel a deep concern for the old world and the new world; calamity and suffering are coming upon them both-I shall make but few remarks on this unhappy subject; it is one on which the prudent will be silent; but I must need say it is an evil day." The Bishop had to be prudent as many Americans retained the memories of how the Methodists did not support the Revolution and to be against the popular War of 1812 would hinder the growth of Methodism.

The Declaration of War was received and, "Lexington greeted the news with a brilliant illumination and great rejoicing---a company of militia was quickly formed." Six companies of Lexington men and a few women joined the 4,000 soldiers the Old Indian Fighter Governor Shelby would lead off to war.

The Limestone Road began outside of the Phoenix Hotel and as the soldiers former up there ladies stood outside the hotel and waved as the soldiers set off to as yet unknown battlefields. Among the men that marched off was, "an adventurous and exceedingly useful female." Who served as a washerwoman, a common practice in the armies of the times. She became a prisoner at the Battle of River Raisin and was taken to an Indian village where she was attacked by a mob of Indian women. She fought so hard against the mob; out of respect the Indian men stopped the fight and forbid the Indian women to attack her again. She returned to Lexington but her name has become lost to history.

The troops marched off without proper clothing, boots, equipment or food, "provisions

and other supplies were brought to Leestown from the interior and then shipped on flatboats to points on the Indiana shore nearest our troops. The ladies of Franklin County (Frankfort) sent two wagon loads of clothing for the troops."

'Our troops' froze to death, starved to death and died of a number of illnesses. In the East the British Army burned down our Nation's Capital. Everyone was eager for the war to end. One of Kentucky's War Hawks, Henry Clay, went to Europe to negotiate a Peace Treaty. Robin Kelly wrote, "When the treaty was concluded---those Americans who demanded war found that none of their stated objections had been achieved. An unnecessary war and costly war had ended in a draw."

Henry Clay had brought on a war in which Kentucky lost many of its finest men and when he negotiated a Peace Treaty he became a Hero. I despise the man.

In the minds of most Americans today all that is known of the War of 1812 is a battle that happened after the war was over. On January the 8th, 1815 General Andrew Jackson defeated the British at the Battle of New Orleans.

The Kentuckians sent to defend New Orleans went without any of the basic supplies needed to form a fighting force. General Jackson saw the Kentuckians and said. "I had never seen a Kentuckian without a deck of cards, a dog, a jug of whiskey or a gun."

With the close of the War of 1812 the merchants of Lexington had twenty-some years in which to further develop the city before the next war. Prior to the War of 1812 the New Englander James Prentiss and his brother Thomas built a manufacturing center west of town. This area was named after England's Manchester. This strip along the Town Branch, today's Manchester Street, had been lightly settled before they came.

Two stone houses were built there in the 1790's and both stand today. The oldest stone house in Lexington was the James McConnell which is located "at the site of McConnell Station at the Boyle Spring on Town Branch." The house is "a one-story, three-bay, half parlor stone house on a high cellar with interior chimneys on each gable end. The embankment of the Louisville and Nashville Railroad (tracks) leans against the back wall of the McConnell house."

William McConnell built two similar houses; the first at Sinking Spring on his 1,400 tract of land now honored as McConnell Springs Nature Preserve. This house is gone. The second house is still standing and is a national Register Historic site. Manchester Street becomes the Frankfort Pike going out of town. This stone house is on the north side of Frankfort Pike and across the Town Branch. I use to tell people it sat next to the Bluegrass Stockyards but the Stockyards have burnt down.

A partnership was formed by Thomas Prentice and James Johnson (Robert 'Tecomseh'

Johnson's brother) and invested \$150,000 in the Manchester area. The huge stone building they had erected housed the Lexington Manufacturing Company, commonly called the woolen mill. Here every year 100,000 pounds of wool and 100 tons of rags were converted to cloth and paper. They bought farmland and Merino sheep to supply the mill with wool. They also provided housing for their workers.

The mill went into production in 1816 but by 1818 it was having financial difficulties. The mill was sold and James Johnson moved the paper mill to Georgetown. The Bank of the United States held much of the debt for the woolen mill and in 1820 they sold the building which became a jail and then a workhouse for the very poor that were lodged there."

Investing heavily in the Kentucky Insurance Company James Prentess became its President in 1817 and people alleged that "through fraud and deceit" James plunged the Insurance Company "into ruin while he fled Lexington." Perhaps James had cheated the company; perhaps Thomas Prentess and James Johnson were poor businessmen. However; in 1818 a "Panic" or what we call a Depression hit the entire country and many businesses were swept into bankruptcy. The city's merchants also realized that the cities that were on the Ohio River were beginning to take business away from Lexington. The reason those cities prospered and Lexington didn't was due to the steamboats which began plying the rivers. Lexington of course didn't sit on a river.

Lexington did have steamboat years before the steamboats ran the rivers. In 1793 Edward West successfully operated a model steamboat on the dammed up Town Branch on Vine Street near Patterson Street before a crowd of hundreds. West was an amazing man as he was a silversmith, watch and clock maker, had invented a nail-cutting machine he'd sold to an Eastern firm for 10,000 dollars, conceived of an idea for a planetarium he had Thomas Barlow of the Sayre School build and acting on his theory that Rheumatism was attracted by iron he turned out iron bands in great quantities to be worn around the wrists and ankles of sufferers to draw out the Rheumatism.

His friend Thomas Barlow said West got all his wisdom "from a cyclopedia." His steamboat was made about the time Fulton was experimenting with steamboats but Barlow claimed that West "was the first person in the United States to make a steam engine. It was a two inch cylinder and a four inch stroke. It had no air pump-this was a defect & could not be compensated for by having two condensers." This boat was driven by oars and not a paddle-wheel and was not large enough to carry a man.

"This miniature steamboat" according to Collins History, "had no fly wheel to overcome dead points, the piston rod was made to strike metallic springs at every return motion given by the steam." Maude Lafferty said, "the cylinder, piston rod, frame work, supply and escape pipe were preserved for more than fifty years in the Museum of the Adelphi

Society of Transylvania and have since been transferred to the Museum of the Eastern State Lunatic Asylum." Perhaps it was thought the West's invention had been a crazy idea.

There were many merchants and companies operating in Lexington. The "Oldham Todd Co. offered for sale '5,000 Yards of Coarse Colored Negro Jeans of superior quality, cheap. Also---10, yards of Negro Shirting."

The Lexington Steam Mill Company processed grains into flour and was located on Steam Mill Street (Bolivar) where it used leased water from "John Maxwell's plentiful springs"; now on the grounds of the University of Kentucky's President Home. Partners Hallett and Stevens operated the mill and Stevens invented the rotary valve on the steam engine which greatly improved the efficiency of their operation.

Peter January's log home still stands opposite the Patterson cabin which sits on the Transylvania campus. His extensive ropewalk once sat close to his home but is now gone.

In 1810 there had been "eight cotton, three wool and one oil cloth factory in town. Plus thirteen large ropewalks, five bagging and one duck (cloth); which turned out \$500,000 worth of goods each year. The writer Mary Verhoff said that by 1817 there were sixty factories in town, twelve of which were, "cotton, 3 woolen, 3 paper, 3 gristmills, gunpowder mills, lead factory, foundries for cast iron and brass connected to a silver plating establishment, 4 hat factories, 4 coach, 5 tanneries and three tobacco ones."

Tobacco had been grown and smoked in the area as far back as 4 to 5,000 years ago. The Ancient People had made pipes of baked clay or had carved them out of soft stone; often making these "Totem Pipes" in the form of animals or birds. A large bird pipe was found on the Peter's farm on Newtown Pike just outside of Lexington.

Except for a few, mostly women ~~who~~ smoked a pipe after her days labor ended, most people chewed their tobacco. It wasn't until the Civil War when the soldiers learned to smoke cigarettes that a large number of men smoked. Lexington's tobacco factories made chewing tobacco by stripping the tobacco leaf from the stem and then dried it before storing it for two to three years. The Indians had twisted leaves of tobacco into a rope-like foot long 'twist. They would add 'sweetening' as the green tobacco was very bitter. The factories also used 'sweetenings; early on it was maple sugar and later molasses was added to their 'Plugs.'

When men felt the need for a "Chaw", they reached in their pocket, put the plug in their mouth and bit off a chunk. As tobacco juice filled their mouth they would spit a stream of amber juice out. In the old country stores they would spit against the red-hot pot-bellied stoves and in low class taverns they spit on the floor. In better sorts of places there were brass cuspidors to spit in. I have sat in an old, old church where the

floorboards at a man's feet were on hinges so they could be pulled up so the men could spit onto the ground below.

Women of the lower class 'Dipped' shredded tobacco and put it between their lip and gum while women of the higher class who considered themselves ladies put a pinch of finer ground tobacco called snuff, up their nose. This caused them to sneeze; in a delicate and ladylike manner of course.

The first Snuff Mills "were made by cutting a conical hole in a large block of pebble conglomerate stone; a second stone was cut into a conical form to fit the hole in the first stone. The inside cone was turned by handspikes set into its top." The turning of this was usually done by slave labor.

As the demand for snuff increased watermills were needed to produce the volume needed. The leaves and stalks of tobacco were aged several years and then fermented. The excess oil, acids, and nicotine were then removed. Cloves, lavender or other spices were added to give it a delightful smell. Fancy, high priced snuffboxes held the snuff of high priced ladies.

All my many Kentucky Aunts and Uncles grew up on tobacco farms and they and most Kentuckians would have thought that their ancestor's most profitable crop would have been tobacco.; but it wasn't,Hemp was the money making crop. Hemp factories in Lexington produced the bagging cotton growers in the Deep South used to wrap the huge cotton bales sweating slaves loaded on the steamboats. The Rope Factories, using hemp, made small ropes to tie these bales and larger ropes for seagoing ships rigging.

The merchant John Wesley Hunt had set up a mercantile business in 1794 at 314 West Main Street where Steven Collins tavern sat next door to the old Statehouse in 1792. The Hunt family lived upstairs in a luxurious apartment. This building is now gone but it was said to have had the Ghost of a Black man haunting it. In 1795 President John Adams appointed him Post Master and Hunt established a Pony Express to deliver mail between Lexington and Washington, D.C. The round trip took two weeks.

The Scotsman John Brand's sailcloth business failed and he fled to America and once in Lexington partnered with John Hunt. The pair was reputed to be Lexington's first millionaires after their bagging factory proved successful. Brand prospered and "purchased the west side of the block on Limestone Street between Four and Fifth Streets. On the south portion of the property he set up a "rope walk", a large shed-style building where hemp fibers were twisted into rope, and on the north end he built the beautiful Rose Hill in 1812."

Rose Hill is a "five bay brick house, flanked by lower wings on either side, is enhanced

by its entranceway with elliptical fanlight and wide leaded sidelights with clustered colonnades (colonnades)." Clay Lancaster in 'Ante Bellum Homes of the Bluegrass' says, "No house in Kentucky better deserves to be preserved and maintained for its architectural merits." There are many such mansions in town but there's not space to tell of them all.

John Hunt also had a ropewalk. Rope was spun much like thread or yarn but the spinning wheels were much larger. While a young boy spun the wheel the 'Spinner' walked backwards twisting two lengths of yarn, one in each hand. After the yarn was spun it was put on giant bobbins by threading it through holes in a plate and then into a tube which compressed it into a single strand. The spinning process was done by a machine mounted on a railroad like handcart which ran on wheels the length of the rope walk."

The Rope Works consisted of many buildings. There were storage houses, weaving houses and the ropewalk. The ropewalk was a building that stretched out the length of the ropes being twisted. The dust in these buildings led to many lung problems for the workers. The horrible working conditions kept most white workers away so it was mostly Black men who worked in them. John Hunt used only slave labor and kept Free Blacks out of his buildings as he felt the Free Blacks brought whiskey and "ideas" into the workplace and this led to problems with the workmen.

Accidents could occur at any time in the workplace and like most slave-owners like John Hunt, who had a ruthless attitude towards his slaves, suspected the slaves of deliberating causing accidents. The dry hemp which was piled everywhere in the rope works was easily set on fire by the smallest spark. John Hunt had two of his rope works burn down. A young slave boy Hunt had leased from Green Clay, another First millionaire of Kentucky, was hung for the first rope work burned down. Slaves were property in the sight of the law so the State of Kentucky paid Green Clay for the loss of the slave boy.

After the second rope works burned two teenage slaves were convicted and sentenced to be hung but they were pardoned by Governor Scott who doubted they had set it because of their young age. A local newspaper fumed over the pardon and asked, "What is this but declaring infancy is a protection for crime?" The paper thought other children might burn rope works or even houses if an example wasn't made by hanging children.

"Hopemont" was the beautiful home built by Hunt and it will told be told of later.

William "Lord" Morton, his title "derived from his grand manner and scale of living," came from Baltimore and established a number of business "that soon provided him with the wealth to build" the 'Morton House.' "The house sits well back from Limestone Street at the corner of Fifth Street. The entrance door, nearly ten feet high, and the two Palladian-style windows on either side, almost eight feet wide give the passerby the

impression of a larger scale building.

In 1836 Cassuis Marcellus Clay purchased the Morton property for \$18,000 saying the Morton House was "the most elegant in the city." Cassuis lived here while he published his controversial anti-slavery newspaper, 'The True American.' It was here he recruited soldiers for his company in the War with Mexico. He would sell the property and moved to White Hall in Madison County before the Civil War. In 1913 the property was given to the city of Lexington and is now the site of Duncan Park.

All merchants prospered as trade boomed. Dr. Elisha Warfield's store was opposite the courthouse had had a luxurious apartment on the second floor. A walled garden in the rear ran down to the Town Branch and across the front of the store was a balcony where he and his family and friends gathered on summer afternoons to watch horse races. The city would ban horse races on Main Street and Dr. Warfield built a mansion on his race horse farm, later known as 'Patchen Wilkes.' This farm is now under the Hamburg Shopping Center.

In 1830 an unknown Eastern came to Lexington and wrote, "At one of the principal bagging and bale rope establishment there are employment from 60 to 100 negro slaves, of all ages-all stout, hearty, healthy, and merry fellows, some of whom contribute to while away the time and drown the noise of the machinery by their own melody."

"On the floor of a very large stone building was the kitchen, a room where the hatching (or hacking was done; men swung their clubs to break down the hemp stalks), and in the rear of that a ropewalk. In front on the second floor, over the kitchen, is the sleeping apartment, where the greater portions of the laborers are accommodated on a sort of long table (or sleeping bunk), which extends around two sides of the room. Everything in this apartment appeared to be comfortable, and as neat as could be expected. In the rear of the room is an apartment, 60 yards long, where the 'warp' for the bagging is spun; the best spinners are selected for this; the labor required of them is moderate; and I was informed that one of the young men had received between eight and nine hundred dollars for his 'overwork'.

The Eastern didn't realize he was being lied to. Slaves did receive small bonuses but nothing like eight or nine hundred dollars. Most white workmen didn't receive much more than a dollar a day; Free Blacks worked for less than that.

His piece went on, "Each piece of bagging is made 60 yards in length, the wheels for spinning being placed at both ends of the apartment, so the men spin going and returning- thus saving half the time-and when the 'warp' is completed the treads are of uniform length and ready for immediate use."

"In the third story were some dozen men weaving the bagging-a labor which they performed with much expedition, showing more skill in the management of their machinery than I supposed that the slaves processed." Black men and women were supposed to have such low mental capacity that they could only perform the most basic tasks. There were slaves who realized that not much was expected of them and they performed at a low level which meant they did ^{not} work as hard as they could have.

"Still above this was another long apartment, where there were 18 to 20 boys, of 8 to 15 years old, spinning the 'filling'. Each boy selects his hemp and tow in such portions as suits himself, weighs it in the presence of an overseer and is obliged to return it at the same weight, in the shape of twine for filling. I have never seen a happier set of workmen than these boys." He would not have been upset at seeing eight years old boys working as the Eastern textile mills employed eight year old white boys and girls at the spinning looms. These children worked twelve hours days and Christian mill owners were praised for having the children work just eight hours of Saturday so the children could prepare for Sunday School on the Lord's Day.

"There was no overseer in their apartment; each boy placed his raw material beside his wheel, spun his tread the length of the room, returned to his place, and after winding his thread upon his reel, went on spinning with the utmost regularity and good order, singing the while with great earnestness, and not altogether without melody."

"After it was woven, the bagging goes through another operation---in which it is trimmed. Every man and boy in this establishment, as I before mentioned, had his allotted portion or his stint to perform, and each one is paid for what he does beyond it. This keeps them contented, and makes them ambitious, and no one, who knows anything of mankind, will doubt that more, of mankind's labor is obtained from the same number of hands can possibly be forced from them by severity." The man was saying that kindness and being paid well produces more than treating workers brutally.

There were many slaves that were treated brutally and a few of them gave violence for violence. An old court record shows that, "Sam, a slave of Charles Clark was charged with 'setting fire to and burning the Old & Phoenix Cotton Mill, the property of Andrew Caldwell" on April 1, 1839.

The Easterner finished with, "There are made at this one establishment fifty-six pieces per week, of from 50 to 60 yards each-something being lost after the 'warp' is spun. Bagging is worth about 16 cents per yard, and the business, if not extensively profitable, at least, is worth carrying on."

In 1818 Joseph Bruen built a foundry which ran for fifty years. The giant whistle at foundry would, "Usher in with hoarse blasts the first day of the New Year." In the 1830's

Bruen's Foundry and Machine Shop produced more than one hundred tons of ironwork per year. The shop made cast-iron gates and fences for the city's residences; ornamental porch and balcony railings, iron fireplace mantles, attic window grills and other pieces of architectural iron work which graced the antebellum homes of Lexington, Bardstown, Danville, Frankfort and other central Kentucky homes. Today as you tour the restored mansions of the Blue Grass this iron work can still be seen and even touched.

There doesn't seem to be a 'Bruen Home'.

Matthew Kennedy put up some impressive buildings. In 1824 he declared himself a professional architect and then designed Transylvania's main hall; his imposing house on the southeast corner of North Limestone and Second Street. He also erected the Grand Lodge of the Masonic Hall.

In 1833, "John McMurty, then twenty years old, came to Kentucky---For more than a half century, he was the most active builder in the area---McMurthy was responsible for many of the great Greek Revival houses so numerous in this area---He went on to disseminate the Gothic Revival throughout the Bluegrass after having built in the Greek, Roman, and Italianate manners. There is no question that he was one of the major shapers of Lexington's nineteenth-century environment."

There is not space here to tell of all the wonderful homes still in Lexington.

There is one house I'd like to tell of but I cannot find a word of it. Abner Legrand had no idea of how rough the trail would be from Baltimore to Lexington so he gave a convex mirror to a slave woman to carry. This poor woman carried the mirror on one hip and a baby on the other the many hundreds of miles of the dreadfully difficult trail. I would like to know where this convex mirror was hung when Abner Legrand arrived here.

Early travelers to Lexington stayed with local families but soon there arose many Inns and Taverns that catered to a wide range of guests. There were many who could not read so Inns had painted signs hanging in front of them so prospective guests could tell what Inn it was. One of the first Inns was James Bray's in 1785 which bore the Coat of Arms of Virginia. This Inn was followed by many more. Robert McGowan had The Sheaf of Wheat which held the first State Treasurer's office. The first local celebration of St. Patrick's Day held here in 1790.

Brent's and Love's tavern sat nearly opposite to The Sheaf of Wheat which was on Jordon's Row (Upper Street). This was the tavern where Frankfort was selected as the State's capital. It was here in 1805 that Aaron Burr, the killer of Alexander Hamilton, sat and plotted and, "dreamed of conquering Mexico, uniting it with frontier states, and apparently ruling his own empire."

The list of Inns included John McNair who had The Buffalo, Benjamin Kieser had the Indian Queen, Ayers the Cross Keys and Satterwhite The Eagle. The Side of Bacon's owner was unknown as were the Old Free and Easy and the Travelers Inn. Luke Usher had a painting of a ship under full sail. This was the "Don't Give Up the Ship Inn." Usher bought a long narrow strip of land that extended from Vine to Hill (High) along Spring Street. He built a brewery on the lot in 1807 but converted the second story into a "commodious theatre" seating 300 to 400 people.

The English landscape painter and schoolteacher George Beck painted the backdrops for the plays. Most plays were presented by amateur actors but sometimes "stars" from the east performed here. The famed Drake family, two brothers and a sister, appeared here. Before that time students from Transylvania in the 1790's presented plays in the court house. Some performances may have been given in Saunder's Exhibition Hall next to Coleman's Tavern or in Henry Clay's Travelers Hall Hotel, located on Short Street opposite the court house.

In 1805 the city put a tax of 10 to 200 hundred dollars on, "Theatrical performances, puppet shows, tumbling acts, rope or wire dancing, balancing of any description, or any show whatsoever, whether fictions or real for money."

A local historian, J. Winston Coleman, wrote "Tavern keepers allowed showmen to use their taverns or out buildings as exhibit halls to present 'fortune tellers, exhibits of Dwarfs and freaks, musical clocks, waxworks---Siamese twins & brothers---Gigantic Giraffe--- or an African lion, the largest in the world."

Robert Bradley's Inn had a room that was "elegantly illuminated by four superb

chandeliers." This room could hold 200 people and was used to hold exhibits and concerts. Aaron Burr who was in Lexington several times, attended a concert of scared music here. It should be noted that Burr was not known for piety.

It was said that he drew as, "much attention at the concert as the concert. The newspapers described him as charming, irresistible, the perfect model of a gentleman, and passionately fond of female society."

Burr was with General Benedict Arnold's invasion of Canada during the Revolution and was accompanied by a lovely Indian woman. Burr's best buddy at the time, James Wilkinson, yes that James Wilkinson, always told of this woman being the "Abenaki with the golden thighs."

A wax works was held at Bradley's and while elegant music was played on an organ, Henry Clay, "and other citizens inspected reproductions of historical figures including Thomas Jefferson, George Washington, and Aaron Burr."

Aaron Burr had come back to Lexington and didn't wish to be recognized while staying at Joshua Wilson's Hotel. Maude Lafferty wrote that he was accompanied by "his beautiful daughter Theodosia Alston and her distinguished husband. An amusing story was told how his presence in town was discovered by a small boy who recognized him from a representation he had seen on exhibition of wax works showing his duel with Hamilton. Upon this wax effigy the showman had hung a placard upon which he had inscribed:

"Oh Aaron Burr, what has't thou done!

Thou has't stooted dead Great Hamilton

You got behind a bunch of thistle

And shot him dead with a big hoss-pistol"

Much of Lexington felt it was the impish small boy that placed the placard on the wax figure of Aaron Burr.

"Hot air balloons" says Coleman, "one with a fifty-five foot diameter, often advertized as 'Vertical Air Coach(es)' were set loose. When they landed in the country side 'The strange appearance of so singular of a stranger dropping from the clouds excited considerable alarm and terror among the good people of the neighborhood where it alighted." One balloon ascension was well attended and a dog attached to a crude parachute was thrown from the balloon. The dog landed safely on Henry Clay's Ashland estate. I do not know of any man parachuting at this time.

Horse racing was highly popular. The first race course was a straight course that was run on Main Street. The horses ran in heats, the best two out of three won. The town Trustees were fearful that someone might be hurt by the flying horses so they made the horsemen move to the Commons. In 1797 the Kentucky Jockey Club organized at Postlethwait's Tavern. They built the Williams Race Track which was a circular one mile course run on grass. This race track was in Lee's Woods; a portion of today's Lexington Cemetery. Bets were placed at Postlethwaits.

In 1827 the track was moved from Lee's Woods to a fenced-in dirt track at Fifth and Race Streets. This track was like that of the Union Course in New York. The Race Street track was the second such track in the nation. There would be other tracks in town.

Another popular sport then was cock fighting. This is still popular in Kentucky's rural areas. If you drive through the countryside and see a bunch of barrels in someone's backyard you know that man is raising Fighting Cocks.

Bear Baiting was highly popular with the sporting crowd of the time. A newspaper advertisement of the early 1800's read:

"To the lovers of this sport, their attention is called that on the 29th of December there will be a bear baiting---when a three year old He Bear will be turned loose and five dogs will be entered every half hour to fight him." Having watched the bear kill any number of dogs and less likely the dogs kill a bear the sportsmen could look forward to a meal where "the half of a SHE BEAR will be barbequed and as good a diner furnished as the country can provide."

There were entertainments that women and even families could attend. Samuel McCullough fondly recalled that the Fourth of July was in the early 1800's considered, "as a Christian jubilee, for the processions, military parades; and to thank God for the wonderful blessings which He had given to us as a young nation. South and North engaged in this demonstration. The master with his servant; the mistress with her maids---The third day of July was always given as a holiday to the blacks in which to prepare for the fourth's day celebration. The 'mistress' dealt out plenty of flour, bacon, coffee and sugar; with cakes, candies and other confections to the servants; whilst the master---assisted the servants in erecting over the factory the national flag---The 'Boss' gave to each of his servants enough cleaned hemp to decorate his body, as the sash now worn by the Masonic fraternity."

"The procession was usually formed on Main Street, the military marching in front---'The Lexington Old Infantry' in their showy dress, and the Rifle Sharp Shooters in their blue hunting shirts and caps of coon and opossum skins---After the military, the citizens

proceeded in double files, the husband arm-in-arm with his wife; the brothers with their sisters, and the young ladies with their sweethearts---and always arm-in-arm.

"The procession, proceeded by a band of drummers and fifers, we had no bands of music in that day, marched up Main Street to Limestone---thence to Maxwell Springs---after the 'orations' had been delivered, the drums beat the call to dinner."

The popular Maxwell Springs had "Three springs (which) once bubbled from the cliff near the Fine Arts Building (at the University of Kentucky). Henry Clay said, 'No man can consider himself a gentleman until he has water ⁱⁿ his horse at Maxwell Springs.' The springs cooled a wooded area that had long been used for political rallies and was the mustering place for the troops from the Indian wars through the Civil War." Legend also says this was used as a dueling ground but I do not know who fought there. The springs are now behind a wall and the home of the President of the University of Kentucky sits on the grounds.

After 1810 there were twelve 'Gardens' in town where people went in the evenings for entertainment. One of the more popular was Fowler's Gardens. "Captain Fowler had commanded a company during the Revolution. He was the first member of Congress elected from this district and was postmaster, a political position, for years. He was noted for his 'mental culture, generosity, refinement & gentleness." He was also a merchant who imported goods over the Maysville Road. His one- story home would have a two- story addition and sat facing Strode Road, now Winchester Road, and was surrounded by apple and peach orchards.

The Town Branch begins where Fowler's gardens once sat. This area now encompasses Walton Avenue and both sides of Third Street up to Race Street. After building Scott's Lake Fowler opened up his Gardens to entertain the public. The pond was lit at night and swains courted their sweethearts by rowing them over the pond. Fairs, exhibits, banquets, barbeques , political rallies and all sorts of entertainments were held there. Special guests were entertained at his home and drank juleps mixed with spring water from the spring behind his house and mint picked from the banks of Town Branch. It was said, "All festivities were accompanied by generous libations of bourbon." The most common toast was made to Lexington and Kentucky's illustrious son, the Statesman Henry Clay.

In 1832 Henry Clay was running for President against Andrew Jackson, Clay's bitter foe. Jackson came to Fowler's Gardens and sat in a coach drawn for four white horses. While sitting in the coach he was said to have shaken hands with 10,000 men, women and children. Jackson would win the Presidency. Henry Clay ran for president four times and never won. He was a man who stuck to his convictions no matter what the cost. One man said, "Clay would rather be right than President."

A newspaper ad in 1842 offered for sale a "Tract of land---formerly known as Fowler's Gardens, contains about sixty acres." Located on the land was, "A brick Dwelling House, a hemp factory, and all convenient out buildings." This site is now covered in various businesses such as the Jiff Peanut factory. The only connection to those times today is the Edminston Graveyard which is behind the warehouse at 3645 Winchester Street. The Edminston family was early Indian fighters. Captain John Edminston fought at Kings Mountain and was killed at the River Raisin.

The taverns had purposes other than providing lodging or entertainment. Boshart's Tavern ran an advertisement saying it had a, "BATH HOUSE in good order and is now ready for bathing. All the troughs are new; the pump is in a fine spring; the water is plenty. The house is enclosed by a high fence of plank. Every attention should be paid to accommodate those that please to call." A high plank fence for privacy is great but there but there is no mention in the ad of hot water. Every country person knows that water from a spring is very, very cold.

The portrait painter Matthew Jouett was said to have worked at a furious pace. He was at the Eagle Tavern (Sataerwhite's) on Short Street and painted many famous people. His portrait of General Lafayette is now at the Kentucky Historical Museum. Jouett was a great artist but his father considered him little better than a house painter. There was a murder on the second story of the Eagle Tavern which gave rise to a ghost story.

He wasn't connected to a tavern but Joel T. Hart started as a stone mason at Patrick Doyle's Marble factory at the corner of 2nd and Upper Streets. Hart became a great sculptor and had a studio at 437 West 2nd Street. He done a bust of Henry Clay and the "Woman Triumphant", sometimes called the "Triumph of Chastity." This was a nude woman in classic Grecian style overcoming the arrows of a ~~12~~¹²" cupid. It was placed in Lexington's courthouse and in the fire of 1897 the tower bell fell on the nude woman smashing it."

There were other houses of entertainment in Lexington over the years that aren't as well known as those already listed. Old records show that on , December 23, 1797 "A complaint was lodged by Nathaniel Barker that the house occupied by Free Nancy, being the property of Jacob Kizer, is a disorderly house and (on) that account may thusly be deemed a nuisance." Mr. Kizer forced Free Nancy to move. I assume the Kizer mentioned was Benjamin Kieser of the Indian Queen Tavern.

The wealthy men of the Bluegrass had carriages to take them to distant places. Henry Clay traveled to Washington, D.C. in his carriage. Those less well off needed a means of transportation. On August 9, 1803, "Spending just \$2,000 dollars for the purchase of 'stage wagons, horses and equipment' John Kennedy 'started the first regular stage-coach line in Kentucky." Kennedy's wagons were home-made affairs of "light construction, with

backless benches and make shift-top, with curtains to let down in the rainy season." The wagons top speed was three to four miles-per-hour.

The stages that ran out of Lexington were told of in J. Winston Coleman's 'Stagecoaches of the Bluegrass.' There were a number of lines operating here. "The 'Old Line' was the Edward P. Johnson & Company which had an office in a corner of Brennan's Hotel. Another line was the, "OPPOSITION RELIANCE" line of stages which had its office at Todd's Hotel. The "Peoples Line" was based out of Keisers Hotel. Yet another was the "GOOD INTENT or GENERAL OPPOSITION LINE" which advertised that it had substantial Troy and Lancaster Coaches, excellent teams, and careful and sober drivers; all racing is expressly forbidden.' Their office was at 13 South Mill Street, on the corner of Water St.

Coleman wrote that there developed a great rivalry between the different stage lines running the same routes. "The rival lines fought each other with bitterness. This rivalry extended into every phase of the business, with fast horses, comfortable coaches, well known and companionable drivers---The rivalry of coach owners and drivers extended to passengers, who became violent partisans of the road which they traveled, and a threatening exhibition of Bowie knives and pistols was often made."

The stage-drivers, "great delight would be to whip up horses and pass the other stage just as it entered the town or village. Hard down Main Street flying before its cloud of dust would come the stage, the high and red-splotched body swaying above the racing wheels, the horn blasts, and the four spirited horses, the commotion of the halt, sliding in with a whirlwind of excitement and drivers shouts the stage was brought to a stop."

Taking a verse from the Bible; Second Kings, 9:20 the stage drivers were given a title. "and the driving is like the driving of Jehu the son of Nimshi; for he driveth furiously." Reckless drivers were called 'Jehu's.'

"Despite the company rules against racing or speeding the drivers constantly drove fast and often recklessly. The Lexington city officials passed ordinances to limit the speed of 'the wind splitting demons of the turnpike' over the streets of Lexington 'to a moderate trot."

This slowed the drivers for a time but in 1837 the Kentucky Gazette reported:

"The stage drivers have been for some time violating the city ordinances by driving through the streets with a speed contrary thereto. Yesterday morning one of these Jehus in giving a display of his prowess in making a short turn on Main Street upset the stage with several passengers, by which Mrs. David Laudman was considerably injured, though it is hoped not fatally." Many injuries and at least one death of a passenger would occur but I have no details of that.

The Town Branch had once been a beautiful stream but it became a dumping ground for industry, butcher shops, waste from the grain mills and the overflow from the outdoor privies. Still many drank from the stream. The branch became a fertile breeding ground for diseases. On June 7th, 1833, "Unprecedented torrents fell and privies, city streets and wells overflowed." It was well known that Cholera was working its way up river from New Orleans and as early as the 18th of August, 1832 the citizens were requested to set aside that day as a day of prayer to implore, "The Throne of God to throw its mantle around us and shield us from the desolating scourge." But no shield descended.

The Cholera Epidemic, "was brought to Lexington in the stagecoaches, after having come down the Ohio River from Maysville" says Coleman. Once in Lexington it broke out along Water Street behind the Lafayette Hotel and then progressed to High Street. Fifty people a day were dying. Those with money and means sought to flee. The streets filled with the shouts of men as they directed the loading of families processions into carriages, wagons, carts and stagecoaches.

Coleman would write, "Great crowds gathered around the old stage office in Brennan's Tavern, hoping to secure seats in the stagecoaches leaving the city, and so great was the rush, that extra coaches were put on all the lines and still the stage proprietor were not able to accommodate all the fleeing citizens. Those who could not secure passage in the stagecoaches left the panic-stricken city by various means; some walked, some by horseback, a great many left by wagons, gigs, and private carriages.---Our city is literally depopulated, remarked one citizen who stayed."

The wealthy fled to the many resorts built around the mineral springs, some went to stay with relatives in the country side. The poor and the slaves stayed and they died. The author James Lane Allen would write of this tragic time. "Slowly down the street was coming a short funeral train. It passed-a rude cortege: the body of the old French dancing-master, walking behind it with cambric handkerchief to his eyes; the old French confectioner; at his side, wearing the robes of his office and carrying an umbrella to ward off the burning sun, the beloved Bishop Smith; and behind him, two by two with linked arms, perhaps a dozen men."

The Bishop Smith that was mentioned by James Allen was the Episcopal Bishop Benjamin Bosworth Smith. After becoming Kentucky's first bishop and rector of Christ Church in 1831 one of his first challenges was the "Asiatic Cholera---His own family was one of the first to suffer. His wife Elizabeth died in his arms at the beginning of the epidemic. He and his wife Elizabeth had 3 sons and 4 daughters. His daughter Elizabeth would write, 'We were too young when our mother was taken from us by cholera in the summer of 1833 to realize our loss but I can never forget our father's image, as he supported the beloved form on his breast, so altered by deathly pain that we shrank from

it as a stranger, while he drew us to her to receive the faltering words of encouragement and blessing she was able to give us. Nor the passionate grief of his last farewell of the wife of his youth, throwing himself on the floor beside the couch where she lay wrapped for the tomb."

Unlike so many with the means to flee Bishop Smith stayed as he saw it his duty to his flock to serve them. The young Elizabeth saw her father, "with the Roman Catholic priest, General Leslie Combs, and one or two physician's bore the brunt of the disease, and day after day, he went forth leaving an anxious wife and little children, to nurse the sick, shroud and carry out the dead, and bury them in hastily prepared graves. I well remember a young theology student, who was buried at the same time as our mother, was carried to the graveyard in a common cart, the hearses being elsewhere engaged, so dread was the mortality."

Even men who had been hardened by war were shaken by what they saw. Burton Millward wrote, "General John McCalla, the old pioneer and soldier who survived the massacre at the River Raisin---wrote of the first week of the cholera---. 'I would rather incomarably (sic) prefer a seven months campaign in a furious war, than to undergo another seven days as this." The city faced another seven days and days beyond that. There were others who stepped forward to serve the community.

The Black Baptist preacher London Ferrell had remained behind. He and, "General Combs, and Mr. John Keiser, Jr. stood up like men; they administered medicine, and he the Gospel. It fell to his lot to bury all the dead, both white and black. Mr. Leven Young was the grave digger; he would dig a pit large enough to put four coffins in, and thus stow them away in the cold silent grave.

"On the eleventh day Ferrell's wife died, after the doctors, and white and black friends of his family had done all they could, and when he saw she was past recovery, he turned himself into the corner and wept like a child.---The last words she uttered were this, 'Husband, the pain is in my right hip, and you rub it yourself,' and while in the act of rubbing her, the spirit of his dear partner had fled to a better and brighter world."

Ferrell never remarried.

In three horror filled weeks, "two hundred and fifty-two whites, one hundred and eighty four slaves and forty-six free blacks were among the victims," reported a local newspaper.

The pioneer grave yard where those who fell to the Indians were to be filled and a bigger graveyard was created after the Cholera Epidemic ended. During the epidemic

there was a need for workers to dig the graves and carry the disfigured, disgusting, and stinking bodies from out of the mansions and hovels of the poor. One man who stepped forward has long been remembered. Heroes of the Epidemic such as Bishop Smith, General Combs, Mr. Keiser and the Reverend Ferrell have all but been forgotten but the name of King Solomon is still remembered.

George Ranck says of King Solomon, "No one ever saw him with new clothes-his 'rig', as he called his clothes, appear to be old from the start. His same old hat always had the same mushed look, and his pants were about as cross fitting as the hide of a rhinoceros. He was never known to catch cold from washing his face; his hair managed itself, and the button-hole of his shirt collar never met long enough to make the slightest acquaintance." His appearance and his first name gave rise to the nickname of King.

At that time town drunks, vagabonds or those without employment could be arrested and sold at auction to the highest bidder. The length of time the man had to serve varied. Burton Millward wrote a book about King Solomon. "King Solomon was a man who knew hard times. He worked on the streets drainage ditches and digging cellars. He'd lost his wife and then his son deserted him. He turned to drink and was charged with vagrancy. The sheriff was directed to put him on the auction block and, 'Hire him to the highest bidder, for the best price that can be had.'" One account says King Solomon brought eighteen cents.

Since he was sold on the auction block many even today thought he was a Black man but he was white. The woman who bought him was Black; a Free Black. "Aunt Charlotte" had been freed "with a little property". She made her living by "selling her fruits and cakes on the streets of Lexington and often aided Solomon in times of his distresses." She had known him when he was a little boy playing with her young master.

When the Cholera Epidemic struck, "Aunt Charlotte prepared to flee and begged Solomon to accompany her, but he refused. He had seen the bodies being removed from the houses in coffins and even trunks and packing boxes. He saw them unburied in the old Main Street cemetery, for the gravediggers were gone. Solomon said he would stay. He was a powerful man, accustomed to hard work, and he took his shovel and pick and went to the cemetery and dug graves. He buried the dead until he was exhausted, and then he slept, and awoke to dig more graves. During the long weeks of terror, he remained at his task, and often no one but he was there to lay the dead in their graves."

While occupied with his grim tasks the city fathers ordered many actions to be taken to stem or stop the epidemic. Barrels of pitch were burned on the streets to purify the air. Cannon were set off repeatedly in hopes the booms would break up the plague-ridden clouds. Citizens wore garlic on their shoes to keep the Cholera away. Those stricken

worthless medicines in an attempt to treat them. Everyone who had passed through or had been in an affected area was to blow a horn to alert others that he was coming. It was never said where the hundreds of horns needed to warn others could be found.

How the people were fed during this time is not known for sure. It was reported that "not even a cracker (was) for sale." James Lane Allen wrote, "Famine lurked in the wake of the pestilence. Markets were closed. A few shops were kept open to furnish necessary supplies. Now and then some negro might be seen. Oftener the only visible figure on the street was that of the faithful priest going among his perishing fold, or that of the bishop moving hither and thither on his ceaseless ministrations."

"After the epidemic a purse of \$1,000 was given to (Bishop) Smith, which he returned, asking that the money to be devoted to the widows and children of the victims of the cholera." He was given a set of silver, "A superb pitcher and six goblets." Smith was, "but a Skelton of a man," yet, "in heart and soul, a giant on every good work and word." He would say his work was, "among inhabitants more entirely alienated from our mother (Church) than the people of any other state." He was referring to those who had rejected the church; as so many on the frontier had.

One hundred children had been orphaned by the cholera and several concerts were given to raise funds for the Lexington Orphan's Home. "A special meeting raised \$4,000 to buy Dr. Fishback's home on West Third Street." This house once stood at the entrance of what is now Hampton Court. It was for whites only; Black children didn't have an orphanage until 1892 when one was opened on Georgetown Street.

The city hadn't forgotten King Solomon and they gave him odd jobs until he passed away. He was buried in an unmarked grave until citizens banded together and purchased a gravestone. When I go out to the Lexington Cemetery to see the blooming cherry trees in the springtime I make a point to drive past King Solomon's grave.

Inventors seemed to be drawn to Lexington. One was Dr. Joseph Buchanan who walked from Philadelphia to Lexington in 27 days and immediately began work on his 'economical' steam engine. There had been an intense interest in steam engines since Edward West's tiny steamboat had run on the Town Branch and everyone awaited a demonstration of Buchanan's invention. In 1821 his steam engine had seven horse power and could run twenty-four hours on just one cord of wood. It was tried in steamboats but the spiral tubes he used plugged when the muddy river water ran through them. His engine was used successfully to power a factory in Nicholasville; a nearby town.

Buchanan flirted with making an airplane but it was too heavy to fly. He moved to Louisville where he made a land-carriage. The crowds in the streets of Louisville were amazed when his land-carriage passed on the streets. He was said to have discovered a new motive principal, described as being derived from combustion, without the aid of water or steam. Some of Buchanan's ideas were impractical but his steam engine had caught the attention of Thomas Barlow and Joseph Bruen of Lexington and they began to lay plans of their own.

Samuel McCullough said "believing that locomotives could be propelled at a great velocity, Mr. Barlow and Mr. Joseph Bruen, another mechanical genius, built an engine to run on the railroad first started from this place to Frankfort; the finished portion of the road extending then but five miles from this city, and on which, Sunday pleasure cars were running, drawn by two horses. The steam engine was an odd concern; not more than three of four feet high, wheels, boilers and all; the pistons working perpendicularly, two cylinders, and a tongue in front, with the necessary pilot wheel with the tiller ropes. I never knew what became of the engine."

In England there had long been railroad tracks over which horses had drawn passengers and loads of coal. Men there began to question why steam engines could not run on those rails. There was opposition to this and men said that the steam engine could never outperform horses but George Stevenson's engine, 'Rocket', settled that question in 1829 when it outperformed horses. Steam driven engines first ran in England and mainly ran on short lines to haul coal to canals.

A second engine was reported by McCullough. "Mr. Barlow and Mr. Bruen also built another small steam engine, which run on a miniature oval railroad, in the large room, third story of their factory, corner of Water and Rose streets, drawing after it a miniature passenger car, large enough hold one grown person or two children. I paid my twenty-five cents for a ride on it. The novelty of the occasion brought multitudes of

citizens, male and female to see it; and as Mr. Barlow quaintly and truthfully observes, 'Each of the visitors had to pay a small sum for the pleasure of riding on land by steam.--This was the first steam engine ever', made in America.

"Mr. Barlow sold the miniature engine, car and wooden rails to Mr. Samuel Robb of this county who exhibited the workings of them in 1827, in the cities of Louisville, Nashville, Memphis, Vicksburg, and New Orleans, in which city--it was consumed by fire during the year 1828." Barlow built another engine for a Mr. Rockhill for exhibition.

"I remember again that the model engines were run on the miniature railroad, three or four years before the first railroad," was run, McCullough wrote.

Men of the time were not use to speed in moving vehicles. Ox teams averaged two miles an hour, a canal boat three, a steamboat four and three quarters, a stage coach six to eight, and the proposed steam engine claimed to run ten miles an hour. Men didn't believe it and felt it was better to stick to horses.

In Kentucky there was a raging debate as to which system of transportation the State of Kentucky should authorize. Should there be Toll Roads; they would be built by private firms who would collect a toll for using it; railways; again built by private firms? In either case the State would not have to raise taxes. The State of Kentucky then and now never wanted to pay for anything. The argument was made that a railway bed was but one-third the width of a Toll Road and so it would be much cheaper to build. The rail bed from Lexington to Frankfort, where cargo could be loaded on steamboats plying the Kentucky River, would be two miles longer than a Toll Road but still cheaper to grade.

The argument was made that, "A single horse (on the railway) is capable of traveling with seven tons of freight which is as much as five horses can draw on our present roads. Hence it follows that one man and two horses can transport on the railway as much weight in the same time as 35 horses and seven men on our present roads." This logic helped over the resistance to the building of the railway which was being fought by stagecoach owners, wagon owners hauling goods, operators of Toll Roads, and tavern owners along the roads. Farmers faced a reduced need for draft horses, hay and feed.

In Lexington the laying of the first rail of the Charleston, Louisville and Cincinnati rail road was on the 28th of October 1831 according to Collins History. It was a gala occasion with parading military units, noted speakers and numerous guests. The first trip on the rail way wasn't until the following August when two cars with "60 passengers, inside and out the coaches' were taken for a ride. The official dedication came with Governor Metcalfe speaking at the end of the track which was just a mile and a half from the starting point. The track ended near the Lexington Cemetery. The train was said to have made the trip at the amazing speed of ten miles per hour; which was fast for a team of

horses."

On Christmas Day, 1830, "The first regularly scheduled passenger train to operate in America ran for nine minutes, five and one fourth seconds," over a five mile course in Charleston, South Carolina. Before that time Charleston saw "Two manual handcars" and a treadmill horse car called the "Flying Dutchman" and even a wagon driven by a sail run on the same tracks. Cities west of the mountains saw what happened in Charleston and went with steam engines.

Local histories claim that Lexington had the first steam railroad west of the Appalachians but it isn't so. A "Dinky" railroad was built around the rapids of the Tennessee River at Muscle Shoals, Alabama in 1832. Also in 1832, the 'Pontchartrain Railroad Company', near New Orleans, received a steam engine from England and began service. The ride must have been very rough for a reporter wrote that it would never become a, "fashionable retreat for the female portion of the community."

The Lexington and Ohio Railroad's, "Act of incorporation, was approved by Governor Thomas P. Metcalfe on January 27, 1830. On April of 1831, there was held at Lexington the first meeting of the stockholders, which was presided over by Henry Clay." It took time to raise funding for the construction and gather together locomotives and cars. It would be the 25th of January, 1835 before the first steam engine ran to Frankfort.

The first train terminal was at Water and Mill Streets. An unknown writer wrote of what have been the first trip saying the train, "stopped at what use to be known as 'the old depot', which stood at a point not far from the entrance to the Cemetery at the top of the hill. A large gathering met the train, the cannon was fired, and a ball (dance) was given at the Weisiger House (in downtown Frankfort) in honor of the event."

The first locomotives used in this country were all imported from England and by 1836 there were 100 miles of railway and 10 steam engines here. The locomotive for the Lexington and Ohio Railroad was brought up the Mississippi, Ohio and Kentucky Rivers on a steamboat and unloaded in Frankfort. The locomotives were "Lilliputian affairs, fragile in construction and feeble in vitality." The locomotive drew but one coach and on some grades passengers had to get out and push the train uphill. Men were use to this for stagecoaches were also pushed uphill at times.

There was a fear of riding on the trains for many reasons. One was the poor construction of the roadbeds. There was widespread graft in building roadbeds which were constructed as cheaply as possible. The builders and owners of the railroads assured everyone there would be no steep grades on their road beds. There would be no bridges over thirty feet tall; this was important as railroad bridges collapsed regularly for several years after the railroads started. There were no cuts through the hills more

than twenty foot tall as cuts could and did collapse covering the tracks with piles of rocks and dirt. There were no embankments over twenty feet tall so if the trains went over the embankments they wouldn't have so far to fall. There was only one train on the track at a time so there wasn't any chance of head-on-crashes. Those occurred in years to come.

Since trains never ran at night there was no need for headlights. Since they ran so slow, they could stop quickly, so there was no need for a cowcatcher on the front of the locomotive to throw any cow, horse, sheep or other livestock aside so as not to damage the locomotive. When trains began to run faster railroad companies were sued constantly for livestock that were hit and killed. The railroads then added the Cowcatcher to protect their locomotives. A wooden beam stuck out in front of the early trains which held a hickory broom to sweep the rails free of debris so the wheels wouldn't jump the tracks.

There were no cabs on the first engines so the engineer and his fireman were exposed to the weather; so for that matter were the passengers that rode on top of the coaches. Dark smoke and fiery ashes rained down from the tall smokestacks on those riding atop the coach. Thoughtfully women and children always rode inside the coaches. However since there were no glass windows smoke and ashes could be blown in the coach. Fashionable upper class women wore straw bonnets and 'circassin' dresses with large capes trimmed with black cord or braid, tassel and silk belts. When the wind was blowing women's dresses became coated with powdery ashes and holes could be burned in the straw hats and dresses.

There was a two man crew on both the horse drawn and steam driven trains. The driver was paid \$22.50 a month and I don't know how much the helper was paid. Their job was easier on the horse drawn train. They were expected to handle the horses or mules, take tickets, handle baggage and take down and put back in place every rail fence of the farms they went through. The first steam trains required them to take tickets, handle baggage, deal with the fences and since the train burned cord wood the train had to stop every so often and load the firewood.

As the railroad was built out from Lexington, rumors spread among the countrymen. Ebenezer Steadman wrote, "For 2 years we heard most remarkable stories about the railroads. One said that he had seen carriages drawn on a railroad by steam; he was put down as a Munchausen. Another said he rode on a coach that went so fast that he had to breathe through a brass tube made on purpose so that the speed would not take their breath away, and some told such stories that the people would not believe anything they would say."

An article in the 'Kentucky Explorer' told of the first rail bed and steam engine. It said

"Stone sills laid length wise of the track were the only 'ties', while the rails were merely strips of iron, some twenty feet long, three inches broad, and about a half inch thick.--- The boiler was an upright one, set upon a flatcar with a 'walking beam'. There was no roof over the engine. In one end was a blacksmith shop to enable the engineer to make repairs to the engine or cars when they broke down.

The passenger cars were festive yellow and, "on the L&O were only about 12 feet long, with two wheels under each end. The car was enclosed, and on the roof was a double seat, so the passengers could set back to back." The passenger car had an iron railing around it. The firm of Barlow and Bruen began to manufacture locomotives.

The name of the first locomotive that ran on the tracks varies according to who is writing of 'The first Train.' There was, 'The Nottaway'; 'The Logan', and 'The Daniel Boone, which could run at an astonishing rate of 12 miles per hour. The Daniel Boone was the butt of many jokes because it so often ran behind its scheduled time. Men said, "Let's ask the engineer to feed 'Boone' another stick of cordwood, or we'll never get there." It took a cord of wood to run to Frankfort and back to Lexington. There were two 'stops for water and wood'. They were at Villa Grove and Duckers.

A Frankfort man wrote, "The road was allowed to charge for freight carried two and a half mills (fractions of a penny) per mile for each hundred weight, if carried sixty miles; if carried not exceeding 20 miles three mills was to be charged." Stated in cents per mile the freight charge ranged from 5 to 6 cents per mile per hundred pounds. "The passenger rate was to be 4 (cents) per mile.

One freight and one passenger train ran per day. There is a story of a young man whose parents were going to ride the train from Frankfort to Lexington. The young man made a bet that he could walk to Lexington and beat the train there. He did. The trains leaving a station were spoken of in nautical terms. A departing train left "its moorings" just as a ship was said to do.

The original road bed was a very crude single track which had an, "undulating appearance," and "produced a continually jolting motion in the cars." Mary Verhoff said, "Motive power was furnished by sixty horses, which was considered sufficient, if the road was in condition, to transport daily each way, sixty to eighty tons of freight and six to eight passenger cars."

A professor at Transylvania's Medical College, Charles Calwell recalled when the, "Two horse car ran from the city to Frankfort over the 'flat iron' rail until---a little steam locomotive called the Nottaway made a trip to Frankfort and back the same day. It drew one passenger coach built by Mr. Ashton, the venerable coach builder of this city."

"I recollect distinctly the little locomotives, Nottaway and Logan. More than two dozen have I and other able bodied men got out of the passenger car when the locomotive was not able to pull the car over some slight elevation and pushed the passenger car and engine up the inclined plane of less than one degree inclination. When we arrived at the summit of the inclination which was about nine miles from Lexington in what was called the 'deep cut' the engineer in the meantime having raised the steam enough to carry the passengers to the next slight inclination of the road, cried 'all aboard' and away we went. 'All out' was the engineer's next cry when we came to some slight ascension of the road. Out we come and our shoulders were again applied to help the little locomotive out of its terrible difficulty." The feeble Nottaway and Daniel Boone would be scrapped and the Logan's engine was used at a mine. Heavier more powerful engines were then used.

The rail line ended at the top of Arsenal Hill above Frankfort. Engines and cars that might have survived the steep descent did not have the power enough to pull themselves up and even passengers could not have pushed them up. So passengers bound for Louisville boarded six-horse coaches hauling 18 to 24 passengers, descended the hill, and crossed the Kentucky River on a ferry before catching a stagecoach on the other side. "Before the tunnel through Arsenal Hill was completed in 1842, freight had to be unloaded at the top of the hill. Two wheeled drays, with horses hitched in tandem fashion, brought freight into the city and delivered it to consignees, and of course outgoing freight was hauled by drays to the depot on the hill."

"As a profitable investment---the road was no howling success. Its unique construction of stone sill and strap iron proved impractical." The road bed had to be rebuilt two times. The first rail bed did not use the familiar wooden ties. Instead ties quarried from limestone and cut to shape were used. These blocks of limestone were three inches by twelve inches and two feet in length (very small engines ran on these tracks) and were laid crosswise four feet apart. The limestone blocks, called sills had bolts stuck up through them and strips of rails two inches wide and one inch thick were fastened on the bolts.

In 1842 the railroad was sold to the State of Kentucky who leased it to the wealthy steamboat owners Philipp Swigert and Colonel William McKee. McKee was soon to be killed in the War with Mexico. A few years later the railroad changed hands again and the route of the railroad was changed slightly and wooden crossties were substituted for the old stone sills and sharp rails.

Cedar rails ran over the crossties and a strap of iron was fastened by bolts on top the cedar rails. When passenger trains clattered over the heads of the bolts (which were

counter sunk) the bolts gradually worked themselves up. At some point the bolts would come loose and the strap iron would spring up like a snake and punch a hole in the floor of the passenger car. Even if the passengers were not injured they were terribly frightened by the sudden appearance of the 'Snakehead.'

The third attempt to construct a proper road bed resulted in, "The most poorly constructed railroad in America." Again graft had reared its ugly head and costs had been cut in every way possible. This time heavy oak crossties were laid down and iron T-rails set for flanged wheels for the locomotive and cars to run over were installed. These rails could support 20 ton engines capable of pulling a string of cars 40 miles-per-hour on straight of ways. Many trains overturned on curves.

On May 9th, 1836 the traveler James Robertson wrote, "Lexington is a very wealthy and flourishing place, about one mile through, and contains 8,000 inhabitants; here is a rail Road connecting this place with Frankfort---which is 27 miles in length. It has but one track and intersects the stage road 4 times in the rout (sic), without any inconvenience to either."

I staid (sic) in Lexington all night, and the next day till nine or ten o'clock looking at the road, the locomotive, &c. The cars were not running; when in operation, they perform the journey in 2 or three hours."

Many of the investors in the railroad would never realize a profit. William A. Leavy wrote of the merchant Elisha J. Winter who had built a three story brick home adjacent to his store. "He rendered himself conspicuous by starting the Lexington & Ohio Railroad-became its President, and was instrumental mainly in having the foundation of the road to Frankfort laid with limestone rocks of the rails to run on, a large cost, and found at length to be money thrown away. The investments of all stockholders in Lexington, a considerable amount, proved a perfect and entire loss."

Leavy thought Winter had lost a large amount of the railroad but Leavy and his father lost \$2,500 themselves. A large number of merchants and tradesmen went bankrupt when the railroad bubble burst. Two such men Leavy wrote of were, Robb & Vigus, the former a bricklayer, the later a saddle tree maker. The first moved to Missouri, to resume his trade, the last ran away to Ohio with his neighbor's wife."

The stockholders lost but the city of Lexington profited from the railroad hauling goods to and from the city. The city seemed to have entered a Golden Age that was fondly looked back on by the old timers' years later.

The youthful Mary Todd lived a life of privilege having a father who was active in trade and politics. He was a man of wealth who could educate not only his sons but his

daughters as well. His children wore the latest fashions. They were waited on by household slaves who saw that every wish of his children was complied with. When the Todd family or Mary had a sweet tooth she knew where to go.

The leading Confectionary of Lexington was Monsieur Matthew Giron who claimed to have been a grenadier in Napoleon's Army. He was a, "Cordial, kindly, fastidiously-dressed little confectioner. Very attractive little person of heavy build but of low stature, being scarcely over five feet in height-with a pleasant, smooth shaved face."

His Confection shop turned out, "Monumental cakes, created for weddings, dances, and banquets---for the likes of President Monroe and General Lafayette." The entire Todd family loved his almond cake. When Mary married Abraham Lincoln she served him almond cake and continued seeing almond cake was served in the White House.

As she entered her teenage years Mary became an avid dancer and one of the more popular places to dance was Girdon's, "Ballroom, with its great paneled doors of polished cherry, opening to the high frescoed ceiling." Mary came here often but Lincoln never danced there. The story is told that while Mary was living in Springfield, Illinois and attending a dance the bachelor Lincoln asked Mary to dance.

After their dance Mary's friends asked her how it went. She said, "He told me he wanted to dance with me in the worse way; and he did."

The buildings of Girdon occupied the west side of Mill Street between Short and Main streets. The right half of his building still stands on North Main and Mill Streets.

Serious music was very popular in Lexington. The Phoenix Hall contained the Keene and Lamphear's Assembly room. It was here that the first performance of Beethoven's First Symphony was performed west of the Appalachians.

The first Rector of Christ Church and first president of Transylvania, James Moore, was a flute player and, "a great lover of music." When he built the beautiful home 'Vanclose' on the west side of Georgetown Pike he had a special room designed for musical performances."

All the fine homes had a piano where the daughters of the family played and sang to entertain the family's guests. Music lovers in the town supported a number of piano makers. Josiah Green, Christian Veltenaid, T.L. Evenen, J.H. Taylor and William Thompson made pianos here. The present-day Mary Todd Home on West Main Street, open for tours, has a piano made by William Thompson.

There was also less serious music performed in town. 'The Ashland Quick Step' was written and performed in honor of Henry Clay.

The wife of Transylvania's President Mary Austin Holley was a poet and writer who wrote an early history of Texas. "It was described as being a three- hundred page--- authoritative work covering historical, geographical and descriptive aspects." She had an interest in Texas through her cousin Steven F. Austin, the, "Organizer of the Austin Colony in Texas. Steven gave her 4,420 acres in the Colony. In the 1830's she collaborated on two songs. Her 'Brazos Boat Song' was a lyric she written while visiting Texas in 1831. Mrs. Holley compared the Brazos to the Ohio and Mississippi.

Men who went to Texas were familiar with Texas having read her book and heard her song. After completing Law School Daniel Cloud and a Mr. Bailey mounted their horses and with a few personal belongings rode off for Texas. They would be among the dozen men from Lexington that died with Travis, Bowie and Davy Crockett at the Alamo.

The Mexican Government thought that if they allowed the Americas to settle in the thinly settled East Texas they could keep the Plains Indians from raiding the Mexican people already living there. The Mexicans must not have been familiar with history of the United States. History would have shown them that when Americans moved into another's territory they would take over that territory.

The Texas Immigrating Society had been formed in 1825 and was the driving force calling Kentuckians to settle Texas. "In November 1835, a stirring meeting was held in Lexington. Following this, a company (known as 'The Mustangs') of fifty-four 'emigrants under the command of Captain Burr H. Duval, ---set out---and moved by way of Louisville to New Orleans and then to Texas."

Once in Texas the Mustangs took part in the effort to wrest Texas from the Mexican Government. They joined a small army of 400 men under a Colonel Fannin at Goliad, Texas where they surrendered to a large Mexican Army. The President of Mexico and General, Santa Anna sent a command to the Mexican General holding the American prisoners ordering him to execute them all. The Mexican General knew that executing them would violate the Rules of War and anyone who ordered the execution would be labeled a War Criminal. He hesitated to kill them and the angry Santa Anna demanded a second time that he execute them.

On Palm Sunday, March 27, 1836 Samuel Smith Sanders and two of his cousins were awakened at dawn and told by the Mexicans they were to be put on a boat and sent home. Telling them they wanted to count them the Mexicans lined them up. Samuel was just 19 when he was cut down by a blast of rifle fire. There were 390 men cut down but a handful survived; Captain D^W ^A was one of them.

After the defenders of the Alamo were overwhelmed the Mexican Army was defeated at San Jacinto. Mary Holley composed, 'The Texican Song of Liberty.'

The hated Santa Anna had been taken prisoner at San Jacinto and the enlisted soldiers had wanted to kill him but General Sam Houston protected him. In his youth Houston had lived with the Cherokee who had named him 'Big Drunk' but at this time his habit of choice was opium, a habit he later kicked. Santa Anna asked for some of Houston's stash to calm his nerves and Houston shared with him. He then sent Santa Anna back to Washington, D.C.

On his way to Washington Santa Anna stayed at the Phoenix Hotel, now the site of Lexington's Main Library, where he met with some of the leading and wealthy citizens. He was still President of Mexico and men sought him out trying to gain vast acreages in Mexico to increase their personal wealth. He was said to have charmed many of those he met with on the way east. A Northern newspaper wrote, "The North, especially, was able to appreciate the pleasant personality of the Victor of the Alamo. How can we style him a tyrant" --- "who opposed the efforts of the rebels", when Santa Anna had "fought and bled to controvert the efforts of those who wished to substantiate---the horrible system of slavery or if one wished to stop the spread of slavery."

The War Criminal Santa Anna was lionized in the North as he opposed slavery, Mexico had outlawed slavery, and he was fawned over in the South by those seeking an extension of slavery. Texas would be an independant Republic for years. Backers of slavery wanted to make Texas a state so as to increase their hold in Congress. Opponents of slavery sought to keep Texas out of the Union.

The shifty Santa Anna was known to take bribes and it is not known what promises he made while at the Phoenix Hotel. The names of the wealthy men who met with him in a private room are not known.

On December 30, 1853 James Gadsden on the part of the United States and Santa Anna on the part of Mexico signed a treaty where by the United States paid ten million dollars for the 'Gadsen Purchase,' along Mexico's northern border. Southern interests were eager to purchase this land as a route to build a railroad to California. 45,535 square miles changed hands