

Bits and Pieces

of Hardin County History

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MARY JO JONES, EDITOR

FALL 2000

THE EMBRY CHAPEL AME CHURCH

Mary Jo Jones



Embry Chapel AME Church
(Photo Sep. 13, 2000)

Only four church buildings in Elizabethtown can claim the distinction of having existed since the nineteenth century. They are congregated in a small area in downtown Elizabethtown: the Presbyterian, the Baptist, the Episcopal, and the Embry Chapel AME. Two of these have been abandoned by their congregations and are now used for other purposes. The other two--the Episcopal and the Embry Chapel--are suffering from growing pains and are contemplating moves in the near future.

The Embry Chapel is reported to be for sale. It would be a real tragedy for this building to suffer the same fate as other downtown churches such as the Severns Valley Baptist, the Lucinda B. Helm Methodist, the old St. James Catholic, and the Pilgrim Holiness. Embry Chapel has a long and interesting history in this community.

In the Civil War era, the Elizabethtown community was divided on the question of slavery, and many residents held strong views. These intense views were particularly evident in some churches, and many splits occurred among members. One such incident occurred in the local Presbyterian Church. According to a statement made by the church pastor, the Rev. Angus McDonald, in 1881, "In 1868 the church was divided, part of the members adhering to the Northern Assembly and part to the Southern Assembly." In his rather lengthy discourse on the

history of the church to that time, McDonald makes no other comment concerning this rift.

Those of the anti-slavery persuasion moved out, and in 1871 acquired from A. Depp a small tract of land on Plum Alley and North Mulberry Street. The lot was approximately 136 feet deep along the alley, with 107 feet of frontage on North Mulberry Street. This land apparently was the site of the stables and other outbuildings pertaining to a residence on the Public Square which Depp purchased from George L. Miles in 1863. Total consideration at that time for the property on Public Square, including this small tract on the alley, was \$3,000.

In 1871 the Presbyterians paid Depp \$1,000 for the land on Plum Alley at Mulberry Street. This amount would indicate that there were some improvements on the land. Whether or not it included the church is not known. A map of buildings in downtown Elizabethtown made about 1870, which is rather detailed, does not show any structure on this lot. However, it seems likely that the church building was on the lot at the time it was purchased by the Presbyterians. A consideration of one thousand dollars for a lot of this size at that time indicates it contained rather substantial improvements. The deed establishes that later, when the Presbyterians sold the land with the church building, the price was \$770.

The Presbyterians adhering to the Northern Branch continued to occupy this building until about 1883. Rebecca Stone "Aunt Beck" Hill was one of the

leading members of this church. Mrs. Hill passed away on December 13, 1882, and it is likely that without her leadership and financial support, enthusiasm in the church declined significantly. In 1883 it was disbanded, some of the members returning to the home church and the remainder joining other denominations. In 1891, the property was sold to the Trustees of the African Methodist Episcopal Church of the United States of America, who later named it the Embry Chapel in honor of Bishop J. C. Embry of that denomination.

Embry Chapel today has increased in membership to the point that it has outgrown this building and contemplates moving elsewhere. Elizabethtown has suffered almost to the point of extinction from the destruction of old buildings. This church is in an excellent state of preservation, and it is absolutely unthinkable to consider that this lovely old building would meet a similar fate.

In the late 1980's, when this building was nominated for inclusion in the National Register of Historic Places, it was described as "a one-story brick church constructed in the Romanesque Revival style." The nomination states that it is significant both for its role in the black history of this community and as an excellent example of its construction style. It is unique in Elizabethtown and Hardin County and must be preserved.

(SOURCES: Public records of Hardin County; files of *The Elizabethtown News*; author's files.)

A FOUR-HORSE TEAM DROWNED

A four-horse team belonging to W. H. and J. T. Thornsby of the Star Mills vicinity was drowned at the mouth of Valley creek Wednesday. The team was crossing the bridge at that place, when it became frightened and ran off the bridge, tumbling into ten feet of water. Messrs. Waverly and Marion Thornsby were riding the rear lead and off animals and of course went down with the team. Then began a wild scramble for self preservation. Waverly swam out without difficulty. Marion held on to the head of one of the horses with a death-like grip and was washed down the stream. Waverly upon reaching the bank removed his clothing and then re-entered the river to rescue Marion, but the current was so swift Marion and the team passed down the river beyond his reach, when he had to return to the bank. At this juncture, Mr. Ivan Vanmeter arrived upon the scene and extended a long pole to Marion, and he was induced to release his grasp on the horse's head, when he was safely drawn to the shore. The team was then washed further down the stream and after endless struggles finally drowned. The team of animals, two horses and two mules, were valued at \$500.

(*The Elizabethtown News*, April 10, 1903.)

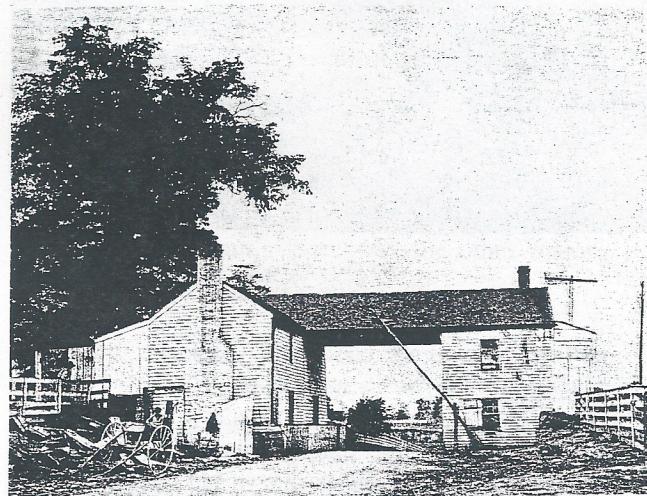
THE LOUISVILLE AND NASHVILLE TURNPIKE

The Louisville and Nashville turnpike was a hard-surfaced road which connected the two cities, by way of West Point, Elizabethtown, Munfordville, Bowling Green, and Franklin. A company was originally chartered by the Kentucky Legislature in 1829 to build such a road. After many delays, work was actually commenced in 1837. By 1840, five miles of the road had been completed in Jefferson County and sixteen miles in Hardin County.

Cost of constructing this road ranged between \$5,000 and \$6,000. Timber was cut within sixty feet of the center line; the crown of the road was described as a "semi-ellipse, transverse diameter fifty feet, semi-conjugate diameter one foot." Eighteen feet was the prescribed width of the road, and the hard surface was to be one foot deep. It was to be surfaced with gravel, pounded stone, and other small, hard substances. Irish labor was extensively used on this project, their wages being fifty cents a day.

Just south of the Salt River in Hardin County limestone was found in abundance on or near the right-of-way. This rock facilitated construction of this section of the roadway. Rough cobblestones were placed on edge across the road to form a foundation eight inches thick. On top of this base, successive layers of pounded stone were laid as a finishing coat four inches thick. All the grading on this road was done with plow, pick, and shovel. The rock was crushed with hammers. Drainage was secured by constructing a ditch fifteen inches deep, one foot wide at the bottom and five feet wide at the top on each side of the road; this work alone required about 1,200 yards of excavation per mile. The charter allowed a maximum grade of 4.5 degrees, but the engineer in charge adopted 2 degrees as his maximum, and did not employ the allowable 4.5 degrees except at the crossing of Green River and one or two other places of especial difficulty.

The charter provided that toll gates should be erected at intervals of five miles along the road, but no gate was to be placed within one mile of a city or town. Adequate penalties were provided for shunning the toll gates; but in spite of these provisions, a regular system



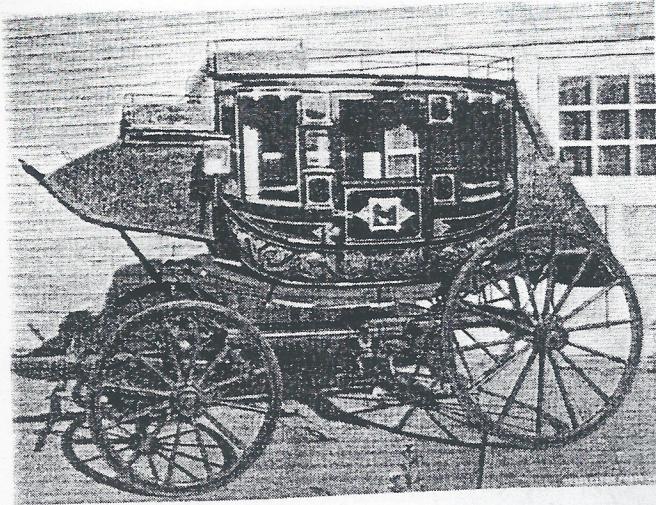
A Typical Tollgate
(From the author's files)

of "shunpikes" grew up along the road. These were short detours by which travel went around the gates, thus avoiding the payment of tolls. Tollgates in Hardin County were located about two miles from West Point; near Stithton; at Red Hill east of Vine Grove; and at Claysville, near Elizabethtown. The Lincoln Heritage House now located in Freeman Lake Park in Elizabethtown is described in older documents as being on "the old shunpike."

Tolls were fixed by the charter, as follows:

stock---	For each twenty head of sheep, hogs, or other small stock-----	6.25c
	For each ten head of cattle-----	6.25c
	For each horse, mule, etc.-----	4c
	For each two-wheel pleasure carriage	8c
	For each four-wheel pleasure carriage	16c
tread-----	For each cart or wagon less than 4 inch	25c
	For each cart or wagon 4 - 6 inch tread	20c
	For each person -----	2c

No tolls were charged for a man passing from one part of his farm to another; for funeral parties; for persons going to and returning from militia assemblies; for



A Concord Coach
(From the author's files)

jurymen attending court; for persons attending elections; or for public messengers.

Soon after the establishment of the Turnpike, Samuel B. Thomas of Elizabethtown and Daniel Carter of Nashville began the operation of the Louisville and Nashville Stage. The company had its Louisville office at the old Galt House at First and Main. A daily stage ran each way between Louisville and Nashville. The company did a thriving business, Thomas acquiring great wealth from his interest in the undertaking.

The coach used was of the Concord type and carried six passengers inside with room for another on the box with the driver. The baggage was carried on top of the coach or was swung on the back end. Four horses were used in good weather and six in bad weather. The horses were the best that could be procured and were usually well matched.

The stage left Louisville at 5 o'clock in the morning, stopped for breakfast at the Nine-Mile House

near Pleasure Ridge Park and reached Elizabethtown at noon where passengers had dinner at the Eagle House. Resuming the journey at one o'clock, the stage reached Bell's Tavern (now Park City), ninety miles from Louisville, at 9:00 P.M. and spent the night there. On the second day the stage left Bell's about 5:00 A.M. and reached Nashville at 9:00 P.M., making the trip of 180 miles in two days. In 1834 the fare from Louisville to Nashville was \$12.00.

Stations where a change of horses was made were established at intervals of approximately ten miles along the road. Those in Hardin County were at West Point (Young's Inn), Trueman's (about one mile from present-day Fort Knox), Haycraft's Inn (2315 South Wilson Road, Radcliff), Elizabethtown (the Eagle House), near Nolin River, and near Upton.

Traffic over this road was heavy in the days before the completion of the Louisville and Nashville Railroad in 1859. In early days merchants from Elizabethtown would buy their goods in Baltimore, haul them by wagon to Pittsburgh, load them on flatboats and send them down the Ohio to West Point, from which point they were distributed by wagon to their destination. Drovers from southern counties of Kentucky came over this road to West Point, to ship great numbers of hogs, cattle, sheep, mules and turkeys by boat. West Point, by reason of these activities, was at one time a business rival of Louisville. To handle the river business, great warehouses were established there, and several West Point merchants acquired both wealth and prominence.

M. J. J.

(SOURCE: S. G. Boyd, "The Louisville and Nashville Turnpike," *The Register of the Kentucky State Historical Society*, May, 1926; author's files.)

ELIZABETHTOWN'S LAMPLIGHTER

Elizabethtown's lamplighter has an affection of the eyes. He is either color blind and can't tell the difference between darkness and light or else like the owl he sees best when it is dark and thinks everybody else can. Last Friday was a rainy, gloomy day, when night came on it still rained and the clouds were dark and heavy. The new moon was a mere streak of light and failed to show up at all through the clouds. It was a night of all others to light the street lamps, yet not one of them were lighted. The town was in perfect darkness, and as the citizen who had to be out stumbled along in the mud and felt his way home along the fences he wondered what he paid taxes for. This ought not to occur again and if the lamplighter is acting under orders, then the order needs changing.

(*The Elizabethtown News*, Oct. 20, 1893)

OUR GERMAN CONNECTION

D. E. McClure

The sound of German surnames has been a familiar feature in Elizabethtown almost from its beginning. Some names were of second-generation citizens, but most belonged to people who were direct travelers from the "Fatherland." These immigrants brought their characteristics of thrift, energy and good citizenship to their adopted home in Kentucky and contributed much to its business and cultural life.

Arriving a decade prior to the Civil War, these immigrants each came with a skilled trade, a high regard for education and a desire to see themselves, their children and their community progress. Haycraft's *History* records business life in the community over a century ago when the German immigrants were the proprietors of many local firms. The following sketches are some of these immigrant proprietors:

BERNARD STAADEKER, born 1838 in the Grand Duchy of Baden, Germany, reportedly came to the United States in 1858. His store was located at the corner of Public Square and North Main Street, opposite the Sheriff's office (1998), and was jointly owned by him and George M. Cresap.

Also on the Public Square was the firm of SOLOMON KAUFMAN & Co., composed of Mr. Kaufman, JOSEPH JOSENBERGER, and SAMUEL GOLDNAMER. Kaufman came from the Grand Duchy of Hesse-Darmstadt, Germany, in 1848. Goldnamer was born in Rhine Bavaria and came to the United States in 1855.

Following the big fire in Elizabethtown's business district in August, 1869, Kaufman built a store on the corner of the Square where Paul

Lewis's law office is now (2000) located. The upstairs of the building was given over to an entertainment space known as "Kaufman's Hall," where plays, minstrel shows and other public performances were held. (Bryan's Hall located over Hillary Bryan's store was the other major entertainment site of that time.)

SAMUEL GOLDNAMER, his son LOUIS, and a brother THEODORE were dry goods merchants in town for many years. Their establishment occupied the former Kaufman building until 1923 when the bank building was erected on the site. The Goldnamers moved their store one building north of the bank.

For over 75 years the northeast corner of the Public Square was occupied by the John B. Helm building, presently the Union Bank building site (Reesor Auction Co.) The Helm building was owned during the Civil War by Dr. Samuel Anderson, who sold it to JOSEPH FOERG, a German. Foerg and later his son-in-law Thomas Carter operated a bakery and confectionery there for many years. The Carter building adjoining the site was for years the location of McFarland Brothers men's furnishings.

Foerg married MARGARET RAUBOLD, sister of FRITZ (FRED) RAUBOLD. From his arrival in 1846 until his death in March, 1905, Fritz Raubold operated his toy, novelty and confectionery store in the space adjacent to the building now (2000) occupied by Rider's Clothing Store.

Mrs. Fred Raubold's sister, LIZZIE BETZ, married ANDREW DEPP, another local

merchant. Depp bought from George M. Miles a three-story building on the corner of the Public Square. (In 1887 it was destroyed by fire, replaced by the old Bank of Elizabethtown.) (ED. NOTE: Now--2000--occupied by Roger Rigney's law office.) Depp is said to have served in the Mexican War and to have been wounded in the head.

JOE RAUBOLD, a brother, and HENRY RAUBOLD, a nephew, also came to America and settled here. Joe was a shoemaker, as were many of the German immigrants. Henry was a partner with Civil War veteran John Heller in the confectionery business. Heller married Miss Mary Rihn and moved to Cecilia where he operated a hotel.

ADAM BEELER (spelled Bihler in Germany) was born June 28, 1835, in Wurtemburg, Germany, and died January 3, 1897, in Elizabethtown. He came to Elizabethtown in

1859, followed his butcher's trade, and operated a successful provision store and sausage factory on present West Dixie Avenue, a few doors east of Mulberry Street. He also suffered great losses in the fire of 1869. He too rebuilt and continued his popular operation until his death. His only son, Clarence, then managed the business until his death in 1902 when the store was purchased by Jacob S. Patterson and continued by him until he moved to his farm some years later.

Adam Beeler had an only brother, JACOB, who came here in 1881. He became a farmer and resided on the Old Rineyville road. His descendants still live in that area.

(ED. NOTE: The foregoing article was written about 1980. Louis Shousten, a German immigrant, was mentioned in an article in a previous issue. Other prominent German immigrants will be discussed later.)

UPTON IN 1879

A gazeteer for the entire state of Kentucky was published in 1879 and included an entry for almost every community in the state at that time. The entry for the town of Upton, then known as Uptonville, follows.

A town of 300 people in Hardin County, 60 miles from Louisville. It is a station on the L. & G. S. R. R., and has two churches and a free school. Tobacco, wheat and cattle are shipped. Adams Express, daily mail. T. J. Upton, Postmaster.

The Business Directory included John Bergin, hotel; E. & R. Brashear, general store; J. H. Lampton, physician; R. D. Overstreet, physician; James Panter, blacksmith; D. E. Patterson, druggist; H. I. Street, wagonmaker and blacksmith; A. J. Upton, lumber dealer; G. W. & T. B. Upton, dry goods, clothing, etc.; T. J. Upton, general store and postmaster; A. Watkins, general store, and S. T. Wyatt, general store.

(Source: Adapted from an article in *The Kentucky Explorer*, February, 1999.)

How the Cows Were Put Off the Streets of Elizabethtown

In the editor's earlier days in Elizabethtown (ED. NOTE: *Mr. Sommers came to Elizabethtown in 1882*) nearly everybody kept a cow and there was practically nobody who peddled milk. In those days the cows were turned loose on the street after they were milked in the morning and then turned loose at night after they were milked. They spent their time in grazing on the commons or in promenading up and down the few sidewalks that the town had. In those days there was a fence and a gate in front of every lawn, and most of these cows were so expert with their horns that they could open the date, and many a beautiful garden was destroyed by them after they had made a forcible entrance.

Time and time again there was remonstrance against the cows running at large. Men ran for town trustee on the platform of preventing cows from running at large, but invariably they were defeated by the cow-owners. Every time it was brought before the board of trustees by some prominent citizens of the community to stop the general nuisance, it was invariably defeated.

From this preamble of conditions and circumstances the public generally does not know how finally the cow nuisance was abated.

It happened in this way: There were three magisterial districts that ran into Elizabethtown. . . . each district including a part of the city proper. The South District included all that part of Elizabethtown south of Main Street. The North District included that part of Elizabethtown between Main Street and what is now known as Dixie Avenue, and the West District included that part of the town between Dixie Avenue and South Main Street. Sometime early in the 1890's a law was passed by the Kentucky Legislature allowing the people in the several magisterial districts of the state to vote separately on the question of prohibiting stock from running at large.

Each of these districts centering in Elizabethtown voted on the proposition and each one of them gave a decisive majority prohibiting stock from running at large. And so the farmers--the country people--put the cows off the streets of Elizabethtown.

It is rather a peculiar circumstance that a town that refused to have a stock ordinance had to accept one because the town in its several parts was in magisterial districts where the farmers voted against stock running at large.

(Editorial in *The Elizabethtown News*, Feb. 19, 1932.)

WEST POINT AND SALT RIVER

Some Early History of the Salt Licks and Fights with Indians

More than two centuries ago the region some miles above the mouth of Salt River was the scene of great activity in the manufacture of salt and of conflict between the settlers and the Indians. The original name of the stream was Pigeon River, by which it was known as early as 1765, from the number of wild pigeons thereabouts.

In 1773 Capt. Thomas Bullitt came from Virginia by direction of Gov. Dunmore to the Falls of the Ohio, to survey two grants of land which now embrace a large part of the city of Louisville. He was the first surveyor on Kentucky soil, and at that time there was not a settlement within its limits. After finishing his specified surveys, he went to the mouth of Salt River and thence up the stream and surveyed a number of other tracts.

In the course of his explorations he discovered the springs near the river on Kentucky soil, in the vicinity of the present city of Shepherdsville, eighteen miles south of Louisville and twenty or thirty above the mouth of Pigeon River. The salt springs were afterwards known as Bullitt's Lick, the term "lick" being one given to salt springs frequented by buffalo and other animals fond of saline waters. The name of Bullitt was given to the county in 1796.

Before the close of the eighteenth century there were more than 100 furnaces and 800 to 1000 men employed in the manufacture of salt. But in the earlier days, before the population was strong enough to deter the Indians, there were many stirring adventures and bloody encounters in the region between the lick and the mouth of Salt River. The Indians, who came from north of the Ohio River and had long visited the locality in pursuit of buffalo and other game, contested its occupation by the whites and made many stealthy forays against the settlements.

In the spring of 1788 there was a notable fight eight or ten miles above the mouth of Salt River, which was long noted as the Battle of the Pans, so called because of the part played in it by salt kettles or, as they

were called at that time, pans. A flatboat bearing a number of white settlers left Louisville for the lick, going to the mouth of Salt River and thence up that stream. The party comprised twelve men and one woman, headed by Christian Crepps and Henry Crist.

When eight or ten miles above the mouth of the river, they were attacked by a large number of Indians near the bank. It seemed a hopeless contest from the start. However, the kettles were placed on each side of the boat so as to give some protection to the pioneers, and their deadly rifles killed many Indians. After a long struggle, in which four of the men were killed, the remainder, who had been wounded, escaped under shelter of the thick undergrowth.

The woman, who refused to leave the boat, was captured by the Indians and taken to Canada, but was ransomed some ten years later. The wounded, after great suffering, reached the lick. Crepps did not survive his wounds, and Crist did not recover for a year. A daughter of Crepps, born shortly after his death, became the wife of Gov. Charles A. Wickliffe and was the grandmother of Gov. J. C. W. Beckham. Henry Crist, who survived, was a member of Congress from this area.

Many years ago West Point was a place of no little importance. In early times flatboats brought out, on high tides, the produce of the region, which was shipped South as far as New Orleans. West Point was also the shipping point for all the back country of Hardin and other nearby counties. Before the Louisville and Nashville Railroad was completed in 1859 the turnpike from Louisville was the only means of reaching points south of the city. Along this road a fine stage line was operated, carrying both freight and passengers, with fine coaches and good horses, with changes every nine or ten miles. The old brick buildings in West Point near the ferry stood for many years as notable relics of those times.

(This material is taken from an article in *The Elizabethtown News*, April 5, 1910)

M.J.J.

HOW GENERAL BUCKNER RECOVERED HIS FORTUNE

(The Elizabethtown News, Jan. 13, 1914)

When the Civil War broke out, Mrs. S. B. Buckner had an estate in Chicago real property estimated in value at that time close to \$1,000,000. When Gen. Buckner offered his services to the Confederate States he realized that the estate of his wife would be confiscated by the United States government, and to avoid this he and Mrs. Buckner joined in a deed of all their property to Maj. Kingsberry, of Massachusetts, a brother of Mrs. Buckner, who was in the Federal army. Maj. Kingsberry was wounded in battle and died later in a hospital.

At the close of the war Gen. Buckner instituted a suit in Chicago to recover the property, Col. Robert W. Wooley, of Louisville, being his attorney. The heirs of Maj. Kingsberry fought the suit claiming that they had inherited the property from their father. There was not a scratch of a pen to show that the property belonged to Buckner, and apparently no living witnesses. It looked like Gen. Buckner was sure to lose his suit, and his property in consequence..

How he recovered it was purely accidental.

One day in Washington, while Senator Jo Blackburn was in a party of gentlemen, he incidentally in his conversation referred to the Buckner suit. Gen. Burnside was in the party and remarked, "I know something about that. I called on Maj. Kingsberry at the hospital shortly before his death and he told me that this property in Chicago had been deeded to him by Gen. Buckner and his wife for the purpose of escaping confiscation and that at the end of the war it should go back to Buckner."

Jo Blackburn let Col. Wooley know of his accidental discovery of this important testimony and Gen. Burnside as a witness won the suit and the recovery of the property for the Sage of Glen Lily. Col. Wooley charged a fee of \$80,000 for his services in this case, and as a result of its size the life-long friendship between Wooley and Buckner was broken.

HARDIN COUNTY IN THE SPANISH-AMERICAN WAR

Hardin County has 83 men in Uncle Sam's army to lick the Spaniards. The most prominent of these are Maj. James M. Lancaster, commanding the First brigade of the United States light artillery, now before Santiago de Cuba; Charles and Eugene Carter, in Company H, Fourth infantry; and Bethel Kinkead, Company F, Second United States infantry; in the Kentucky volunteers, Fletcher Irwin, Sam Bush and Charlie Bell are in Company G, at Chickamauga; Kennedy Warren and Will Bush are with the regulars at Camp Merritt, in California, along with John Martin who went there with the Second Tennessee volunteers. None of these gentlemen, except Maj. Lancaster, is over 20 years of age and all of them represent the best families in this section. Those in California will go to the Philippines, if they have not already started for those islands.

(From *The Elizabethtown News*, date unknown, but obviously during the War..)

MINUTES OF SOCIETY MEETING JULY 24, 2000

Vice President Jean Davis called the meeting to order at 7:15 PM. She welcomed guests to the Society's meeting. At this time everyone was called to dinner.

Mary Jo Jones introduced the guest speaker, James D. Brewer, Civil War enthusiast and author. Afterwards Mrs. Jones presented Brewer with a copy of *Hardin County and her part in World War II*.

Jim Jones made motion to accept the minutes as presented in *Bits and Pieces*. Seconded by Tamara Taylor. Motion carried. Davis moved to accept Treasurer's report as presented in *Bits and Pieces* unless otherwise stated.

Davis reported on a donation from the Society to the Sons of Confederate Veterans' interpretive markers project. Tim Bowman, Commander of the local chapter of SCV, outlined

details surrounding the markers. The Hardin County Historical Society's name will be inscribed upon one marker for their donation. Treasurer Meranda Caswell presented a check from the Society in the amount of \$250 to the SCV.

In the absence of the Chairman, Mary Jo Jones, a member of the Book Committee, reported on the Society's most recent reprint, *Hardin County and her part in World War II*. Davis reported on the Stithton site visitation program planned for September. Gary Kempf reported on a televised special concerning the area of Fort Knox prior to the installation of the Camp.

There being no further business, the meeting was adjourned at 8:10 PM.

Respectfully submitted by
Tamara M. Taylor,
Acting Secretary

NOTES FROM THE BOOK COMMITTEE

The Bond-Washington Story by Lottie Offett Robinson, which has been out of print for many years, is currently being reprinted, thanks to grants from the African American Heritage Council and the Commonwealth of Kentucky. It is anticipated that the work will be completed soon.

Watch for an announcement as to the availability of this valuable compilation of this facet of the history of Hardin County.

ANNOUNCEMENT OF NEXT MEETING

The Hardin County Historical Society will meet Monday evening, October 23, 2000, at the **COMMONWEALTH LODGE**, 708 East Dixie Avenue, Elizabethtown. Dinner will be at 6:30, followed by the program at 7:15 PM. The meal will be served buffet style; the price is \$6.50, including tax and tip. If you do not wish to come for dinner, you are welcome to come later.

Bill Thomas of Glendale, a native of Hardin County, will be the speaker on the subject, "**Disappearing Legends of America.**" His talk will focus upon how easily Americans, including those in Hardin County, are allowing things to slip from the scene that are important and valuable. Thomas is a graduate of Glendale High School and Western Kentucky University. His work as a photo-journalist and author has taken him on travels throughout the world. He has worked for numerous national magazines and periodicals such as *National Geographic*, *Reader's Digest*, *The New York Times* and *Field & Stream*; he has published twenty-six books and currently has four others "in the works." Thomas is the founder and director of Oakbrook Farm Center for the Arts and Photo Art Gallery near Glendale, which is open to the public by appointment.

Call Tamara Taylor (763-1080) NOT LATER THAN SATURDAY, October 21, 2000, for dinner reservations **OR FOR SEATING FOR THE PROGRAM ONLY.**

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