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COMMUNITY RESEARCH

OF

CARTER COUNTY

BY

LORRAINE B. CRISWELL

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RECORD

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The county is well watered by Little Sandy River, Little Fork of Little Sandy, and Tygart Creek, and their tributaries.

The county is drained by the Little Sandy River in the east, and Tygart Creek in the northwestern part of the county. Both of these streams flow into the Ohio River.

Tygart Creek winds its way through many miles of the county in a deep and beautiful canyon of limestone. The two streams have so divided the county as to leave it in three practically equal areas.

According to the geographical divisions of Kentucky, Carter County is in the Cumberland Plateau. Elevations above sea level attains heights of 1,000 feet with practically the entire county rating as part of the "mountain region!"

The surface is hilly and broken, the soils in the valleys are rich and the hills above the valleys abound in coal, iron ore, clay, limestone sands, gravel, and mineral water. Carter County has varied soils consisting of freestones, sand and limestone.

The exact period of the first settlement of Carter County is not known, but generally believed to have been in 1808 at the Sandy Salines by persons engaged in salt manufacture. Salt was once made there in considerable quantities and shipped by wagon and flatboat. There were other salt works in the county a short distance from Grayson to the southeast.

Origin of Name

According to the recorded title history of the 70,000 acre survey, William Grayson had four sons and one daughter. The sons were William, Robert, Alfred, and Landon Grayson and the daughter Hebe Grayson.

One of his sons was Colonel Robert Grayson, who was at one time aide-de-camp to General Washington and it was in his honor that the town of Grayson was named according to Collins's History. However, Mrs. Juliet Landsdowne Powers has stated that it was named in honor of Hebe G. Carter, a sister of Colonel Robert Grayson. This contention would appear to be correct for the simple reason that at the time Carter County was organized in 1838, The Honorable William G. Carter, was the state senator from the district composed of Lewis, Greenup, and Lawrence and Carter was from Greenup and Lawrence.

He and his three brothers, according to local history, wanted the county seat of Carter County named after their mother, who, of course, before her marriage was a Grayson. According to Mrs. Powers, several days were spent by the Carters in deciding upon a location for the court house, and when the site which was donated by the Carters, was finally decided upon, Mr. William G. Carter drove a stake in the ground and then put his mother's name on it.

The county was named in honor of Colonel William G. Carter, her son, who was then and for four ^{years} state senator.

The Carters became the owners of practically all the 70,000 acre tract given by the Federal Government to William Grayson and from 1840 on the population of the county rapidly increased as settlers began to come in from Virginia and other communities to buy large tracts of virgin land.

Colonel Carter married the beautiful Susan Shelby, daughter of Kentucky's first governor. He brought his bride to Carter County and it was she who was largely responsible for the construction in the 1830's of the mansion later known as Landsdowne Hall.

When "Colonel Billie" brought his bride to the hills she wanted a brick house. She was told this was out of the question because there weren't any brick and the only way to get them would be to float them down the Ohio River on flatboats or bring them over land by teams.

She then decided to get her a bricklayer and have the bricks made on the farm by the slaves.

The house was built about half a mile from Grayson because that's where the clay was found. Susan Shelby Carter was a woman who knew what she wanted, and she finally got the house finished.

A grand reception followed it's completion. There was old wine, expensive silver, and hundreds of candles. The crowd danced the Virginia Reel.

This was twenty-three years before the Cival War. Ordinary rooms in this house were very large with high ceilings. One room downstairs required 48 yards of carpet a yard wide to cover the floor.

Colonel Carter died of cholera in Lexington, Ky. in 1850 and Mrs. Carter sold her mountain mansion to Doctor Landsdowne, father of Mrs. Julia Powers of Grayson, who gave this home the name of Landsdowne Hall.

Landsdowne Hall built more than a century ago was a center of hospitality, and it's story is a part of the history of the county and of the state.

Doctor Lansdowne was one of the pioneer physicians of the Kentucky mountains. He was a direct descendent of the Marquis of Lansdowne.

When Mrs. Powers was nine years old, she witnessed one of the first skirmishes of the Civil War in Eastern Kentucky.

One day 30 transient Rebels were partaking of the Lansdowne food, when a company of Union soldiers under a Captain McGuire surrounded the building.

The Confederates made a break for them despite the fact they were mostly unarmed. In the melee that ensued two Southerners were killed, three were wounded, five escaped and the others were captured.

Meanwhile, Mrs. Lansdowne, ^{Julia} ~~Eliza~~, and two slaves fled down the hill toward Little Sandy River. Bullets whistled right through their clothes, but they made their way to safety.

Doctor Lansdowne was taken to Louisville and tried. He was freed after an oath not to aid the South.

Thirty or more slaves belonging to both families are buried near the family cemetery on the farm. There are many interesting and historical facts connected with this site.

In 1942 Harry Roadcup, who had recently purchased the farm, had a construction company from Ashland, Kentucky, to push over the brick part of the mansion for the sum of \$300.00.

What a pity that this sum was not used, along with donations, to preserve this landmark as a historical shrine of our county.

This farm was purchased by George Stephens, Hitchens, Kentucky in 1943 and he had the remainder of the house torn down. All that remains is a heap of rubble, and the cellar made of huge rocks, which was located under the house and made by the slaves.

History of Settlements of Carter County

Olive Hill, the largest town in the county, was named by Captain E.P. Davis, of Grayson, Ky. in 1885, in honor of the oldest citizen, Thomas Oliver, who lived nearest to the site where the city was first located. They first decided to call it Oliver Hill, but after meditating at some length on the advisability of cutting this shorter, it was agreed to cut it to Olive Hill, the first to be in honor of Mr. Oliver, and the latter in honor of the location where it was first built.

The first road of any importance that was ever built through this section was the old State Highway constructed from Catlettsburg to Maysville by way of Lexington, passing directly through Olive Hill, and was the famous road over which Andrew Jackson traveled to Washington when elected President of the United States en route to the Capitol to be inaugurated. The route of the old highway is the present route of the Midland Trail which extends from San Francisco, California, to Old Point Comfort, Virginia.

The growth of Olive Hill has been the growth of Carter County. Carter County's earliest activities were, aside from fishing, hunting, and trapping, mainly agricultural. A timber business was developed along the water courses by rafting together poplar logs and floating them in great massive rafts to southern markets.

Livestock, horses, cattle, hogs and sheep were driven on foot to the market at Richmond, Virginia.

Olive Hill is located in the valley of Tygart Creek and there are several geographical factors that contributed to its growth. The two main ones are the great deposits of fireclay and limestone that are in

the immediate vicinity of Olive Hill.

Olive Hill has two of the most modern firebrick plants in the United States and there were good reasons for the location of these plants. First, there is, as mentioned above, an abundance of the raw product, clay, and a second factor is the abundance of water, since they have a new dam. This supplies the vast quantities of water that is necessary in the manufacture of brick.

A third factor was the great supply of virgin timber in the county which was used in various ways in the mines.

A fourth factor was the nearness of coal. Coal mines are located in Carter and adjacent counties. However, both companies now use gas for fuel as well as coal in the burning of brick.

A fifth factor was that of labor. There were many laborers in Olive Hill and vicinity that were eager to work in the plants.

The sixth and final factor was that of transportation facilities. Olive Hill is on the main line of The Chesapeake and Ohio Railway Co.

The second great product that has aided in the growth of Olive Hill is that of limestone. There are several quarries near it.

The growth of Olive Hill can be traced from a small hamlet of a few houses to a small, thriving city of 3500 population.

Grayson, which is next in rank, is the County Seat. In 1884, six years after Carter County was formed, the town of Grayson was incorporated according to the Acts of the Legislature of that year. The acts of incorporation do not say who the trustees were, but there were five in number, and were appointed by the county court. This act was approved February 6, 1844. According to the above dates the town was a century old in 1944.

Grayson is recognized as one of the best towns of its size, commercially and morally in the state. It has had normal growth and prides itself on being a good town in which to rear a family.

In the early days of Grayson, the town lay in what is now the west end and on the hill surrounding the court house. The town gradually moved down the main thoroughfare toward The Little Sandy River, due probably to the coming of the railroad in 1871, which entered the town about four blocks east of what was the principal part of town at that time.

Grayson has six churches, one well equipped high school, several department and grocery stores, garages, drug stores, a hospital, flour mill, newspaper, dentists, lawyers, and a college, The Kentucky Christian College.

Then for the benefit of community activities, Grayson has a Woman's Club building and a Community Park, Rotary Club, a municipally owned water system, and unlimited electric services.

Grayson has been growing steadily in size and population but not many of the old buildings are still standing to remind us of the once crude, little town of Grayson. Its present population is 1400.

Hitchins was first known as E.K. Junction. Mr. Anglin was the first telegraph operator at E.K. Junction and also the first postmaster. For several years the post office and station were renamed, Anglin, in his honor.

In 1911, E.S. Hitchins, then General Manager of General Refractories, started construction of the Hitchins General Refractories firebrick plant. This large, modern brickplant was completed the following year and many families moved to Hitchins to obtain work. The appreciation of the community was evident when in the following

year the people had the name changed to Hitchins.

Today, Hitchins boasts of a splendid business section, a fine modern county high school and the finest gymnasium in Eastern Kentucky, and a citizenry of splendid people.

Hitchins has been ably represented in both the State and County Governments by Roy J. Blankenship and J.L. McDavid as County Judges, Roy J. Blankenship as sheriff, J.L. McDavid and Heman H. McGuire as representatives, Denny Hall as Circuit Court Clerk, and Heman H. McGuire as Superintendent of County Schools.

At one time the Firebrick Plant in Hitchins was the largest of its kind in the world.

Many years ago, when Kentucky was still a wilderness, an Indian trail wended its way through Rachel Valley in Carter County. This valley is about three miles in length with Star Hill at its western end and the present village of Kilgore is located at its eastern end. It was along this trail that Daniel Boone was taken by the Shawnees when he was captured down on Licking River and carried away to the Indian encampment in Detroit from where he later escaped.

Many years later this old trail became the Cattlettsburg and Owingsville Turnpike, over which iron ore mined in the hills, was hauled to the furnaces in wagons drawn by oxen.

7 There were only a few scattered farms in the valley until the year 1848, when the Lamptons came from Ohio and built Star Furnace, which was located about midway of the valley. There is nothing left now of the old furnace but a rubble heap, but a short distance away is the old Lampton residence built in 1848 and still in a good state of repair. It was here that the writer and poet William J. Lampton

was born in 1854. He was on the editorial staff of the New York Sun when he died in New York City in June 1917.

Near the turn of the century this community, which includes Kilgore and Rush was a prosperous place. It had a population of something like 3,000 inhabitants at that time, which was the beginning of the coal mining industry. Coal was shipped by rail in those days to the furnace and far points. The A.C.&I. (Ashland, Coal & Iron) Company owned mines at Kilgore and Rush. This A.C. & I. built their railroad to Denton for the haulage of timber and coal.

The Kilgore railroad station was located about half way between Kilgore and Rush.

Soldier is a thriving community with a brick plant and mines. It has long been prosperous because of its fertile fields, abundant growth of timber and its vast store of fire-clay which makes it one of the foremost clay mining towns of the state,

The early settlers were substantial farmers and livestock dealers.

The population steadily grew until a two-story building took the place of the one-room log school. As the population continued to grow extra rooms were provided. Finally a modern six-room concrete block school was constructed. With an addition of two more rooms in 1935, it was made into a four-year high school.

While ploughing one day, J.W. Richards discovered fire clay on his farm. Soon mines sprang up and much clay was shipped.

The railroad station was first known as Triplett, but as there was another postoffice known as Triplett it caused much confusion, so the name was changed to Soldier.

Gregoryville was settled in the early 1800's by the Everman's, Lewises, Gees, and the Jameses. This part of Carter County was a wilderness, and in many cases it was necessary to clear away the forest in order to build a home.

For many years this community was known as Fontana. However, in 1915 the name was changed to Gregoryville in honor of J.B. Gregory, who owned a rock quarry, in the vicinity. The name was changed at the request of his daughter, Harriet Gregory Barney, who gave the land on which the school was built.

Near Route 60 one can see a circle of trees and in this circle is the spring known as The Bulls-Eye, because of its circular form. It never goes dry and is historically significant, too, for from it is derived one of the early names of the community, Bulls-Eye.

Today farming is the main industry of Gregoryville., and the early miningg industries have faded into dim memories. Many ore dumps are still on the sides of the hills from which the ore was taken.

Karl B. Grahn, pioneered the fireclay industry in Carter County. He was from Hanover, Germany, having come to this country when he was 21 years old. After buying land in Carter, he found, in 1886, that he was in possession of land where there was fireclay.

In 1889, he went to Louisville where he found favorable rail connections and baking facilities and built a small firebrick plant. This company is the Louisville Fire Brick Works, Incorporated, at Grahn, Ky.

Rooney, which lies in the Buffalo country, has long been praised for the part its people played in the settlement of the county.

Owen McGlone was the first white man to build a home in the Buffalo

Valley. He came from Virginia and being a man of considerable means he bought practically the entire valley. Rooney got its name in a very strange way, since most communities were named after one of the pioneers in those days. It was suggested by Mrs. W.F. Wolfford that we call it Rooney after "Little Annie Rooney" of the comic strip.

In 1886 a school house was built by the patrons of the district without levying any taxes. This school is still in use.

Tradition has it that a man by the name of Linder came to Rooney late in the 1800 from Missouri and is said to have been half Indian. He spent his life digging on the banks of Buffalo and the hills surrounding Rooney searching for a vast Silver Mine. After unsuccessfully digging for a number of years he died without locating the lost Silver Mine.

Pactolus is situated about two miles north of Grayson on the West bank of Little Sandy River. This village had its beginning with an iron furnace, established about one hundred and fifty years ago by people from the East whose name was Deering.

It was perhaps, the founder of the old furnace who gave to the village its classic name of "Pactolus". This was the name of a small river in the ancient city of Sardis, the rich, industrial capital of the ancient kingdom of Lydia. It was claimed by the citizens of Sardis that the small stream, Pactolus, ran over a bed of sands of pure gold. No doubt the founder of the Pactolus Furnace had exaggerated faith in the enterprise he was setting on foot and decided to name it after this ancient stream so closely associated with great wealth in the tradition of those days.

The Eastern Railway came through in 1874, and furnished rail service until the late twenties. In the earlier days of the railroad much tan-

bark was shipped from this point.

More than one hundred years ago, a dam was erected across the river for the purpose of operating a water mill. It was originally, constructed of logs. About twenty-five years ago a concrete dam was built, and it now stands, operating the water mill at the same old spot. This mill is one of a very few of its type left in this country.

Since the abandonment of the old railroad, the village has been served by Kentucky Rural Highway No. 1, which is covered with crushed limestone and affords tear round transportation.

Children of the community attend school at the old Buckeye School.

In 1920 a revival was held in one of Mr. Rupert's tobacco barns at Pactolus during which time a number of people were converted. So much interest was aroused that the Methodist Church was built in 1922.

The town of Willard was established in the early 1870's, at the confluence of Dry Fork and Little Fork of Little Sandy River. Since the Eastern Kentucky Railroad entered the vicinity, it was named for a Mr. Willard, who was superintendent of the railroad. For more than a half-century it was the shipping point for the vast resources of south-eastern Carter County. Old residents tell of seeing ox teams by the acre, drawing tan-bark, railroad ties, and sawed lumber into this shipping point. At the same time much coal, live-stock and farm products went from this point.

Much iron-ore was hauled from this community to the Mount Savage Furnace by ox teams.

The legendary Swift's silver mine has been supposed by more than one to be in the vicinity of Willard, and more than fifty years ago, an out-

sider, by the name of James Hood from down in the state, and a brother of Confederate General John B. Hood, was so certain that he had located the mine on the McDavid farm about three miles west of Willard that he organized a company of able men, financially, and spent many years and thousands of dollars digging in the hills where he thought the mine ought to be. At that particular point he failed, but he may have been inspired in his efforts by the known fact that about four miles west of his operations, are two ancient mines of tremendous size, that are so old that when the country was first settled, large forest trees were growing around them. When, and for what purpose these mines were worked, and by whom nobody knows.

The man may have been further inspired by the fact that almost a century ago a bar of silver was found on what is now the Barber farm near Willard, and C.N. Lewis, now deceased, said that his father purchased the silver and took it to Cincinnati, Ohio and had it manufactured into silver spoons, some of which are now in the possession of his daughter, Mrs. Edith Ault, of Grayson, Kentucky.

Kings Chapel is a community located on Dry Fork of Sinking and Dixie Creek in the central part of Carter County, two and one-half miles from U.S. 60 and three miles from the Chesapeake and Ohio Railway at Aden.

The community was named Kings Chapel after the King families. Early settlers of the community related that the hills were covered with timber and was the haunt of much wild game.

The early people engaged in the digging of iron ore and hauled it a distance of eight miles to Grayson.

The hills are rich in clay and coal deposits, which affords work for those wishing to engage in the mining business.

The clay mines of the North American Refractories under the supervision of Arthur Lowe, which were opened in 1937 employs many men and is a valuable asset to the community.

An annual social event is the Kings Chapel Homecoming which was begun in 1937 at the suggestion of Bazil Wilburn, a former resident.

The village of Lawton received its name from Warren Lawton, one of the first settlers, who came here in 1878. He established a trading post and the post office which was established a year later was named for him.

The first industry of Lawton was its timber.

The railroad came through in 1883 and was the only mode of transportation until the state road was built in 1931.

A lime stone quarry was opened in 1895 and a sand plant in 1907.

Stinson Creek, a tributary of Little Sandy River, is a creek about 10 miles long. Its source is about $2\frac{1}{2}$ miles northeast of Denton and its mouth is near Grayson.

This community was settled in 1835 by the Easterlings, Burtons, Thomases, and Burchetts.

Three of the old hewed-log houses are still standing.

The early settlers engaged in the cutting of cord-wood which was charred and used as fuel for smelting iron ore.

It was here that cannel coal was found. The best grade that has ever been found anywhere. This cannel coal was mined for several years and shipped to Spain and sold for a high price.

Stinson has produced three doctors, several school teachers, and a number of ministers. In many ways Stinson has done her part in the development of Carter County.

Wilson Creek was settled about 1817, and is located on Highway 60, east of Grayson. It was the stop over place for ox teams, hauling pig iron from Mount Savage. Large cribs were built close to the hill causing it to be called Cribbs Hill.

Transportation and Communication

Transportation

In the year 1870 the Eastern Kentucky Railroad Company was organized and chartered. This railroad is unique in the annals of Kentucky's railroads, being the only railroad chartered by special act of the Kentucky Legislature, for the purpose of taking over interests of the Kentucky Improvement Company holdings. The charter permitted purchase and operations of railways, coal and iron ore mines, blast furnaces and lumber mills.

In 1866 a railroad was constructed to a point about six miles south of Riverton, Ky., known now as Argilite, and John and Knapp Thayer and Walter Hunnetwell began to develop the 25,000 acres of land they had purchased. This land was rich in timber and minerals.

In 1868, the railroad was extended to a point seven miles further south, and a station was established and named Hunneywell.

After the organization of the railroad company it was decided to extend the line to Grayson. The first train to come through to Grayson, was in the year 1871, and in celebration of the event, the whole country-side declared a holiday. With the completion of the road to Grayson real estate values began to climb. Many people came into the county seeking employment in the virgin timber, rich coal fields, and iron ore, which nature had so lavishly bestowed on this section. Furnaces were built, sawmills were installed, coal mines were opened, and Eastern Kentucky bid fare to become another Pittsburgh.

The railroad shops were moved from Hunneywell to Grayson, furnishing employment to quite a lot of men.

The line was extended from Grayson to Willard a distance of 11 miles, and in 1889 it was extended three miles farther south, and a station established and named Webbville, in honor of the Webb family.

This is as far as the road ever got due to the untimely death of Mr. Thayer.

It now consisted of 36 miles of road-bed and nine stations. Colonel H. W. Bates became the first vice president and general manager.

Many amusing incidents occurred back in the nineties when the E.K. ran what was known as the "Jug Train". This train came out on Saturdays from Riverton and carried C.O.D. jugs of whiskey, shipped by the Ashland and Greenup Liquor Dealers to their Carter County patrons. Sometimes a patron would not want it known that he was imbibing, and would direct the dealer to put his jug in a box and mark it a hat or a pair of shoes.

One Saturday a large shipment came out and Henry Erwin, the agent, who always wished to get these packages off his hands before Sunday, late in the afternoon, seeing a package labeled "SHOES", sent the pious man word by one of his neighbors "that a package of shoes was at the depot for him, and he would like for him to come and get them at once, as they were leaking."

In 1925 the northern end of the line discontinued from Riverton to Grayson, but the southern end from Grayson to Webbville continued to operate. However, in 1928 it seemed likely that the railroad commission would grant the company the right of abandonment. In order to keep the railroad, some enterprising citizens of Grayson and Webbville formed a company and took it over. The name was now changed to

the Eastern Kentucky Southern Railroad , this being the south end of the road.

In 1931, due to the depression years, it became apparent that in order to save the stockholders from loss the road would have to be abandoned. This was done, and today the E.K. road is only a memory.

This railroad has done much for Carter County , and its influence will be felt for many years to come.

There was the "Blue Goose" which had a fascination for a lot of people. It was a small car with seats, had a Ford engine, and was painted blue. It carried mail and passengers and operated between Willard and Grayson. Many students rode it to the high school at Grayson including myself.

Sometimes if the snow deep. the passengers had to get off and push until it got started, then climb aboard. It was amusing to some people because brooms were sometimes tied in front to sweep the snow from the tracks.

Today the roadbed from Hitchins to Webbville is a state highway with asphalt surface, but some of the same bridges left by the railroad are still in use and of course are only one way. These bridges were mostly wood covered with tin and braced with steel.

The road from Grayson to Hitchins is a graveled one. The people in that section put in donations and bought the bridges to keep them from being removed.

This E.K. Railroad crossed the C.&O. about the middle of Hitchins. Since the E.K. had the right-of-way, the C. & O. trains had to stop and whistle before crossing their line. This situation caused a lot of "Hoboes" to congregate there since they knew they could catch the next train out.

In the year 1890, the Kinniconnick and Freestone Railroad was built from Lewis to Carter County, and was a branch of the Chesapeake and Ohio from Garrison to Carter City. It was used to convey timber and crushed rock from this region. It attracted many in order to see the high wood trestles that reached from hollow to hollow.

It was discontinued after the terrible "flash" flood of 1934 which did considerable damage to it.

The A.C.I. Railway (Ashland Coal and Iron) Company opened a railroad from Ashland to Denton and began to haul coal by rail from Rush in 1872.

This company operated their mines at Rush until 1922, when they sold their property to the American Rolling Mill Company of Ashland, Ky.

They then sold the Railway Company to the Chesapeake and Ohio.

The Chesapeake and Ohio Railroad crosses Carter County from east to west passing through a number of important towns. This line is known as the Ashland--Lexington Division. There are four daily passenger trains and complete freight accommodations.

The C.&O. helps the Carter Countains to "Sleep Like Kittens" because it provides thousands of dollars yearly in taxes for the county and the schools.

Yes, the daily George Washington, one of the finest trains in the land, is a thrilling sight to every CarterCountain.

U. S. Route 60 or the Midland Trail crosses the county from east to west, on which there is good daily bus service by The Greyhound Line.

There are many other hard surfaced roads in the county, some of which have daily bus service.

There are many miles of graveled roads and others are being constructed.

Communication

A telephone system was begun in the county in 1904 by the Big Sandy Telephone Company. After changing hands three times, it was bought by the Home Telephone Company in 1936.

About 500 telephones are located in the county, being served by two exchanges, namely, Olive Hill and Grayson. The general office is in Ashland.

There are two telegraph stations, one at Hitchins and the other at Olive Hill. The telegrams are either delivered, phoned, or mailed, depending on the type of message.

There are two weekly newspapers, The Journal Enquirer of Grayson, and The Carter County Herald of Olive Hill.

Daily papers from metropolitan areas and mail reach most homes through the daily carriers.

Utilities

The Kentucky and West Virginia Power Co. was originally organized at Ashland, Ky. in 1886. It extended its service to Carter County in 1926 and 1927. Since that time this company has extended its lines to serve the rural sections throughout the country.

Since power is one of the requirements for the successful development and growth of any community, the people of Carter County have every right to point with pride to the Kentucky and West Virginia Power Company as another of its industries that has contributed much to the growth and prosperity of their country.

Today many large and important industries in the county are receiving efficient and dependable electric service from this company at rates that are comparable with any to be found in this section of the country.

This company sell power in wholesale lots to the Rural Electrification Administration.

A sub-station has been erected near Morehead, Ky. which will connect this company with the Kentucky Utilities so that when the power is off for any cause it will automatically kick in on that station.

This is a great relief to all those worries about how long the power will be off. Before it took sometimes many hours to locate and fix the difficulty. This will mean un-interrupted service for those it serves.

The Rural Electrification Administration began service in Carter County in 1938 with headquarters at Grayson. It is the purpose of this company to give service to the rural areas, especially farmers, at the lowest cost.

The operation of the Carter system used to be under the jurisdiction of the Flemingburg office, but this is no longer true. The R.E.A. has bought the Bagby Mansion in Grayson for their headquarters but, as yet, have not moved their office from Main Street in Grayson.

This company has now been in operation about fifteen years. It is now serving around 1,000 homes under the manager, Hobert Adams.

Industries of Carter County

Carter County is noted for its fire clay. It is of excellent quality, and it occurs in large quantities. No better flint or semi-flint clays are to be found than those of the immediate vicinity of Olive Hill. This flint clay is quite compact and of a light gray color. It has a soapy feel, does not adhere to the tongue, and breaks into sharp angular fragments. A sample of clay from Olive Hill district won the world's prize at the Jamestown Exposition in 1907.

The General Refractories Company has two plants in Carter County, making it the largest producer of fire brick in Carter County,

The Olive Hill plant began operation in 1895 and the Hitchins plant in 1912. These two plants have a total of 160,000 brick.

Mr. E.S. Hitchins and two sons, Ralph and Clayton, were connected with the plants for a number of years.

In 1942 the Olive Hill plant was producing 90,000 brick a day with Hitchins second with 70,000.

The Olive Hill plant has completed a continuous kiln, which is operated by machinery. It has lessened the process in time by half. It contains two tunnels and each one holds 56 cars with approximately 1200 bricks of nine inch equivalent.

It has increased production but did not lessen labor as was anticipated.

In 1944 the General Refractories bought both plants at Halderman, Ky. This company now operates one of the plants, which has a capacity of 33,000 of nine inch equivalent. This plant is located just over the Carter County line in Rowan.

Within a few years after the establishment of the first brick plant at Olive Hill, another was established around the 1900's known as the Harbison-Walker Refractories Company, which produces around 50,000 brick a day.

Another fire brick company is located at Grahn, Ky. It is known as the

Louisville Fire Brick Works and was founded in 1913 by Karl B. Grahn. He built a fire brick plant at Louisville in 1905 and both the Grahn and Louisville plants use Carter County clay. This plant can produce 40,000 brick daily. This plant is noted for its super quality fire brick.

All of these plants have been converted from coal burning kilns to gas.

The Hitchins plant had two disastrous fires during the winter of 1950. At first it was thought to have been sabotage but after F.B.I. investigating it was decided that it was caused by the gas.

Limestone

Another industry that has aided in the development of the county is limestone. There are 11 quarries located in Carter County, mostly limestone of the Mississippian age. Seven of these quarries are located on the Chesapeake & Ohio Railroad and within a radius of ten miles of Olive Hill.

One quarry is located at Highland, four miles west of Olive Hill. This limestone is highly magnesium carbonate but not sufficiently high for the rock to be classed as a true dolomite.

Another quarry is located at Lawton. The beds reach a thickness of several feet and the rift and grain of the stone is good.

Other quarries are at Limestone and one is east of Olive Hill. The output of these quarries is used for crushed stone for roads, railroad ballast, and for street work.

There is a sandstone quarry at Lawton owned and operated by Watt Hillman. It produces a high class glass sand.

These quarries employ many workers daily and have helped Olive Hill grow from a small hamlet to an industrial city of 3500 population.

Coal

The oldest worked coal seam in Carter County is the Willard seam. The Willard Coal Company was organized in 1940 but dissolved in 1942 when J.L. Boggess purchased the stock of the other stockholders. With modern machinery it produces more than 170 tons daily.

In 1935 George Stephens started the coal boom and established the fact that Carter County has merely begun to tap the vast coal wealth that abounds in her land.

Mr. George Stephens of Hitchins is owner of the famous Moore Branch Coal Company started from "scratch" in 1935 with ponies and a few mine cars.

It now has a well equipped, fully electrified mine producing as much as 400 tons of coal in a single shift.

This coal is recognized as one of the very best coals in Kentucky and is used extensively by Carter County Industries.

This company has provided good jobs for many men at the very best wages. Its aim has been high production with a group of well-satisfied men.

A tract of 873 acres in one block is available to the mine. This coal is blocky and averages 56 inches in thickness. It is hauled to Hitchins a distance of seven miles and sold to General Refractories or loaded in railway cars from the trucks by means of a ramp.

George Stephens owns and operates the Joyce Coal Company located at Hitchins, Kentucky. This company cleans, grades, and treats the coal with oil, which makes it an excellent fuel. It is dumped from the run directly into the waiting trucks. It operates the year round regardless of the slack that usually comes in the coal business during the summer months.

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The Grayson Block Mining Company is one of the recently organized coal mining companies of Carter County. It is modern in every way. This very high quality Miller's Creek coal is machine mined and vibrator screened.

The Grayson Block Mining Company is managed by S.U. Pratt of Grayson, Kentucky. The coal is mined during the day and the cutting process is carried out by the night shift. This company produces more than 160 tons per day on the average.

Iron

Once upon a time Kentucky was recognized as a center of a promising industry.

In north eastern Kentucky plumes of pale blue smoke could be seen coming from the charcoal-burning iron furnaces, and from the gaping mouths of the old sandstone-block furnaces poured the streams of white-hot molten metal which was to become the cannon rails, plowshares, and machines to serve the needs of many.

Most of the old furnaces are gone but, Mount Savage, in Carter County is perhaps, the most nearly intact today. It has been silent now for at least 65 years. The mortar is falling from the thick, heavy stones of the furnace. A scrub elm tree now grows from the top of the solidly built 50 foot high structure. Only one house of the workmen remains standing.

This furnace was situated against a hill making it a simple matter to dump the mixture of ore, charcoal, and limestone right into the furnace. It was then added in the right proportions until it was filled to the top. As it sank down, it was refilled, keeping the furnace full at all times.

Every six hours the furnace was tapped. This was done by opening a part of the removable plate of the hearth. First the impurities flowed off and then came the metal.

The forest didn't grow fast enough to keep up the charcoal supply and the native ore became harder to reach, so Mount Savage, once the center of a noisy, thriving village is now silent and dull.

Other iron furnaces were at Boone, Charlotte Furnace, Star, Pactolus, and Hunneywell.

The one at Pactolus was believed to be the first iron furnace in the county, and perhaps one of the very first in this section of the state.

The Star Furnace of the Norton Iron Works was named "Star" from the fact that it was built to be the very best of its kind.

Armco's furnace at Ashland, Ky. now does the work of many such types of furnaces.

Lumbering

Lumbering has always been an important industry of the county, since a wide variety of trees grows in abundance. Although it has been going on for quite some time, it still employs many, and sawmills are common.

Henry Evans of Grayson, Kentucky, is engaged in a thriving lumber industry.

Sassafras Distillery

In 1922 P.R. Driscoll established the first sassafras distillery in the county and for many years he had a very flourishing business. He, also, built the fifteen-room "Driscoll House" on U.S. 60 between Morehead and Olive Hill,

Agriculture

Tobacco is the chief cash crop of Carter County. Prices for tobacco in the early years were very low, as compared to what they have been in recent years. However, it afforded the farmer with ready cash. Today, under the government program of streamlining, the prices are much higher, but the average has been sharply reduced.

From the very first a warehouse was maintained in Grayson for the convenience of the tobacco growers.

In 1934 the Huntington Tobacco Company rented the Farmer's Tobacco Warehouse in Grayson in order that the farmers could get their tobacco ready for market, and then hauled it to Huntington, West Va.

Now, the farmers take their crops directly to Huntington, Maysville, Mount Sterling, or Winchester.

Corn is prominent among the agricultural products of the county.

Carter is one of the ranking counties in apple production. Many bushels of Irish potatoes are raised. Dairying is an important industry, while poultry and eggs bring in a large revenue.

Much livestock is produced on the good pasture land of the county.

Much hay is, also, produced in the county which is necessary for the livestock and dairy cows.

One of the outstanding farms of the county is owned by Georgs Stephens of Hitchins, Kentucky. The farm is on the old E.K. road a short distance out of Grayson.

He built a large lake which is a source of pleasure for swimming, fishing, and boat riding. It is, also, a source of water supply for the cattle on the farm.

The Stephens Recreation Building is used by many organizations. It is equipped with kitchen, tables, chairs, and piano.

Court House and Records

Near the Barret's Creek Bridge, on the old wilderness road, one mile west of Grayson, in an historic old Inn was held the first court in Carter County in the year 1838. A stately old elm tree, which shaded for many years the old landmark, yet stands to designate the site of the old Inn. Here was held the first session of Grand Jury in Carter County.

The first deed was recorded in the county in 1838 on the ninth day of May and was between James A. Womack of the first part and Bphsiana Goble and Lamack Virgin of the second part.

The second deed was recorded was of the oldest, usable church in the county. Its original name was Montgomery Meeting House but in the deed it was called the Methodist Episcopal Church.

It was to be used through the week for school and on Saturday and Sunday by the Methodists. If Methodists did not want it, others could use it.

The first marriage license was issued the 29 th. of May, 1838 to W.M. Smith and Catherine Evans by J. B. Lawhun.

The first will recorded in the county was the will of Douglas Biggs on the 7th. day of August 1835.

The first county clerk was J.R. Ward.

Some of the early records are in Greenup as Carter was a part of that county for awhile.

During the Civil War the records of Grayson, which were not too numerous at that time, were removed from the court house and hidden in a cave in the Buffalo country as preparations were made for a battle near Grayson.

A new court house replaced the old one in 1907 at a cost of \$20,000. This debt was paid off in four years at \$5,000 per year. The Fall City Construction Company of Louisville, Ky. erected the new building, under the

direction of a building committee of four.

It has now been remodeled and a new addition added in the last two years. In the new addition is the clerk's office.

An interesting incident connected with the old Inn at Batrets Creek, was related by the late Mose Botts, a member of one of Carter'County's highly respected pioneer families.

Mr. Botts at one time operated the historic old Inn, which was the scene of the first court held in the county.

One day a weary traveler came to the Inn, in company of a faithful Collie dog, and asked for lodging, which he was granted. During the night the unknown traveler died, and he was buried in the Hord Slave Cemetery.

The Collie dog attached himself to the Botts family and for several years could be found sunning himself in the yard of the old Inn.

However, the Botts family moved to Grayson and left the dog behind. After several days the dog found its way to their home in Grayson. At the first opportunity, it gained entrance to the home through the back door.

Mrs. Botts pushed him out with her foot and dejectedly the dog left the family forever.

Several weeks later one of the Botts boys was hunting and found that after ten years the dog had returned to the grave of his master, the weary old traveler, and was lying dead at the foot of his master.

Just another incident of where a faithful dog proves that old adage that he is really "man's best friend."

Genealogy of Carter County

If a political sub-division can be said to have a family, the following is that of Carter County, Kentucky.

1. Orange County, Virginia, formed in 1734.
2. Augusta County, Virginia, formed in 1738.
3. Botetourt County, Virginia, formed in 1769.
4. Fincastle County, Virginia, formed in 1772.
5. Kentucky County, Virginia, formed in 1776.
6. Fayette County, Virginia, formed in 1780.
7. Bourbon County, Virginia, formed in 1785.
8. Mason County, Virginia, formed from part of Bourbon in 1788.
9. Clark County, Virginia, formed in 1792.
10. Fleming County, formed part of Mason County, Kentucky in 1798.
11. Montgomery County, Kentucky, formed from part of Clark in 1796.
12. Floyd County, Kentucky, formed from parts of Fleming, Mason, and Montgomery in 1799.
13. Greenup County, Kentucky, formed from part of Mason in 1803.
14. Lawrence County, Kentucky, formed from parts of Floyd and Greenup in 1821.
15. Carter County, Kentucky, formed from parts of Lawrence and Greenup in 1838.

Social and Health Life of the County

Social

The early amusements were such as corresponded with the times and the people. Their fun was in the nature of work in that something was accomplished. There were the quilting bees, bean stringings, apple peelings, corn shuckings, and log-rollings.

Both sexes participated in such games as blind-man's buff, thimble, whiffing pin, and skip-to-my-Lou, while many of the old women as well as the men smoked their pipes.

Parties were plentiful even though methods of transportation left much to be desired. The boys in their best and the girls in their calico often walked ten miles to a neighbor's house to dance to the tune of the Virginia Reel or some other type of square dance.

Weddings were followed by lively parties and was a source of entertainment to the early settlers of the county.

The early sports of the county were crude and sometimes rough. They enjoyed foot-racing, leap-frog, wrestling, fighting and shooting.

Every man was proud of his marksmanship., One had to be a very good shot to even enter the turkey or squirrel shoots. Even the young boys learned how to handle and shoot a gun.

In some of the remote sections of the county today, we find mountaineer hospitality. He is unfailingly kind and holds individuality in high esteem; his cabin often has a place set at the table for a chance visitor. He is "mighty proud" to meet someone he likes, and his traditional invitation is "drag up a chair and sit a spell".

The log cabin is not too uncommon and these remote settlers are quick to resent the flouts of outsiders and contemptuous of any of his own kind

who "gits above their raisins."

Music is second to religion in the hearts of many of the people. The fiddle, the banjo, and the guitar are common in dances, frolics, and impromptu gatherings.

Today the social life is so complicated that one has to choose from among the many.

One can attend the church of his or her choice as most communities have the leading denominations. Incidentally, there are no Catholic Churches in the county. The Catholic people must go to Ashland or elsewhere in order to worship. There are several members of the Latter Day Saints also in our county.

Linsey and Montgomery Chapels are the oldest in the county. The latter is now named the Savage Memorial.

The first church in Grayson was a Union Church built before the Civil War. During the war the Yankees used it as a stable for their horses. During the latter part of the war, Reverend John Martin drove the horses out; cleaned the building and opened the Methodist Church.

There are lodges at Olive Hill and Grayson and a Woman's Club in both towns.

There are theateres at Olive Hill, Grayson and Hitchins. The Stephens Theatre at Hitchins is outstanding in beauty, comfort, madern conveniences, and is one of the few that is air-conditioned.

The three largest schools in the county are Olive Hill, Grayson, and Hitchins. They have supervised recreation and well-kept playgrounds.

Base ball in summer and basket ball in winter are great attractions for a large number of people.

Health

The County Health Department has made rapid progress during its years in the county. Clinics are held for pre-school age children and all the schools are visited during the school year. Dental and tonsil clinics are also held each year.

Two towns in Carter County have water filtration plants. These are at Olive Hill and Grayson. Other wells can be tested regularly by getting containers at the Health Department.

Literature on health can be had by calling at the health office. This office is located in the Community Building at Grayson.

There is one hospital in the county and several fine doctors. The Stovall Hospital was established in 1927 and has grown from a five room cottage to its present capacity of twenty beds with modern methods and conveniences. It is staffed by skilled doctors and surgeons. Doctor J.W. Stovall, in charge, is an outstanding surgeon. It has contributed much to the indigent of this region.

Points of Interest in Carter County

Carter Caves *all*

Down in Eastern Kentucky, 6 miles from Olive Hill, 9 miles from Grayson on U.S. 60, one can journey three and one half miles through the Tygart Canyon to Carter Caves which has been famous for over a hundred years.

In the year 1900 the C. & O. Railway constructed a large pavilion near some caverns, which they called Olligonunk, which means in Indian, "the place of the caves." For several years they ran excursions from Cincinnati, Ohio to "this place of the caves."

The caves of Carter County were explored to satisfy the pique of natural curiosity. Strange tales of what was found in the subterranean passages passed like a magic touch-stone from hand to hand and produced an ever-widening circle of interest.

Carter Caves are located on the Cave Branch of Tygart Creek, a north-east-flowing tributary of the Ohio River. This region has many sink holes, sinking branches, springs, natural bridges, and caverns.

Carter Caves is located in the plateau region where the ridge elevation attains a maximum height of 1000 feet. Even the waters of Tygart Creek at the mouth of Cave Branch are 695 feet above sea level. Since this section is hilly with little good bottom land, it is sparsely settled.

This section offers many unexpected delights to the nature lover. Parts of these caverns were used to manufacture saltpetre during the war of 1912. There is a large cave near the ledge known as Saltpetre Cave. In this cave can be seen the saltpetre vats and the open grave of a traditional Indian princess, along with many other interesting sights. The caves are all separate and include Laurel Cave, X Cave, Salt Petre Cave, Cave Branch and Bat Cave.

The Bat Cave is the largest and most interesting, especially in respect

to its stalactites and stalagmites, which assume many curious and fantastic shapes.

Laurel Cave has a large lake, and X Cave takes the form of the letter from which it is named.

In this vicinity there are three magnificent natural rock bridges. These bridges, like the caves, are formed out of the Mississippian limestone. Carter Caves are connected with Cascade Caves by Carter Cave natural bridge, one of the largest in Kentucky.

It is 219 feet long, 196 feet high, and 12 feet wide, and its top is so level that the highway leading to Carter City crosses it. There is a natural rocky stairway from the bridge to the bottom of the ravine 200 feet below.

This and two smaller natural bridges, Smokey and Fern, also in this reservation, are considered by geologists to be remnants of caves formed by stream erosion.

Carter Caves is one of Kentucky's newest state parks and is a veritable scenic wonderland.

Within the park area one will find cascading streams, rugged mountain cliffs, and beautiful virgin stands of timber.

Carter Caves is a complete vacation park with ten new housekeeping cottages, either three or four rooms in size. These modern cottages assure one of every convenience and comfort of his own home.

There are many beautiful picnic areas in the park, all complete with plenty of safe water, grills, picnic tables and benches. Large picnicing shelters buildings are available to larger groups picnicing.

There is a group camp that will accommodate around 50 people.

Cascade Caves

Only a short distance from Carter Caves is the Cascade Caves, nature's beauty spot electrically lighted.

On entering the cave one will find himself in a room over 250 feet long, and the guide informs you that this is the old counterfeiter's cave. The cave is beautifully lighted with unseen, colored bulbs. One would have to go far to see more exquisite cave formations than those of the Cascade Caves.

In the Room of the Dames one can see one of the largest giant stalactites in Kentucky. Its weight is estimated to be ten tons.

The Garden of Eden is always a source of delight, and it is an experience to drink from the underground waterfall.

One of the caves known as the Cathedral Room, is 220 feet in length, the other, 720 feet long, has three chambers. In these are found "Garden of the Gods", and the "Lake Room."

The "Hawk's Nest" is high above the cliff of that age old gorge of Tygart River.

As one stands here and looks in wonder at what lies before him, no doubt he wonders what other undiscovered passages remain to be explored.

Only a part of the extensive series of caverns in the Tygart Creek district has been fully explored and developed.

Airplane's Birthplace?

This is the story as told by Joe Creason, Courier-Journal Staff Writer.

"Quar, mighty quar," the folks in the Fireclay section of Carter County used to say 50 years ago when they talked about young Mat Sellers.

And that was often because Matt Sellars, whose well-to-do family moved to Kentucky from Maryland, was quite the most unusual thing introduced to Carter County up to then.

Wasn't he forever reading books by that feller Shakespeare and listening to opera music on his gramophone?

Hadn't he built some kind of infernal machine he called a light plant, and which kept the big, three-story Sellers house there on the hill lit up like a Christmas tree?

And, worst of all, wasn't he piddling around with some booming contraption he called a flying machine?

That flying machine idea proved, the Carter County folks agreed, that Matt Sellers was nutty; nutty as a fruit cake, some went so far as to say.

Just think, Matt Sellers actually thought the little brass motor he'd made could send him flying through the air in the linen-covered, bamboo skeleton that resembled a wagon with wings.

He'd be lucky, they nodded in agreement, if he didn't break his own neck or that of Elf Manion or Lincoln Binion, the two local boys who worked around the Sellers Place

Such was the skeptical, almost hostile, local reception that greeted the first efforts of Matthew Bacon Sellers to invent an airplane.

But Sellers did invent an airplane, an engine-driven craft which he flew about over the Carter County farm and kept aloft for several minutes at a time.

The exact date of Sellers' first successful flight isn't known for sure. Neither is it known when he started trying to make the plane. Those dates

and much more of the Sellers story are lost behind the misty curtain of time. He died in 1932 and his aged brother, Samuel Sellers, a resident of Baltimore, is unable to fill in the gaps that appear in the narrative.

Most of the older residents of that part of Carter County, men and women who might be able to supply missing bits of information, also are dead. Those who were young then disagree on facts, particularly on dates.

Some say, and with a ring of authority, that he was flying as early as 1902, before the Wright brothers. Others say the first flight was between 1906 and 1908.

Eif ^{Mason}manion, now 80, who worked for the Sellers family, can't pin down the exact year he first watched with unbelieving eyes as Sellers sent his crude airplane speeding down a steep hillside and soaring up into the air.

"I can't rightly say as to the year," he says, "but I'd guess it was 40 or 45 years ago the family left these parts, and Matt was flying a long time before that."

Lincoln Binion can't give his version of the date because he's dead--killed indeed by Matt Sellers' blooming machine, just as so many of the Carter County people predicted.

Even newspaper accounts of Sellers' death and encyclopedia versions of his career fail to shed much light on early years of the story. They, too, fail to list definite dates.

The New York Times of April 6, 1932, says: "Matthew B. Sellers, one of the country's leading authorities on aerodynamics, died early today at his home in Ardsley Park. He was ⁶93."

Under "Sellers, Matthew B.," this is recorded in "Who's Who in America--1916--1918": "Engaged in research work in aerodynamics since 1900--Inventor of lightest airplane in world, flying with the least horsepower."

First to determine lift and drift of arched surfaces by means of a wind tunnel."

The "Dictionary of American Biography" has, in part, this to say about him: "Just when his interest in the dynamics of the air had its inception is not known, but the studies he undertook at the University of Goettingen in Germany seem to indicate that his interest in the subject came early in life.

Five patents were issued him :one for aerial apparatus in 1908, one for an aeroplane in 1909, for a quadraplane in 1911 and two in 1914 for improvements in steering and running gear."

Thus in no instance is a date given for the first flight of Sellers in the plane so many Carter County people remember so vividly.

From all the confusion of matter, there emerges one definite fact: Matt Sellers , an adopted Kentuckian, was a true pioneer of aviation.

Whether he really did piece together a successful motor-driven flying machine before the Wright brothers never will be known definitely. However, it can be established that he was experimenting in aerodynamics before the Wrights, who first flew for a few seconds in 1903 but who didn't make a flight of any distance until 1905.

Moreover, it appears that, even if his first flight followed that of the Wrights, he may have invented the first successful puller-type plane. Word of those who remember the Sellers plane is that it was run by a small brass motor mounted in the front. In contrast, the first planes were pushed along by an engine behind the pilot.

Sellers may also have preceded the Wrights in making an enclosed plane. His planes, according to old-timers, were linen-enclosed. The Wright planes as late as 1911 were motorized skeletons.

Like so many inventors and dreamers of revolutionary things, Matt Sellers

lived before his time. Although he later received wide acclaim in his field and served on the Navy Consulting Board for Aeronautics, the early years of his career were lost.

By sifting through the many particles of information and piecing them together in the best possible sequence, the Sellers story goes something like this:

He was born in Baltimore in 1869, the son of Matthew B. and Annie Lewis Sellers. His father was a man of means, and he, like his brother and sister, was educated in private schools and under private tutors, including one year in Germany and another in France. Later he studied at Harvard, graduating in 1892, and at Drexel Institute.

His interest in aerodynamics, his brother Samuel says, started as a child. He used to buy penny kites and experiment with air currents. Then he began building his own larger kites and putting up balloons.

The family owned a farm near Norwood, Ga., where summers were spent. Many of the early experiments with a flying machine were done there, although there is no concrete evidence that he ever worked with anything larger than a glider.

In the late 1880's or early 1890's, the family bought a large farm south of Fireclay (now Grahn) in Carter County. A mansion was started.

Material for the big house was shipped by rail to Fireclay and then hauled by mule over little more than a path to the pine-studded hill-top location. Matthew Sellers, then in his early 20's, planned the house and did much of the work himself.

His inventive genius was shown in the things he built for the house. One of his first gadgets was a 75-foot-high windmill to provide power for pumping water and grinding grain. Later he rigged up a bell system of interhouse communication and wired all the windows with burglar alarms.

But it was his electric-light system that caused eyes to bug out. Wires were run into every room, and drop-type bulbs— still to be seen in the house— provided the light. The Sellers home enjoyed electric lights before Ashland, the nearest large city.

Besides his other talents, he must also have been an engineer and geologist. For he surveyed the entire farm with great care and concluded there were valuable stones in the area. In fact, he scoured his farm in search of them and at one time planned to sink a shaft to look for diamonds not far from the Little Sandy River. There is also evidence that he found garnets.

In a little shed behind the big house, he slowly put together his first full-sized planes. Models found from time to time indicate he may have built several before getting one into the air.

Every piece that went into the planes was turned out by his own hands on the wood working machine he attached to his electric system. He also made barometrical instruments and the tiny two-cylinder engine that powered the plane.

The first propellers were crude things, but later models were finely molded and angled, similar in many respects to those in use today.

No one seems to know how many planes preceded the one that first remained aloft for a considerable time. That plane, to put all the word pictures of natives together and strike a compromise, was a biplane 25 to 30 feet long and with wings about the same length.

The skeleton of the craft was of bamboo poles wired together and covered with linen cloth. The motor was mounted in the nose just in front of the pilot. The sputtering, high-pitched roar of the motor could be heard for a great distance. The plane was supported on two bicycle-type wheels, with a third wheel in the rear.

The testing ground for the plane was a steep hill near the house. An ankle-deep trench was cut fifty or more yards across the top of the hill to the very edge. The plane used the trench as a sort of track in which to run while being pulled to

the brink of the hill, where it would soar into the air.

Sellers was certain that he could get the plane up, but he wasn't so sure he could get it back down whenever he wanted. So he kept one end of the rope tied to the plane. Linc Binion, on the ground, held the other end all the time he was in the air.

Old-timers, including Charley ^{Manion} ^{Manion}, now caretaker at the Sellers farm and son of Eif ^{Manion} ^{Manion}, recall how the plane would soar into the air for a considerable height, maybe 50 feet, and circle the field. Some say Sellers could stay aloft as long as he wished. When he wanted to come down, he'd do so with the help of Binion and the rope.

The death of Linc Binion provides about the only definite date in Kentucky chapters of the Sellers story. Mrs. Manion, wife of the caretaker and a niece of Binion, remembers that clearly—October 13, 1911.

Seems up to then most of the flying has been in the late afternoon. But this day Sellers decided to give his plane, on which he had been trying several new improvements, a thorough testing with a morning flight.

Sellers was at breakfast when Binion reported for work. While he finished his meal, the hired hand went out to crank up the plane. Somehow or other, the spinning propeller struck him over the eye, killing him.

The accident so unnerved Sellers that, according to Eif Manion and others, he put the plane away and resolved never to fly again. A short time afterward, still brooding, he left Kentucky and returned to Maryland. There, after some months, he had the death plane crated up and sent to him. He then resumed his experiments.

In 1912, Sellers was appointed a member of the Aerodynamic Laboratory Committee by President Taft. Three years later he was named to the Navy Consulting Board. He was married to Miss Ethyl Clark in 1918. He died in 1932 of a heart attack following a siege of pneumonia.

How many years before the death of Linc Binion--the one clear date in the early years of his experiments--Matt Sellers first made a successful flight is the lost key to the whole story. It seems certain he had flown before that time since he had patents on planes dating back to 1908.

An interesting, but totally unfounded, local legend has it that a man who worked closely with Sellers in the early years stole plans for the airplane and sold them to the Wrights. Their first plane, the legend goes, came from those plans.

The Sellers home, though long since abandoned, still is standing. Charley Manion lives nearby and watches over it. The workshop where the airplane took shape also is standing. Inside are still odds and ends of equipment-- a propeller, a rudder or two, the radiator of a motor, some bamboo poles used in the framework, the woodworking machinery.

Residents of Grayson, the County seat, and Olive Hill, 10 miles away, can remember when the workshop was filled with pieces made for planes. Mrs. W.S. Phillips of Grayson recalls going there as recently as eight years ago and seeing a model of a plane and numerous propellers.

George Saulsberry of Olive Hill, an acquaintance of the family, says he used to see a nearly complete plane in the workshop. He also remembers seeing a two-cylinder brass engine like the one that powered the planes.

But over the years, vandals and curio seekers have carried away most of the pieces. The long neglected house is showing signs of wear. The window shutters are sagging and flap noisily in the wind that whips through the pines in the hilltop.

If the pines and the wind could tell tales, perhaps the true story of Matthew Sellers in the early years of aviation could be established.

And perhaps an adopted Kentuckian who was years ahead of his time might be recognized as the first American to make a successful airplane flight!"

Old Homes

The Landsdowne Hall will always be important in the history of the county because it was the home of the daughter of the first governor of Kentucky and the scene of a Civil War skirmish.

The old Lewis Home, one of the oldest in the county, will remain famous because it was once visited by Andrew Jackson, in March 1829, when he was en route to Washington, D.C., from his home in Tennessee--to be inaugurated as the seventh president of the United States.

During the Civil War the Lewis House was ransacked by the guerrillas, who roamed the countryside stealing and robbing as they went.

It was, also, the stopping place for people who drove stock to the market at Richmond, Va., from down in the state.

Much of this house has recently been torn away so that it could be remodeled. The slave cabins have, also, been torn down.

After the war the slaves left, but some of the older ones were brought back when they died and were buried in the family cemetery.

Other points of interest in the county are the Bull'S Eye Spring and the artesian well at Gregoryville.

There are many mineral springs in the county, but the one most commonly used is on U.S. 60, the hill known as Garvin Ridge, west of Olive Hill. The water has been piped from the spring down to the road for the convenience of its many visitors each day.

The high cliffs and variety of shapes holds a fascination for many and especially those who are viewing them for the first time.

There are a few swinging bridges across the smaller streams of the county.

Wild flowers grow in profusion in the county, even the "Lady's Slipper" which is becoming quite rare.

Some Outstanding People of the County

William Jason Fields, a Carter Countian was Kentucky's governor from 1923 to 1927.

Field's home is on a hill overlooking the Little Sandy valley about six miles from Grayson on the Leon road.

In vigorous health and high spirits, the former governor himself works his garden and plows his fields. At present, he is running a store at Pleasant Valley.

He loves to ride horseback, but that is confined to the farm. He is now seventy-nine years old.

William J. Fields's slogan for the gubernatorial campaign was "Honest Bill from Olive Hill."

He began his political career at the age of twenty-one.

In 1910 he was elected as representative from the Ninth District, which hadn't elected a Democrat in 20 years, and for six consecutive terms he was re-elected.

In 1923 when J. Campbell Cantrell, Democrat, and Charles I. Dawson, Republican, were fighting it out for the Governorship, Cantrell died and Congressman Fields was placed at the head of the ticket.

He beat Dawson and Fred M. Vinson took his seat in Congress.

As Governor, he outlined a project to revise the State's financial system, backed the establishment of two teachers colleges, Morehead and Murray, and supported efforts that were later successful in making Cumberland Falls a state park rather than a powerplant project.

Governor Fields spearheaded a campaign for a \$75,000,000 bond issue to build roads in 1926, but it was defeated at the polls.

A definite effort was made to reform Kentucky's charitable and penal institutions. His efforts, however, bore fruit for his successors have been sorely troubled with this problem, a fact which partly accounts for the much criticized abuse of the pardoning power by the governors.

Governor Fields stood at the head of the receiving line at "My Old Kentucky Home", Bardstown in 1926 when Queen Marie of Romania visited the state shrine. He introduced guests to her and her son, Prince Nicholas.

Fields Hall at Morehead State College was named for Mrs. William J. Fields.

Thomas S. Yates was born near Willard in May, 1882. He graduated from Western Kentucky Normal Law Department in 1906. In that same year he was admitted to the bar and began his practice in Grayson.

Mr. Yates' personality and frindliness, his shrewd political tactics and power in organization led him far in the political realm.

His career began when he was elected city attorney of Grayson in 1912 and was climaxed with his eight years service as chairman of the Republican Central Committee from April 1936, to the same month in 1944.

Many honors were showered upon him including his appointment as Collector of Customs for the state of Kentucky under President Hoover, Republican Chairman of the Eighth Congressional District for eight years, Chairman of the Republican State Campaign four years and four times a delegate to the Republican National Convention.

For thirty years he was a leader in political circles and it can be said that he was one of the outstanding criminal lawyers of the State.

Mr. Yates was a charter member of the Board of Trustees of the Kentucky Christian College, of Grayson, and was a liberal giver of the land on which it was built.

A long and colorful political career ended on Thursday, July 24, 1947 when Thomas S. Yates died at his home with a heart attack at the age of 64.

Dr. Lewis Prichard, for whom Prichard High School, of Grayson, is named, brought educational opportunity to thousand of youth.

It was his endowment of \$15,000, half of the cost of the building, which helped to erect the nice brick building on its present site.

This building was completed in 1918. However, this was not the end of the assistance of Dr. Prichard for Mr. Meade Prichard, the son of Doctor Prichard, was very helpful in carrying out the wishes of his father after his death at Charleston, West Virginia. He continued his interest in the school for many years, by diverting a part of an endowment fund to aid the local board in maintaining a high standard curricula.

Max Everton Calhoun, principal of Prichard High School, Grayson, Kentucky, was listed in " Who's Who in American Education " in 1949-50.

Heman H. McGuire, Superintendent of Carter County Schools, is an outstanding educator and has done much for the Carter County School System during his long term in office.

He believes that education is, without question, the greatest single influence for the preservation and strengthening of our democracy. What America is to be tomorrow and for generations to come will depend upon the character of our educational system, and the goals adopted and the progress made by our public school system. Many honors have come to him in this field.

Doctor Robert Stewart, who was born and reared at Denton, Kentucky, attended school at Denton, is a graduate of Morehead High School, received his A.B. Degree and Masters Degree from the University of Kentucky, his Ph.D. Degree from Harvard University, and has studied extensively in the great schools of Europe.

At present, he is President of the ? School of International Law and Diplomacy at Tufts College , Boston, Massachusetts.

Doctor Stewart is a fine example of the country boy who has made good. Coming from a very large family, it was mainly through his own initiative and that will power to climb, that he has gone forward in the educational world.

Horace L. Cartee, D.D.S., a famous surgeon of Miami, Florida was born and reared at Brushy in Carter County.

Dr. Cartee figured prominently in the nation's news when he was chosen by the Duchess of Windsor to perform a surgical operation on her in 1941. The Duchess flew from the Bahama Islands to Miami to have Dr. Cartee attend her.

Others who have figured politically in the county are: Thomas Theobald, now deceased, George Wolfford, also deceased, R.M. Bagby, Harry Davis, and Roscoe Littleton, the present circuit judge.

V. L. Sturgill, a native Carter Countian, is attaining fame with renditions of old ballads.

He is living at present in Asheville, North Carolina, and is rapidly attaining national prominence with his renditions of old English, Scotch, and American ballads.

In recent years, he has been requested to make recordings for the Music Division of the Library of Congress. He made seven including " On Top of Old Smokey".

While in Washington he appeared on Pic Temple's Show over WTOP*TV.

He sings and plays his own accompaniment on the dulcimer. The dulcimer

he owns and uses was made by a Kentucky mountain craftsman in Hindman, Kentucky.

It has three strings, and he has another that has four strings. The four stringed one was made in Swannanoa, North Carolina, about one hundred years ago. It is made of white oak, is quite heavy and has a beautiful tone. The one made in Kentucky is black walnut and very light.

Now he tells us that little did he dream when a boy in the hills of Carter County, that the old song "ballets" that his people taught him would some day be his to sing to the world and before thousands of people.

Madge Prather Tabor, born December 25, 1903, near Aden, Ky., has gained much recognition as a writer of poetry.

She was listed in Kentucky poets published by Harrison in 1936; American Women Poets in 1937; The Biographical Dictionary of Contemporary Poets, published in 1938; Eros Christmas Lyrics 1937; Crown Anthology; magazines and newspapers; Kentucky Club Woman; Carter County Newspapers; Ashland Daily Independent; Florida Evening Journal; Dayton Herald; Dayton Daily News; and featured with prose and poetry in Quill and Quain.

At present Mrs. Madge Prather (Mrs. Frederick L.) Tabor is living at 7 Winding Way, Dayton, Ohio, but retains a home in Olive Hill.

MY NATIVE CARTER COUNTY

O Carter, Carter, Carter,
Part of a noble state,
Where women cling to piety,
And hearts of men are great.

O Carter, Carter, Carter,
Your people love you so,
Your beauty lingers with them
No matter where they go.

O Carter, Carter, Carter,
They love your hills so high,
Nor ask a lovelier memory
Than of your sunset sky.

O Carter, Carter, Carter,
When sons must leave this soil,
They want no better bivouac
Than " God's Acre " of your soil.

By Madge Prather Tabor

Educational Development

Consolidation and buses are the keys to Carter County's school success. Prior to 1933 there were nine independent graded school districts in Carter County and each operated as a single school unit.

The widespread improvement of roads together with the demand for equal educational opportunities for all children superannuated these special districts.

With the merging of these districts the County Board of Education began to build modern buildings in these centers to accommodate the program of educational improvement that had been systematically and scientifically mapped out for the county.

New buildings have been constructed at Hitchins, Grahn, Upper Tygart, and Carter. Upper Tygart and Grahn are brick, but Hitchins and Carter are hand-carved native stone.

A commodious gymnasium has been built at Carter, where there had not been any before, and a large gymnasium auditorium at Hitchins which is conceded to be one of the very best in the state.

About ten one-room school buildings have been built in communities in which consolidation is not deemed feasible for some years.

The large consolidated schools have been provided with running water and modern heating plants.

Portable waiting stations have been provided for the convenience of the 1,761 children who now ride the 22 daily buses. These stations protect the children from rain and snow while waiting for their buses. Carter County was the first in the state to afford this facility and was asked to give their plan to the State Department for dissemination to other counties.

The Carter County Board of Education has set up a continuing census

under the 1934 school code and inaugurated a long range program of better attendance. The controlling policy in this phase of the program has been to locate causes of non-attendance and seek to remove them rather than to prosecute parents. Prosecutions are used only in cases that persist without reasonable excuse.

Cafeterias have been installed in the centralized schools and many of the one-room schools also.

Yes, Carter County has made rapid progress, for a nine months' school term is provided for all of the 6,047 children. The buildings are kept in excellent repair. The seats and other equipment and supplies are of good quality and quantity.

60 of the 87 schools are provided with electricity and a good lighting system.

With 44 lunchrooms and 4,500 children warm lunches are provided daily.

The Carter County School System includes 4 Elementary-Junior High Schools, 3 Elementary-Junior-Senior High Schools, 80 Elementary Schools, and one Vocational School for Veterans.

There are 179 teachers, 1 superintendent, 8 principals, 2 supervisors, 1 attendance officer, 3 clerks, 2 mechanics, 17 bus drivers, 9 janitors, and 52 lunchroom cooks and repairmen. In other words, there are 280 employees in the Carter County School System.

In 1934-35 the County Board constructed on the Courthouse Square by a P.W.A. project the fine office building that is now its office. It was said by the State Department of Education to be the best outlay for a County Superintendent's Office in the state.

The Erie School was founded in 1912 by the Women's Home Missionary Society of the Methodist Church of Olive Hill and is operated by this organization.

This is an accredited industrial school, and Erie affords instruction in all the grades and the curriculum includes a full high school course.

This institution was established for rural children who live in districts remote from good schools. The children work for their tuition.

The boys are not boarded and only the girls remain at the school.

Music and art are taught in addition to the regular course. The buildings are attractive in design and well equipped.

Kentucky Christian College is located at Grayson, Kentucky and was formerly known as the Christian Normal Institute.

Its main purpose is recruiting and training ministers and Christian workers for the Church of Christ. It is strategically located for evangelizing in Eastern Kentucky.

It is a growing College under J. Lowell Lusby, President of the College.

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Mrs. Madge Prather Tabor, 7 Winding Road, Dayton, Ohio

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COMMUNITY PICTURE OF CARTER COUNTY

•with Emphasis on Housing•

by

Vivian Burnett

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Course No. 351--Housing

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Carter County is located in the northeastern part of Kentucky. It is rough and mountainous. The highest elevation is 1,000 feet. There are small streams running through 264,320 acres.

Olive Hill and Grayson are the largest towns in this county. The population of Olive Hill is 1,819 and the population of the county, 25,545.

Some of the natural resources are clay, limestone and coal.

Some farming is done in this county. Much of the soil has washed from the hills, due to cutting down trees.

Olive Hill has two brick plants. General Refactory and Harbison Walker. There are other brick plants in the county.

Olive Hill also has a factory which makes clothes and a card factory.

Olive Hill was at one time the county seat, but it was moved to Grayson, which is the present county seat.

Carter County has one hospital, which is located at Grayson.

The County Agent is located at Grayson, and serves the entire county.

Carter County has two newspapers, one being at Grayson and the other at Olive Hill.

Carter County Churches are Nazarine, Methodists, Pilgrim Holiness, Baptist, Christian and Presbyterian.

Carter County has a progressive School system. One teacher's college which is located at Grayson, this college is a Christian School. Olive Hill has a Methodist School, which is run by the Methodist Church, and one colored school which is located at Grayson.

The stores in Carter County consists of Drug Stores, furniture and radio, grocery combination, farm and garden supplies, hardware,

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and various types of merchandise.

Carter County's nationality is American. We have one Greek and very few colored people.

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COMMUNITY RESEARCH OF CARTER COUNTY

EARLY HISTORY OF CARTER COUNTY

CARTER BECOMES A COUNTY

The recorded history of Carter County, Kentucky, dates back to June 25, 1775, when Colonel William Grayson was issued a patent to 70,000 acres of land on and near the Little Sandy River. It was given him in appreciation of his services during the Revolutionary War. It was to his four children that this land descended on his death. This tract of land covered in a large part what is now Boyd, Carter, and Greenup Counties.

At the time this grant was made Carter County was a part of Fayette County, as stated in the patent which is on record in Book 5, Page 110, record of the Kentucky Land Office; and Greenup County was later carved out of Fayette, and Carter later carved out of Greenup and Lawrence, and Boyd later carved out of Carter and Lawrence.

Carter County, the 88th. erected in the state, was formed in 1838. It is irregular in outline and extensive in territory. It contains 413 square miles.

It is situated in the foothills of Northeastern Kentucky, and bounded on the north by Lewis and Greenup, on the east by Boyd and Lawrence, on the south by Elliott, and on the west by Rowan, Fleming and Lewis Counties.

CENSUS TABLE

1890	17,204
1900	20,228
1910	21,966
1920	22,474
1930	23,839
1940	25,545
1950	22,551

The population of the county when formed was 2,711, including both white and negroes.

The Census Bureau shows 99.6% of the population as native white. It has the least negro population of any county in the state.

Major
M.B.O.M.D.

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COMMUNITY STUDY
OF OLIVE HILL, KENTUCKY

According to legend, as fetold by a prominent Olive Hill lawyer, Young Kennard, the first settlers in Carter county came from around Scott and Wise County in Virginia between 1808 and 1812. The Indian Tribes around Carter County were Shawnees and Cherokees. These tribes left soon after the white people settled the country.

There is a dispute over how Olive Hill got its name, some people say it was named after an old settler named Oliver and others say it was after Oliver Hazard Perry.

Olive Hill's main industry around 1812 was distilling. The town was also a mail and trade post.

The first church was Presbyterian. The Brooks and Hayes brought their own preacher from Virginia.

Olive Hill now has seven churches: Methodist, Christian, Nazarine, Baptist, Pilgrim Holiness, Pentecostal, and Church of God.

The main industry in Olive Hill now is the manufacturing of firebrick. There are two such factories, one a General Re-factories Plant and the other a Harbinson Walker Plant. The General Refractories hire 300 men in their plant and the Harbinson Walker plant hires 160. Closely associated with brick-yarding is the small trucking business operated in the city.

There are two factories in town that furnish work for both men and women. The Jones Finishing Company, a greeting

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card factory, hires 110 people and the Morton M. Rose Clothing Factory hires 160 people.

There are 10 grocery stores, 10 clothing stores, two jewelry stores, two drug stores, and two movies that serve the 1340 people in the city.

There are two schools in Olive Hill. One is a parochial school under the auspices of the W. S. C. S. of the Methodist Church. It was founded for the purpose of giving the children in and around Carter County who lived a great distance from the city schools an opportunity for an education. Much of the need for such a school no longer exists since the consolidation of schools and having school busses pick the children up and bringing them to school. The other school is the Olive Hill Consolidated High School and Graded School.

The city of Olive Hill was first situated about a mile east of its present location but because the railroad by-passed that location, it was moved to its present location which is in a valley on the Tygart Creek. During wet weather the whole city is in a flood area.

The water situation during dry weather is very serious. Recently a dam has been built about two miles west of Olive Hill for the purpose of flood control and as a place to store water for use during the drought season. The whole operation, including clearance of the land, engineering fee, construction of the dam, water lines, and filtration plant, cost the city a total of \$460,000. This is a good investment considering that this past summer the city was without water for number of days and the residents were compelled to haul water to their homes from neighboring towns. The dam could also help control floods. Several years ago a flash flood washed down the valley where the dam is now and washed many

homes from their foundation and did a lot of damage to other houses and several stores. One family lost everything they owned in the flood.

The city added to the appearance of the streets at Christmas by putting permanent strings of Christmas lights over the streets last year. The bulbs are removable so they won't be broken. Street lights and traffic lights were added several years ago for the comfort and safety of the citizens.

The traffic condition in Olive Hill has been increasingly congested for the past several decades. It is impossible to widen the roads because of the hills and position of the buildings. Recently the streets were made for one-way traffic to partly alleviate the situation. Parking meters were installed to increase the revenue and help relieve the parking condition.

There is no city plan for Olive Hill, the only restrictions on building sites near the city are those enforced by the topography of the land. No buildings can be built in the business district of town other than those of brick and concrete.

The main residential sections of Olive Hill were the side streets east of Olive Hill, Sparks Avenue and vicinity east of Olive Hill, and the brick yard officials houses and College Hill, west of Olive Hill. The most expensive houses in the town were located at these places. "Frog Town", Clark Hill, and "the burg", all on the west side of town are lower class dwellings mostly built by the brickyard for the yard laborers. The houses have electricity but lack the convenience of an indoor bathroom and running water. The city water line didn't cross the branch at "Frog Town" to Clark Hill until the brick Yard built a new section about three years ago (1949). There is a very large, but old, residential district across Tygart in Olive Hill. The houses are all very old now, but it was once one of the

better places to live. The residences have had a tendency to move farther out of town in the past few years. When Mr. Frank Jordan committed suicide over five years ago, his property, which was extremely well located for residences, was divided into lots and auctioned off. A good many homes have been built there since. The Masonic Lodge are locating their new temple there. The land was sectioned off and is called "Jordan "eights." The addition looks like a prominent residential area now because the houses are new. Some of the houses are high priced homes, but some are small, inexpensive homes which will depreciate rapidly.

Several people have built several miles out of town. Quite a few homes are found on U. S. 60 east of town; recently Louis King, Insurance Agent, has built a very modern home about 5 miles out of town. Several new homes have been built a few miles from the city in the past few years. One of the biggest problems is finding land to build on. There are several lots near town but the owners will not sell them for various reasons. These lots will probably be needed in the future for expansion of the business area.

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