

TOUR BOOK

The  
Midland  
Trail

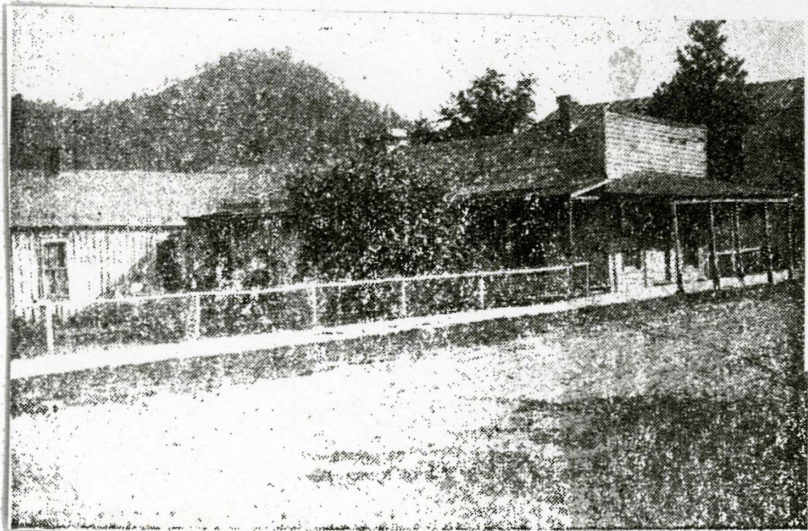


—————Compiled for the—————

National Midland  
Trail Association

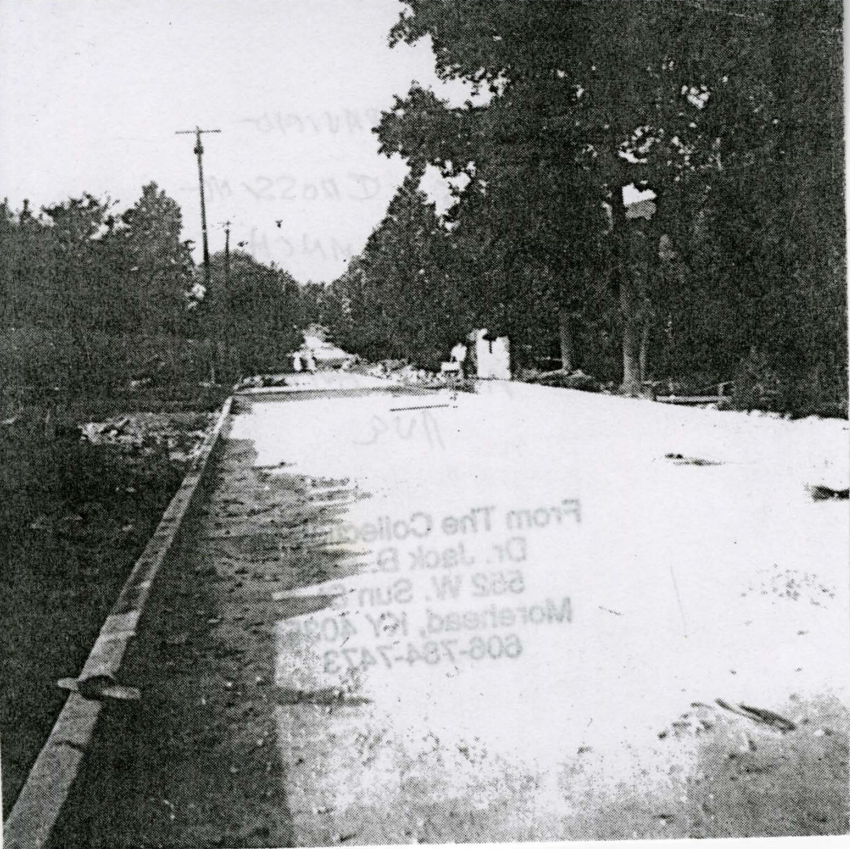
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A Complete Log of the Trans-Conti-  
nental Highway With Much Interesting  
Information Regarding Communities  
and Scenery



MAIN STREET AT THE  
CORNER OF BRIDGE ST  
BEFORE PAVING. ~~NEW~~  
SITE OF DEHNER  
AND ELLIS LAW  
OFFICE IN 2003.

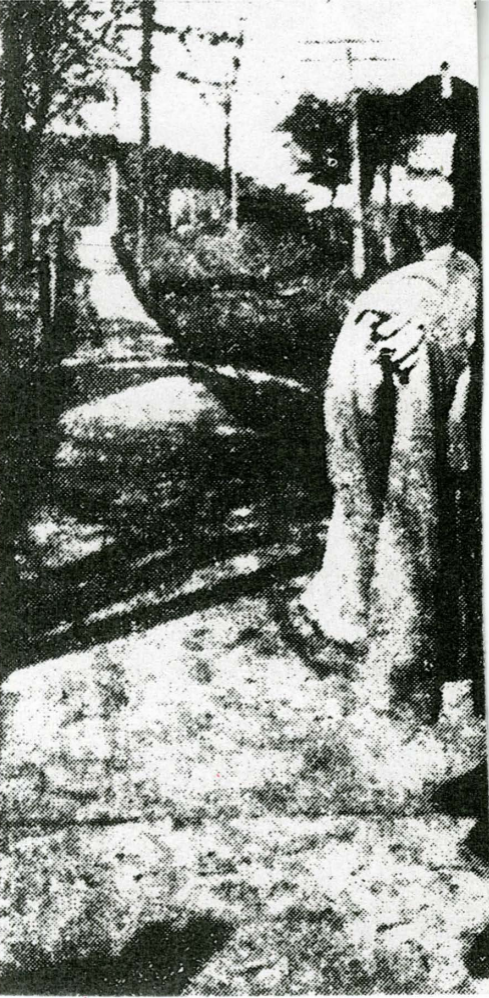
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7th St Pavilion  
1945 - CROSSING  
TOWN BRANCH  
BETWEEN FLEMING  
AVE + HARRIS  
AVE

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MOREHEAD

N. WILSON AVE

1900 -

Before painting

med for D2

Dr. J. W. W. W.

Dr and Father

(WILSON STEAMER)

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LOOKING TOWARD THE TOP OF  
MOREHEADS North Wilson

Ave BEFORE IT WAS  
PAVED IN 1928.

THE STREET WAS  
NAMED FOR DR  
JEREMIAH WILSON  
EARLY MOREHEAD  
PHYSICIAN.

THE YOUNG LADY IS  
ELSIE LEE (HOGGE)  
CORHETTE

Morehead, KY 40351  
606-784-7473





Dr. Jack D. Ellis  
552 W. Sun St.  
Morehead, KY 40351



PAVING SECOND STREET  
FROM HARGIS TO FLEMING  
AVE IN MOREHEAD KY

© 1946

LOOKING EAST THE  
PAVING EQUIPMENT  
SITS AROUND THE CORNER  
OF 2ND ST & KNAPP  
AVE

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1922  
MOREHEAD MAIN ST  
BEFORE PAVING  
LOOKING WEST FROM  
IN FRONT OF THE  
OLD COURT HOUSE

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CROSS COUNTRY TRAVEL  
ON EASTERN KENTUCKY  
REQUIRES PATIENCE  
IN THE 1920s.

From The Archives Dept.  
Motor  
Dr. Jack D. Ellis  
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US GO  
CONSTRUCTION  
1920s



US GO UNDER  
CONSTRUCTION  
1920s





WEST

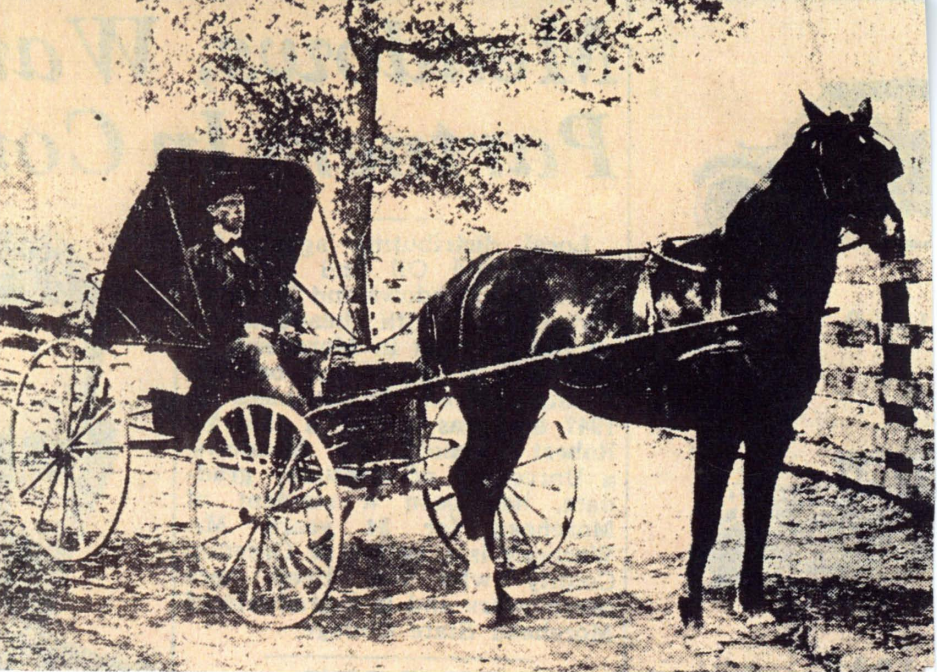


Main St. + H.S. WILSON  
Morehead, Ky  
New Parking Lot '08

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Main St. + Hargis (S. Wilson)  
Morehead, Ky  
New Parking Lot '08

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HE WAS A REAL DANDY  
A. B. McKinney Lived  
in the Farmers Area  
in 1900. Sits in his  
Fancy buggy pulled by  
his favorite horse. He  
may have been once  
forced to slow down  
to 6 miles per hour on  
Farmers Streets. (He  
moved to Northwood in  
1903).





Yogel Laughlin

Rt 32 - NHEE  
YOUNG HIGHWAY

NEAR

HICKORY POINT

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1938



Flemingsburg Rd C 1935

Elsie Cornette

Denis Caudill

Margaret Cornette

OLD FLEMINGSBURG

RD NEAR HICKORY POINT

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ROY CORNETTE FARM

C. 1935



THIS ADVENTURESOME MOTOR CADE ACROSS  
AMERICA ON THE MIDLAND TRAIL ~~AT~~ NIGHT WAY  
CAMPED AT NIGHT WHEREVER THEY WERE  
WHEN DARKNESS CAME. THEY ~~PROVIDED~~  
PROVIDED THEIR OWN "ACCOMMODATIONS"

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1950s  
MANUSCRIPT





BEFORE STREET PAVED  
NEXT TO COURTHOUSE  
MOREHEAD MAIN ST UNPAVED

1920  
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Survey/NO US GO (MIDLAND ROAD)  
through Rowan County  
1974. NOT BEFORE IT  
was ~~ISSUED~~ NEEDED

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108

MEMBER OF THE NATIONAL EDITORIAL ASSOCIATION  
MEMBER OF THE KENTUCKY PRESS ASSOCIATION

### WIDENING MAIN STREET

The City Council's negotiations for a wider street through the center of Morehead appears to have borne fruit. This week the Kentucky State Highway Department began construction on widening Main Street through the town, so that at the narrowest place it will be 36 feet or more. Hereafter the state will also maintain the street, thereby taking a heavy burden from local taxpayers.

Just when the work will be completed is indefinite. All that can be said now is that the construction has begun and in the common vernacular, "Will be speeded towards completion."

While the work is going on it will probably work a hardship on many people, especially places that depend on tourist business for much of their proceeds. However, unlike most cities where street construction is going on, there will be no detour here; and although traffic may become congested at times there will always be ample room without detouring the traffic around Main Street.

Some sections of Morehead have always been a traffic nuisance. The red lights eliminated part of this, but the only lasting plan was the wider streets.

The beauty that the new streets will lend the city cannot be underestimated. Instead of a Main Street that at places narrowed down to almost a lane, the city will now have a wide thoroughfare for all through traffic that will be amply wide enough for safety. Although the street widening may cut off part of your lot, it will mean vastly more to the value of the property.

Most of the credit for this work should be given to the City, without any indebtedness has paid for itself more than long over the street.

And while giving all due credit to the City Council, let us not forget that it was largely through the efforts of Judge Allie W. Young, who succeeded in having the law placed on the statue books, and who worked untiringly with members of the Highway Commission, that the work now being done was made possible. Hon. A. P. Plumer, Highway Commissioner from this district, also deserves credit. And last but not least, Mr. Warwick, resident engineer has worked untiringly and unceasingly to obtain the rights-of-way to make this great improvement a reality.

...pilot, W. W. Wells, 44 Lay, 35, the one passenger plane... Witnesses said the plane... to a spin 600 feet up... rled for a landing. It... badly wrecked. The... flown from their home... to Beckley, arriving... field this evening. Mec... ble developed as Wells... to landing, and the p... to earth.

### SAN FRANCISCO HIT HEAVY WIND

Wind and rain lashed the coast, causing at least one death while heavy snows in the Sierra Nevada mountains... high wind and air traffic... Trees were uprooted in the San Francisco bay region, were damaged and... flooded in some sections... sewers failed to carry... downpour of rain.

Two of the deaths were mobile accident attributable to heavy pavement and... drowned in San Francisco... their light fishing boat... Joseph Duarte, 30; C...

and Johnny Costa, 30, of San Diego, Calif. were the victims of a boat tragedy. Durate's son, Walter, clung to the overturned craft for more than an hour and was rescued.

### ANOTHER TEXTILE THREATENS TO

Labor leaders represent that... sions of the textile industry... notice this week upon the Labor Relations Board... would soon be ordered... unless satisfactory adjustment... made of cases involving... crimination against uni...

The union officials... ing their blunt ultimatum... labor board then sat in session to determine... requests for local strike... granted immediately... terminated finally that... ion should be taken within... few days.

### PRESIDENT OF L & N DIES ENROUTE TO LOUISVILLE

Whiteford R. Cole, president of the Louisville & Nashville Railroad, died unexpectedly at 3 o'clock Saturday afternoon aboard his private car on the Pan American train between Rocky Hill and Cave City, Ky., while on his way from Nashville to his home.

Mr. Cole has been in ill health recently and consulted with his physician at Nashville during the morning. After he left Nashville at 12:19 o'clock in the afternoon, his condition grew worse.

The only person with him was J. H. Jones, negro porter, who has been in charge of the president's private car for thirty-five years. The porter caused the train to be stopped near Cave City and a physician was summoned.

### NEGRO, WHITE WOMAN HELD FOR KILLING HUSBAND

A white farmer's wife and a negro farm hand were held without bail after the negro was alleged to have confessed he killed the woman's husband on her promise of "a home and a job the rest of his life."

The negro, James Childers, 19, was taken in custody as a material witness after his employer, James C. Woodruff, was found mortally wounded. Childers said a white man whom they found taking corn killed Woodruff in a pistol duel.

### TWO HELD IN CONNECTION WITH PERRY MURDER CASE

Crit Couch, 50, and his son-in-law Clarence Smith, 25, were placed in the Perry county jail Sunday afternoon in connection with the death of James M. Stanley 50, whose lifeless body was found near the tipple of the Seuddy Coal Company this morning.

Stanley's skull had been crushed presumably with a coal pick. Stanley was formerly employed by a coal company at Verda, Harlan county.

### MAN DIES WHILE IN CHURCH AT LEXINGTON

An attack, suffered while he was in the choir loft of the First Methodist Church during the morning service Sunday, caused the sudden death of Isaac R. Hollon, 57, Sunday at Lexington.

Mr. Hollon after he was stricken was moved to a room adjoining the church auditorium and he succumbed within a few minutes.

Mr. Hollon was employed as a foreman by the R. J. Reynolds Tobacco Company of Lexington. He had been a member of the choir of the first Methodist church for years.

### U. S. TREASURY'S LESS THAN

Despite the rapid rate of current spending, the Treasury has shown this week to be millions of dollars below Roosevelt's estimate of for this fiscal period.

In his message on the Chief Executive made for the expenditure of \$2,000 in the two fiscal years ending June 30, 1935.

While Treasury figures show that \$2,603,977,000 has been drawn from Federal coffers in the half month since June 1st,

figure that about \$1 billion would have to be spent in the remainder of the fiscal year, Mr. Roosevelt's estimate.

### ROOSEVELT VISITS DAM AND OTHER

President Roosevelt completed his two days inspection of the Tennessee Valley, for the purpose of determining the practicability and feasibility of this power and welfare development at three corners of the

MEMBER OF THE NATIONAL HISTORICAL ASSOCIATION  
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WINNING MAIN STREET

Nov 23, 1934

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Mr. Warwick, resident architect has worked untiringly and was made possible Hon. A. F. Fisher, Highway Commissioner of the Highway Commission, that the work now being done by Alvin W. Young, who succeeded in having the law placed on the books, and who succeeded in having the law placed on the books. And while making all due credit to the City Council for its City without any indebtedness has paid for the property. Most of the credit for the property. cut off part of your lot. It is wide enough for future use. The property is almost a partway down to almost a 100-foot lot. The heavy lot the lot streets will have the old sections of Morehead have always been a traffic. It is no driver there will always be ample room without having to wait at the intersection. It will probably work a part. While the work is going on it will probably work a part. That can be said now is that it will be a common residential plot.

PRESIDENT OF L & M DIES  
ENROUTE TO LOUISVILLE  
SAN FRANCISCO HIT  
HEAVY WITH

WOMEN WRITE WOMAN HELD  
FOR KILLING HUSBAND

TWO HELD IN CONNECTION  
WITH BREWERY CASE

WOMAN HELD IN CONNECTION  
WITH BREWERY CASE

WOMAN HELD IN CONNECTION  
WITH BREWERY CASE

WOMAN HELD IN CONNECTION  
WITH BREWERY CASE



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THE OLD MIDLAND TRAIL  
(U.S. 60)  
BEFORE PAVING  
1920

**MOREHEAD MEMORIES: PEOPLE AND PLACES  
ROWAN ROADS AND FARMERS (KY) STREETS  
BY**

**JACK D. ELLIS**

" Go into the street which is called straight. Acts  
(ACTS 9:11) "

In the late 1800s and early 1900s, Rowan County roads were practically non-existent, and nothing more than dirt trails, impassable much of the time. They usually followed the small creek beds (Christy Creek Road) or high ridges (Pretty Ridge over Clack Mountain). There were no taxes for county roads and each road was built and maintained by local citizens. Every able bodied man in Rowan County was required to work two days each year doing road work, or one day with a team of mules. That was the way roads were built and maintained. In 1896, Morehead placed a \$500 tax on local saloons to be used to improve city streets and surrounding roads. Also, much progress was being made building roads in <sup>or near</sup> ~~the new~~ Farmers, Kentucky. The local newspaper *The Mountaineer*, in its July 18, 1914, issue said, "Good reports are coming from Farmers about the roads being built by the good people of that town. A personal subscription was taken (monthly pledge) by the civic minded citizens of Farmers to pay for the new roads. Enough money was raised to run the "Road Engine" (steam powered road grader) for a few days and much good was done on the road through the town, along the river road and the surrounding roads. <sup>It would seem</sup>

LOCAL BOYS REMOVE ROCKS FROM ROADS

The Farmers effort to improve the public roads in their area must have motivated Morehead's public pride to do something to improve the public roads. Local businessmen Walter Swift and Ed Maggard hit upon a plan to improve the road between



Morehead and Farmers and fulfill their civic duty which required two days road work each year for every citizen. Each Saturday in August, 1914, the two men loaded their cars with strong husky boys and took them for a joy ride with the understanding the boys would get out of the cars and lift all of the large rocks out of the road. The boys were more than agreeable and more boys volunteered than could be carried in the cars. For many it was the first time they ever rode in an automobile and much good was done to clear the road of boulders. The boys all reported having a good time and Mr. Swift and Mr. Maggard did their civic duty.

In the late 1800s, many years before there were any automobiles, Farmers was the largest town in Rowan County. In that era, land formed the foundation of the local economy, ~~and~~ the rich fertile river bottom farms along the Licking River <sup>as well as</sup> ~~and~~ the vast stands of virgin timber, <sup>with the</sup> ~~Licking River~~ <sup>being</sup> the highway to market made Farmers (by then a railroad town also), a modern town filled with business and economic activity. During that era the little town had a mayor and city council determined not only to keep the streets and roads well maintained, but also reasonably safe and clean. The civic minded town council passed several ordinances during the 1880s and 1890s designed to keep the streets passable, clean and reasonably safe for the citizens. Ordinances regulating these and other community affairs were found in an old record book of the town council covering the period 1885-1902.

### FARMERS CITY COUNCIL ACTIVE

During that period Farmers was a raw, wild river town with a booming economy.

It was the crossroads between the new railroad and timber traffic down the Licking River. There were six or eight large sawmills in the community, employing several hundred men. Also the stone quarries were major employers. It was a busy commercial center with lots of violence and where whiskey flowed freely. Therefore, the town council in an attempt to provide a more peaceful law abiding community, enacted several ordinances during the years 1885-1902. These are recorded in an ordinance book presented to Farmer's Mayor George S. Lacey. Many of the pages were missing and are duly recorded as "missing" in the book. Some of these ordinances are as follows:

IF YOU RIDE YOUR HORSE OR DRIVE YOUR WAGON IN FARMERS, YOU'D

BETTER HOLD A TIGHT REIGN - Evidently there were a bunch of fast horses and mules in Farmers in the 1890s. There may have even been hot rodding on these horses up and down Main Street of Farmers that brought many citizen complaints to the town council.

Acting on the citizens complaints, the local city fathers passed the first speed limit law in Rowan County when they enacted the following ordinance in 1890. "It shall be unlawful for any person or persons to ride any horse or mule or team of either, within the town limits of Farmers at a great rate of speed than six miles per hour. Any person convicted under this law shall be fined fifty dollars for each offense." (That's about two months wages which unless that figure is a misprint would be a pretty steep fine for that time).

This writer wonders how those law breakers were arrested and how exactly was it determined they had exceeded 6 miles per hour. Did the town marshal jump on his horse and catch them and knock them off their horse like a class B western movie? Did the marshal shoot a warning shot over their head to stop the speeding wagon or horseman? Was their speed calculated by a stop watch? Or was there a speed trap exactly one mile long with the Marshal hidden in the brush with a stop watch calculating the interval of time needed to cover a one mile distance? Whatever the method used, I'll bet the convicted speeder never did speed again in Farmers. That fifty dollar fine for speeding *even* would be close to a fine going 75 miles in a 65 mile zone *today*.

IF YOU LEAVE YOUR WAGON, MAKE SURE YOUR TEAM IS TIED UP -

Evidently people were jumping out of their wagons and buggies in Farmers without bothering to tie them up to the hitching posts that were prevalent throughout the town. That resulted in the horses pulling their wagons and wondering around town causing chaos and traffic jams and blocking entrances to businesses. That necessitated the following ordinance in 1888 which read, "Whosoever shall leave a horse or mule while still attached to a vehicle in a street, alley or public place in the town of Farmers without first unhitching the same, or without effectively securing said animal so it cannot run away, shall be fined not less than one nor more than twenty dollars." (It would be interesting to know how many stray vehicles were picked up and the owners fined for violating this ordinance). Anyone who received the maximum fine must have learned

their lesson.

DON'T LET YOUR HORSE DIE IN THE TOWN OF FARMERS, OR IF HE DIES,

BURY HIM FAST - The city fathers were also concerned with keeping the streets clean and keeping dead horses off the street; therefore, another one of those "whosoever" was enacted in 1888 which read, "Whosoever shall leave or cause to be left or shall abandon any worn out, diseased, or dead horse, mule or other animal on a street, alley, common or other place for more than twelve hours in the town of Farmers shall be fined five dollars."

(Breaking this law could cause a terrible stench and up roar among the residents).

Anyone who has ever had to haul off a dead horse after the body has been lying in the hot summer sun would say that fine was not stiff enough.

DON'T CAST YOUR BEEF HEADS, ANIMAL BONES OR ENTRAILS INTO THE

STREET - With no garbage pick up in town, the city fathers were trying to keep from wading through garbage on or even near the streets when they enacted the following ordinance in 1890, which read, "It shall be unlawful for any person or persons to leave or cause to be left on any street, alley or sidewalk within one hundred yards of same, any refuse such as beef heads, bones, entrails, spoiled meat or anything likely to create a bad smell." Fine to be levied by the judge. (I hope the judge had a keen sense of smell as well as a keen sense of justice. If so the perpetrator was surely in trouble with the law).

Maybe they should have been ridden out of town on a rail.

KEEP YOUR COWS OFF THE SIDEWALKS OF FARMERS - Evidently the Farmers cows (yes, a pun intended) were using the sidewalks for more than just walking on. In 1890 the city fathers enacted another "Whosoever" which read, "Whosoever shall leave a cow standing on the sidewalk unattended shall be subject to a fine of not less than one dollar or more than five dollars." (Could it be that cows using the sidewalk were more contented there-by producing more milk?) If so, this ordinance reduced the output of the cow and the income of the farmer). ~~( )~~

LEAVE YOUR PROFANITY AT HOME BOYS--DON'T TAKE YOUR WHISKEY TO TOWN--WHEN YOU GO TO FARMERS, KENTUCKY - The Farmers city council concluded that all of their safe, clean streets, free of the stench of rotting carcasses, cow manure and pollution would not be safe and really clean unless they could eliminate public drunkenness and profanity that polluted the air. Therefore, in 1899, they enacted another ordinance which read, "It shall be unlawful for any person or persons to be drunk on the streets and/or curse or swear upon the streets or sidewalks, or in the presence of any female or minister of the gospel within the corporation of said town." (Would ~~that~~ such legislation, if enacted, keep that language out of our living room via TV today?) As a minister, this writer has spent many hours in the company of groups of men. There have been times some have uttered profanity and even been drunk in my presence and eventually apologize for their behavior. All these years I thought their apology was out

of respect for the gospel, but indeed they may have broken the law by their profanity and drunkenness and were afraid of being arrested.

Since Farmers was a railroad town, there <sup>were</sup> ~~was~~ always empty railroad cars on the siding. Those empty cars provided an excellent place for the local young men to get together and play cards. It was dry, out of site and the local card players could (BYOB) "bring your own bottle," and (BYOC) "bring your own cards." Many times these wild card games turned violent and there would be fights, stabbings or shootings. The local citizens became outraged at the violence and card playing, and in 1890, the city fathers enacted another "whosoever" which read, "Whosoever shall be found playing cards in any railroad car in the town of Farmers shall be fined any sum not to exceed twenty dollars for each offence. (An attempt to outlaw marble games on the streets of Farmers failed to get the necessary votes), Morehead used to have the very same problem for many years when local lads would get into an open box car and have their card games.

This writer wonders if all of these fines fattened the city budget, or if the town marshal got his cut from the fines. In any event, it seems the fines in Farmers were steep for the offense considering the economy of the day. I'll bet some of those corn-fed farm boys may have pushed a boxcar past the city limits and laughed at the town marshal while they played cards.

By the 1900s the types of ordinance~~s~~ enacted by the Farmers city council began to change with the times. That was evident when in 1901, an ordinance, "Permit~~ting~~ the establishment of a telephone system within the town." But that was the end of their

"clean streets" in Farmers when the ordinance went on to say, "A franchise has been awarded to the American Telephone and Telegraph Company of America, permitting the erection of telephone and telegraph poles along the streets of the town, provided that all the poles shall be reasonably straight."

This, the streets of Farmers that over the years had been kept clean of garbage, dead animals, cow manure, wondering teams of horses, profanity, vulgarity, drunkenness and speeding horses and mules, <sup>But in the modern era it</sup> became polluted with poles and telephone lines. They remain polluted today with these trappings of civilization. ~~But Farmers, Kentucky had~~  
~~moved into another era.~~

Use if you have room

By the 1930s a "Road Fund" item began to appear in the budget of the Rowan County Fiscal Court. The budget for the fiscal year ending June 30, 1934, showed road fund receipts of \$3,503.06 with an expenditure of \$3,500.91.

The expenditures of businesses, government or families give an indication of what they believe <sup>is</sup> was important. In examining the Rowan Fiscal Court budget ending in 1934, it also included such items as: Dog Tax fund of \$16.44; Pauper fund of \$1,693; Special Pauper Fund \$91.50; Sinking Fund \$16,965.54; General Fund \$4,276.73 and a Salary Fund of \$7,456.61. The total Rowan County budget that year reported by County Treasurer Dave C. Caudill was \$41,369.92. Of that amount less <sup>than</sup> ~~the~~ 40 percent was spent on roads. This is not at all intended to be critical because good roads form the foundation of the local infrastructure-- but it would be interesting to see today the total spent on county roads as well as the percentage of the County budget spent on roads. Also the number of miles of roads maintained by Rowan County. I don't think that if every able bodied citizen was required today to work two days a year on the roads, much would be accomplished. Perhaps our taxes are not so bad after all.

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**MOREHEAD MEMORIES: PEOPLE AND PLACES  
THE NAME ON THE STREET, II  
BY  
JACK D. ELLIS**

3/23

*I made their streets waste, that none passeth by. (Zph. 3:6)*

The names of the streets in most cities and towns throughout this nation reflect the history and heritage of that community. That is especially true in Morehead when one examines the names of the streets. Street names in old Morehead honor former builders, businessmen, doctors, lawyers, preachers and politicians. They were mostly men (except Elizabeth Avenue) who in their time contributed greatly to Morehead's growth and stability. It is interesting to note that in the heart of the hardwood capital of the world, in a county known as the "Timber Garden of Kentucky," there were no early streets named for trees: eg. Elm, Oak, Poplar, Walnut, or Maple as in most cities.

This is the story of the streets in the main section of old Morehead. It includes when they were paved, how they were named and who they were named for. On January 20, 1924, the Morehead City Council appointed a committee to draw up a contract to assess the Main Street property owners a portion of the cost of paving the street. Civil Engineer Godfrey Miller was hired to supervise the paving and was paid 3 percent of the contract costs. Thus, in 1925, Morehead moved out of muddy Main Street on to a hard surface with the first paved street in Rowan County.

In 1962, in an attempt to avoid street name duplication, Mayor Eldon Evans

appointed a committee headed by city councilman Paul J. Reynolds to name the streets in the city. Paul J. said, "They looked at the street names but did not change the names of the old streets. But they did re-name some of the new streets, eg. Green Street was named for Rowan Sheriff Sam Green, who was killed while serving a warrant during his last hours as sheriff. It was a fitting tribute to a man who gave his life while serving the county."

In 1928 Railroad Street (1st Street) was the next street paved in Morehead. At that time Railroad Street extended from Trumbo Avenue (now Bridge Street) to Fairbanks Avenue (now S. Wilson). The paving was under the supervision of Engineer Godfrey Miller. All of the property owners and the C&O Railroad were assessed the \$1,724 total cost of paving the street.

The year 1928 can be called the year that brought Morehead out of the mud. That was the year the following streets were paved: Duck Street was paved to Wilson Avenue; also Fifth Street, Fourth Street, Elizabeth Avenue (from Main to 2nd Street) and Tippett Avenue from Second to Third Streets. Other Morehead streets paved that year were Bays Avenue, Sun Street from Duck Street to city limits and Third Street from College Boulevard to Tippett Avenue. That was also the year the State of Kentucky paved College Boulevard. (This writer has not been able to determine exactly where Duck Street was located, but there are numerous references to it in early city records).

On September 16, 1931 the Morehead City Attorney was instructed by the City Council to, "Take the necessary steps needed to have good legal sidewalks placed in front

of the Peoples Hotel on Railroad Street." The wooden sidewalks were rotting and badly needed to be replaced. The Peoples Hotel was the main hotel in Morehead at that time and was conveniently located across the street from the C&O passenger depot. Travelers arriving in Morehead would get off the train and walk with their luggage across the street to the hotel. There were always several young Morehead boys meeting each train and literally fighting over who would get the job and the tip for carrying the incoming travelers luggage across the street to the Peoples Hotel.

As a young boy growing up in Morehead, Roy Cornette (later he was Rowan Superintendent of Schools and businessman) was one of those boys that met the train. He said on one occasion he was a little late getting to the train and his friend, Billy Cornett (no relation) was already carrying the luggage of a big tall lady with lots of luggage. Roy said he began teasing Billy by saying over and over again, "Ya, ya Billy's carrying the big tall lady's luggage." To which Billy replied, "Roy you can just kiss this big tall lady's foot." (Only he didn't say foot!) Then Billy turning to the woman whose bags he was carrying and said, "That's telling him isn't it big tall lady." That was at a time when lots of enterprising young men earned cash acting as unofficial railroad porters.

**BISHOP AVENUE** - This writer reported last week that this Morehead Street was named for C.E. Bishop. But Bishop Avenue was named for C.E. Bishop's father, Stephen Bishop. The first C.E. Bishop Drug Store opened in Morehead in 1896 at the corner of Carey Avenue and Railroad Street. Stephen Bishop had a cabinet shop that specialized in

tables and caskets at the corner of Bishop Avenue and Railroad Street and was one of Rowan County's most successful and best known businessmen.

Stephen Bishop as born in Cranbrook, England in 1830. He sailed across the Atlantic Ocean on a windjammer in 1849. He eventually settled in Gallipolis, Ohio where he became a naturalized citizen and excellent cabinet maker. In 1878, he moved with his family from Ohio to Hogtown (Elliottville) in Rowan County. He opened a cabinet shop in Hogtown before moving to Morehead in 1882 after the railroad came through the town.

He opened a cabinet shop at the corner of Railroad Street and what was later named Bishop Avenue. His cabinet shop was located in a larger wooden building where he specialized in making beautiful extension tables. During the Rowan County War (1884-1887) there was a demand for caskets and Stephen built a brisk business of making caskets. His wife sewed and installed the material inside the caskets. Stephen Bishop also was a funeral director before embalming became a practice. He had a large black team of horses and a glass enclosed horse-drawn hearse. Stephen Bishop was well known as a "walker." He walked all over the county taking orders for tables to be made in his cabinet shop. Mr. Bishop also carried a long walking stick and if he heard anyone was sick he would make it a point to go see them with his walking stick. He would hold the stick up with his thumb and then notch their height with his knife and then he could custom make a casket for them.

On one occasion he walked all the way to West Liberty taking orders for

extension tables and measuring any sick people he met along the way. In those days you would stay overnight with friends along the way. After walking to West Liberty, Mr. Bishop walked back to Farmers where he intended to take the local train from Farmers back to Morehead. But he went inside the depot and fell asleep on the hard bench. That was at a time when the train had to be flagged down to pick up passengers. So Stephen missed the Morehead train. When he awakened and was told he had missed the train, Mr. Bishop looked down and patted his legs and said, "You went to sleep and we missed our train, now wake up and carry us on to Morehead."

Stephen Bishop was a faithful member of the Morehead Christian Church and seldom missed a Sunday service. It was a custom in those days for anyone with a birthday that week to give a special Sunday offering of one cent for each year of their life. On Mr. Bishop's last Sunday in church he made the usher taking up the offering, stand there while he slowly counted out 96 pennies for his birthday offering. Stephen Bishop was an early entrepreneur and Morehead resident who deserved to have a street named in his honor.

**WILSON AVENUE** - Named for Dr. Jeremiah Wilson. Dr. Wilson was born June 30, 1872, in the upper Licking River Valley section of Morgan County that later became Rowan County. Before moving to Morehead in 1891, he practiced medicine and ran a store in Farmers and Elliottville. Upon arriving in Morehead, the young physician bought property and lived near the corner of North Wilson and Fifth Street.

1918-1922. He lived on the corner of what is now Bridge Street and Main Street. Built in 1918, it is the second oldest brick residence in Morehead. Today it houses the law offices of Dehner and Ellis.

**TIPPETT AVENUE** - Named for Thomas Byron Tippet. Mr. Tippet moved to Morehead with his wife and three children from Lacka, Ohio in 1882. They settled on West Main Street and Mr. Tippet entered the stave and tanbark business. Mrs. Tippet was widely known for her delicious home-made bread business. People in Morehead lined up to buy her bread as soon as it left the stone oven.

T.B. Tippet served Morehead as City Judge for many years and in 1892, was elected to represent the 71st district in the Kentucky House of Representatives. During one session when the Governor was addressing the House of Representatives, his honor called on each member to stand up and tell about the major agricultural products of their county. It was a long boring list of crops grown in the various counties. When it came time for T.B. Tippet to report, and since he was acutely aware of Rowan's recent reputation for feuding, stood up and said, "Your Honor, Rowan County raises hell and Christmas trees."

T.B. Tippet served 24 years as Rowan Circuit Court Clerk and was widely known and respected throughout Kentucky.

**HARGIS AVENUE** - Hargis Avenue is named for John Hargis, one of Morehead's early

settlers. He was a County Judge, attorney and was postmaster when Rowan County was established in 1856. That year the village of Triplett was changed to Morehead and was established as the County Seat of Rowan County. As County Judge, John Hargis, stepped off the public grounds of Morehead marking off the Public Square. He then laid out and sold lots in town. The city of Morehead was not incorporated until June 16, 1869, although the public square and private lots were established in the year Rowan County was established (1856).

**KNAPP AVENUE** - Named for John Knapp who moved to Morehead in the late 1800s from New York and was one of the partners with Bert Willet in the Bluestone Company. In 1913, Mr. Knapp and Mr. Willett purchased the historic Gault House and razed the building. In 1916 they constructed a new building at the corner of University Boulevard (West) and Main Street. That building is made from nature bluestone sawed the same size as brick. In 1920, Mr. Knapp and Mr. Willett opened the Cozy Theater in the new building. Soon Mr. Knapp sold his interest in the Cozy Theater to Mr. Willett and retired.

**LYONS AVENUE** - Named for Reverend Turner F. Lyons, an early Church of God minister in the Morehead Church of God. Brother Lyons was first called to the Morehead Church in 1905. He soon purchased land behind the church and built a home for his family. It was there he and Mrs. Lyons raised their six children. As the children became

grown, Brother Lyons gave each one of them a lot behind their house. Soon other houses were built and an unpaved cinder street appeared. Lyons Avenue was paved in the 1940s.

Turner F. Lyons was one of the most loved and respected Morehead ministers. It was through his evangelistic zeal that the Church of God became a dominant denomination throughout Eastern Kentucky. Brother Lyons served the Morehead Church until his death in 1941. He was indeed worthy of having a street named in his honor because he was a peaceful and powerful Christian influence upon the people of Morehead.

**TOLLIVER ADDITION** - Was named for Francis Marvin Tolliver who owned a farm on the site of present Tolliver Addition east of Morehead. He was a younger brother of Craig and Floyd Tolliver who were principals in the Tolliver-Martin Feud from 1884-1887. Frances Tolliver along with C.G. Clayton and D.B. Caudill, founded the Morehead Grocery Company. In 1904, they built one of the first brick structures to house the Morehead Grocery Company. The building is still standing on First Street and is the present site of the Kentucky Folk Art Center.

Granddaughter Frances Tharett recalled the family story about Francis Tolliver stepping between two deuling friends with pistols preparing to shoot each other. He successfully talked them out of the deul and saved at least one and maybe both of their lives. Granddaughter Frances Tharett wanted her grandfather remembered for his positive contributions to the community rather than the name Tolliver that is remembered



as a name related to the Rowan County War.

**DANIELS AVENUE** - named for W.A. "Uncle Bill" Daniels. Mr. Daniels and his wife, Alice, migrated to Morehead from upper New York State in 1885, shortly after the railroad was built through Rowan County. William Daniels was a manager of the Bluestone Company for many years before opening a general store on Railroad Street. He was in partnership with his nephew Frank Havens. In 1928, Mr. Daniels, Frank Havens and Roscoe Hutchinson, Sr. opened another business in one room of the General Store called the Big Store. But Mr. Havens and Daniels soon bought Mr. Hutchinson's interest and expanded the Big Store. It was advertised as "one stop shopping under one roof." Later however, furniture and a five and ten cent store were added.

In 1930 Mr. Daniels' health began to fail and he brought Russell Barker and his family from Morgan County to take over his business interests. When Mr. Daniels' health began to fail, Mr. and Mrs. Barker cared for Mr. Daniels and lived in the house with him. The house was located at 120 Sun Street at the corner of Daniels Avenue. Mr. Daniels died in 1935 and is buried in the Caudill Cemetery on West Main Street. Following his death, Mr. Russell Barker purchased his interests in the Big Store and became a partner with Frank Havens.

Daniels Avenue extended from Main Street to Sun Street between N. Hargis and Fleming Avenue next to Mullins Grocery. Many years ago while the street was just a dusty alley, it had a wide smooth bluestone sidewalk from Main Street to Sun Street.

Also many years ago this writer was born in a small house on the street named for Uncle Billy Daniels.

There are many other street names to be explored in Morehead. Perhaps at a later date his writer can delve more into the history of the name on the street.

Duck Street ~~was a street~~ ~~located from Wilson Ave~~  
~~west to Flannery Avenue~~ which was the city limits.  
It mostly followed the creek now parallel to West  
~~Serenity Street near the railroad (called Joe Mark)~~  
~~Behind a Duck Street a o boy. 3-28-01~~  
DUCK STREET - RAN FROM SOUTH WILSON MORE  
WEST PARALLEL TO THE RAILROAD TO SOUTH HARRIS AVE.  
JOE MARK 3-28-01 JOE LIVED ON DUCK STREET AS A BOY

MOREHEAD MEMORIES: PEOPLE AND PLACES  
THE NAME ON THE STREET, I  
BY  
JACK D. ELLIS

*"The streets of the city shall be full of boys and girls  
playing in the streets thereof" (Zch. 8:5)*

In the old 1950s TV show "Dragnet," Detective Joe Friday began each episode by saying in a dramatic voice, "This is the city, I work here." He was speaking of Los Angeles, California, but I want to use the same line about Morehead, "This is the city, I work here." Actually I'm no longer on anyone's payroll but I do live here, and writing this column each week is work. But work I enjoy! Dragnet was the story set on the city streets of Los Angeles. This is the story about the city streets of Morehead and Rowan County.

As I visit other communities I'm always cognizant of the names of their streets, and often wonder how they got their names and what the people did to have a street named for them. In many instances they are politicians with the authority to name the streets. Therefore, many times they name them for other politicians. On one interstate highway through Western Virginia every little bridge is named for a person. Names that travelers wouldn't recognize, but names local people recognize. They are names of people who have contributed to the community in some way. How many people driving or walking the streets of Morehead and Rowan County pay attention to the names of the streets? How many know who the people were or what they did to have a street or road named for them. This story attempts to explore that subject.

MAIN STREET WAS MOREHEAD'S FIRST PAVED STREET

On May 4, 1925, Godfrey Miller, Civil Engineer, entered into a contract with the city of Morehead to pave Main Street. He was paid 3% of the pavement cost. It was the first paved street or road in Rowan County. Later that year Main

Street became U.S. 60 as that national highway came through Rowan County. ~~but~~ it was and still is called Main Street. It has not been personified with the name of a person. That was not the case with the next ~~•~~ paved road through Rowan County. Route 32 was completed and officially personified by naming it the Allie Young Highway in 1935. It was dedicated by State Senator Young's youngest daughter, Jane (Young) Holbrook. But many of the early local citizens living along that highway referred to it as the "Concrete." In ~~the~~ 1935, it was not a busy highway and children would roller skate, ride their bikes, or even play basketball on the "Concrete." They were usually un-molested by traffic. It seemed the name never caught on and to most Moreheadians, Route 32 North became the Flemingsburg Road. Also this was the case with the Fleming Countians who called the Allie Young Highway, the Morehead Road. Few people today are aware that it was ever named the Allie Young Highway and it doesn't show up on any maps. Today, Highway 519 to West Liberty, is named the "Woody May Highway" after a state senator of another era. It remains to be seen how long that name will last.

#### STREETS NAMED FOR PEOPLE

In this writer's opinion, it is good to name streets and roads for important people who have made a contribution to their community. Also it tends to give life and character to an otherwise inanimate object. Numbers such as first street, or second street, could make it easier for people to find their way, *and*

*P*erhaps names like "grand avenue" or "park place" sound more sophisticated. *However*

~~but~~ Morehead <sup>*with*</sup> ~~the~~ street names such as Allen, Battson, Bays, Bishop, Carey, Caudill, Cecil, Elizabeth and Fairbanks, etc. *each have a story to tell.* This is their story:

Allen Drive was named for J.A. Allen. Mr. Allen was a native of Rowan County and sheriff in the early 1900s. He resigned as sheriff because he said he could

not support his family on a sheriff's pay. He then opened a grocery store, ice house, and slaughter house. His farm near the present Allen Drive was considered out in the country. Mr. Allen kept his animals on his farm until they were slaughtered. <sup>Today!</sup> His son Hubert lives on Allen Drive near the site of his father's slaughterhouse and he and his brother Bobby still own the Morehead Plaza Shopping Center, near where the family business began.

Battson Avenue was named for Hartley Battson. Mr. Battson, a native of Canada, settled in Morehead following WW I in 1918. He was a druggist by profession and he opened his drug store on the corner of (now University Boulevard West) and Main Street in 1919. "Doc" Battson married a local girl (Jewell Waltz) and they had two sons, Donald and Bill (deceased). Their home was located on Battson Avenue site of the present Catholic Church. Donald still lives in Morehead and there is still a Battson Drug Store located on West Main Street. Mr. Battson also operated the old Cozy Theater next door to his drug store.

Bays Avenue was named for J.A. Bays. Mr. Bays was an early resident on the land where the street is located. He owned <sup>Morehead's first</sup> Jewelry Store named for him <sup>and</sup> located on Main Street. (This writer purchased an engagement ring for his first wife from Mr. Bays) ~~and still has it~~ Mr. J.A. Bays moved to U.S. 60 West in the 1930s and in the 1960s, the Bays Family migrated to California.

Bishop Avenue was named for C.E. Bishop. Mr. C.E. Bishop was the son of Stephen Bishop who emigrated to America in the mid-1800s. The family first settled in Ohio. Later they moved to Catlettsburg, Kentucky, and on to Elliottville before moving to Morehead in the 1870s. Stephen Bishop was a cabinet maker, and his son, C.E. Bishop, established Bishop's Drug Store in 1896 at the corner of Bishop Avenue and First Street. Robert Bishop and his sister, Roberta Razor, ran the Bishop Drug Store until it closed in 1986 after 90 years

of service to Morehead.

Carey Avenue was named for pioneer resident James Carey, who was a captain in the Union Army during the Civil War. Judge Carey moved to Morehead in 1876. He was a county judge in Rowan County in the 1870s. He and his wife operated the Gault House, a hotel on the corner of what is now University Boulevard and Main Street. Judge Carey was married to the daughter of Morehead Mayor Brain. Mrs. Carey was famous far and wide for her general hospitality, conversational and cooking skills. One reporter after eating at the Gault House wrote, "Mrs. Carey, the daughter of Mayor Brain, can make coffee and corn muffins to the highest degree of perfection." The hotel also figured prominently in the last day of the Rowan County War in 1887. Judge Carey died March 4, 1906, and his wife died February 19, 1913. The Gault House, which had contributed richly to the county's history, was torn down shortly after Mrs. Carey's death.

Caudill Court was named for Dudley Caudill. Mr. Caudill was involved in the Carr-Caudill Lumber Company and the Peoples Bank of Morehead as well as other business ventures. Caudill Court is a short dead-end street between Elizabeth Avenue and University Boulevard that contains about four houses. Most of these houses were built by Mr. Caudill. His son, Charles Dudley is a retired school administrator now living in Ohio. Caudill Court has now been changed to Walnut Court.

Cecil Drive was named for Jack Cecil, whose father John Cecil moved his family to Morehead prior to WW I and built the Midland Trail Hotel. He also had a contracting business and built the Methodist Church and the present Battson's Drug Store (before it was enlarged), located now on the corner of Main Street near Hargis Avenue. Joanne (Cecil) Needham, Jack Cecil's daughter, still lives in



**MOREHEAD MEMORIES: PEOPLE AND PLACES**

**EARLY MIDLAND TRAIL TOURISTS ~~TOURISTS~~ MOTORISTS**

BY

JACK D. ELLIS

"A highway shall be built... and a way" (Isaiah 35:8)

*This is the time of the year that*

The birds are singing, the sun is shining, and spring is in the air. It is the time of the year that we as restless Americans begin to think not just of love (as the poet has written), but of hitting the open road. Planning a vacation is an annual rite of spring by many Americans.

PREPARING FOR ROUGH ROADS AHEAD

This is an account of an adventurous group of automobile enthusiasts who made an unbelievable journey from Washington, D.C. to the Pacific Ocean of California. It took three months from Washington to California; a distance of almost 3,000 miles. Then they immediately turned around and came back to Washington over the same 3,000 miles. The caravan averaged about 30 miles per day. They traveled over some unbelievable, almost impassable roads. There were very few gas stations or garages. They carried their own tents and camping gear and camped all along the way. They had hand powered winches and cables for pulling cars out of mud. They also had their own mechanics and carried their own spare parts. It is not certain but their tires must have been solid rubber or they would never have completed the trip. But never-the-less, they traveled a route that covered wagons could never have covered, a more direct route to California.

*crossed as well as and also pioneered motorcar*

*Columbus discovered America in an attempt to find the shortest route to India. But this early motor car caravan is the shortest route from coast to coast.*



Many years ago when this writer's children were all at home growing up, <sup>back spring</sup> we would get out the old road atlas, mark our route on the map and began to collect literature about the most scenic routes and places to visit. Even before that time while I was in school at Vanderbilt in Nashville, Tennessee, my wife Janis got a job at the National Automobile Association office. Her job was routing people who would write and ask for the most direct point or the scenic route from their home to where they wanted to visit. She would send them a road map with their route marked in red and scenic spots to visit along the way. Now we get the information on the internet and set our G.P.S. (global positioning system) and it directs us to our destination.

Today, this writer would like to take you on a "wild and crazy" motor car tour across America in 1916. But more specifically, a tour through Kentucky and Rowan County along the old Midland Trail ~~in 1916~~. (Thanks to MSU <sup>retired</sup> Professor Allan Lake who provided this writer with a unique book which shows how fortunate Morehead was to be located on the old Midland Trail.) It also shows the almost unbelievable road conditions that existed in 1916.

***The Midland Trail: The Shortest Route From Coast to Coast,***  
published in 1916 by the Midland Trail Association, is a complete daily log

book of a small group of early automobile enthusiasts as they followed the shortest motor road from coast to coast. <sup>passable car</sup> ~~They~~ <sup>his log book</sup> also included much interesting information about the roads, scenery and communities along that route.

<sup>small</sup> That ~~early~~ <sup>CROSSING THE KENTUCKY</sup> ~~motor car~~ <sup>caravan</sup> tour group left Washington, D.C. in the early spring of 1916, following the Midland Trail westward across Virginia and West Virginia. They <sup>entered</sup> ~~crossed into~~ Kentucky on a toll bridge across the Big Sandy River Toll Bridge (toll 15 cents). They pointed out <sup>most</sup> some of the roads in Boyd County were paved with brick. But they soon left the brick and hit steep hills, winding dirt roads, a few rickety bridges, and many shallow streams to ford.

In Grayson they inquired at the ~~M.T.H.~~ Commercial Bank about the best road to Olive Hill. They were advised that the next stretch of road was generally smooth but <sup>had</sup> many winding curves and "chuck holes." Carter County was in the process of building a macadam road from border to border which would eliminate the worst road conditions on the Midland Trail. (A "macadam road was a road consisting of finely ground stone on a well drained road bed using a bituminous binder.)

<sup>MOVING THROUGH OLIVE HILL AND MOREHEAD</sup>  
In Olive Hill, the tour group inquired <sup>about</sup> the best route to take to Morehead. They were advised to take the route via Soldier because the road

through Upper Tygart was not open at that time. The group reported that Olive Hill was a great "Center of Industry" in refractory materials and quarrying limestone demonstrating great natural resources of the county that had been held back for many years from development.

*caravan then crossed Garver Ridge and*  
The motor car ~~group~~ headed down the head of Triplett Creek into

Morehead. There they reported: The Swift Garage was on the left *(Walter side of*  
*the road through Morehead. (However, Mr. Swift*  
~~Swift~~ *did not stay in the garage business very long.)* He did not see much future in motor cars, and <sup>later</sup> established the Morehead Lumber Company, that was in business for over 50 years.)

*EARLY TOURISTS IMPRESSED WITH MOREHEAD*  
This tourist diary written almost 100 years ago then <sup>paid</sup> pays Morehead one of the greatest compliments that could be paid any community when it ~~says~~ *said*, "Morehead is one of the places where the modern spirit of the hills best manifests itself in the enterprise and industry of the inhabitants." It continues by saying, "Timbering and quarrying of freestone and bluestone are the principle industries, and Morehead has the distinction of having one of the largest motion picture projector factories in the world." (A tribute to local genius Ed Maggard.) But it is interesting to note what was left out of the log book, because it did not even mention the Morehead Normal School. That is especially ironic when after 90 plus years, one sees little stone, ~~and~~ *a few*

timber businesses, and no motion picture factory. Of course, the Morehead

Normal School evolved into our mighty Morehead State University, *which denotes the small city.*

The Midland Trail Tour book does say that Rowan County is fast becoming converted to believe in the value of good roads, and "one day in the not too distant future the whole county will become a network of splendid pikes."

TOUR GROUP CONTINUES INTO THE SUNSET

The cavalcade of motor cars continued west on the old dusty, muddy Midland Trail into Bluestone and Farmers where they crossed a toll bridge across the Licking River at a cost of 25 cents per car. From there the cars motored on to Mt. Sterling, Winchester and Lexington where they visited the Midland Trail Automobile Club at 1304 Fayette Bank Building beside the courthouse. Evidently, there was a National Midland Trail Auto Club and Lexington was a member. From there they moved on to Frankfort and Louisville and on into the sunset <sup>toward</sup> California. Then they turned around and headed back to Washington, D.C. *The round trip required a total*

*of about six months. However, it is believed the shortest automobile route from coast to coast was called the Midland Trail.*

Huntington, West Virginia,  
to  
Louisville, Kentucky.

1920

KENTUCKY  
WESTBOUND

9.0 **CATLETTSBURG.** Toll Station at end of bridge over Big  
(24.2) Sandy River. (Toll 15-40c.)

Catlettsburg, the oldest town of the neighborhood, is now a very pretty little residence place at the junction of the Ohio and Big Sandy Rivers. With the rest of Boyd County, it is already famous for the many miles of brick paving which may be found increasing every year on the roads.

Jog right and left under viaduct; 9.1 end of street, turn right one block; 4-corners 9.2, turn left; 9.4 end of street; turn left off paving and up long winding hill, with some steep pitches; the country continues rolling, with generally good grades for the next six miles; 15.7 bridge; 16.2, 4-corners, straight thru, curving right up hill and down to 17.8 cross R. R. at foot of steep pitch; 18.7 thru **Princess Furnace**, keeping left at fork in front of store; 18.9 bridge with sharp turn beyond; 19.3 cross R. R. with sharp turns and view obscured; past **Kilgore** 22.7 on left, curving right up valley; ahead on winding dirt road up and down good grades and over numerous bridges and some shallow fords, but with main travel; 32.6 iron bridge with sharp turns either side; 33.1, cross R. R. into

(24.2)

33.2 **GRAYSON.** M. T. H. Commercial Bank.

(15.0)

Enquiry here will determine the best road to take in view of the road improvements being prosecuted at this time and the tourist is advised that the next stretch of road is not fast, altho generally smooth, being broken by a good many rough places and chuck-holes. Carter county, of which Grayson is the county seat, is now engaged in building a fine macadam pike the whole length of the county and when finished this will eliminate the worst stretch of road on the Midland Trail in Kentucky.

Ahead up winding grade, past right fork 37.6; cross many shallow fords and bridges; over small summit 40.5; up onto winding hillside road for five miles; 45.4 and 46.4 bridges with sharp turns in approach; up long hill and down to 48.0 into

(15.0)

48.2 **OLIVE HILL.** From Olive Hill there may be a detour via Soldier which is easier than the road logged via Upper Tygert, altho it is not known to be open at this time. As the next ten miles is really bad road, altho much better in summer than in spring, it is well to inquire carefully which way may be best. In going over either route, it is well not to try to drive too fast, for by taking it easily the distance may be made in a short time without undue strain on either car or driver.

(20.2)

Olive Hill is the center of a large industry in refractory materials and in quarrying limestone, and demonstrates the great natural resource of this country which has for so many years been held back from development.

Ahead, crossing R. R. 48.9, and turning right down slight grade past large brick office on left; cross yards of plant and bridge 49.6 and sharp right up rough winding hill beyond for one mile; down same to bridge 52.7, and curve right up valley, crossing numerous fords in bed of creek; over rocky summit 59.1, and down Triplett Creek, turning sharp left 61.7 and taking right fork along R. R. just beyond; thru **Gates**, crossing R. R. 62.0-7-9 and 64.5; down valley over fair dirt road to

(20.2)

68.4 **MOREHEAD.** M. T. H. Swift Garage on left. Morehead is one of the places where the modern spirit of the hills best manifests itself in the enterprise and industry of the inhabitants. Timbering and quarrying of free and blue stone are the principal industries here, altho Morehead enjoys the distinction of having one of the largest factories for the making of moving picture projecting machines in the world. Rowan county is fast becoming converted to believe in the value of good roads and the day is not far distant when the whole country will be one network of splendid pikes.

(21.2)

Ahead thru town, crossing R. R. 73.5-6, with sharp turns at each crossing; curve right thru **Farmers** 76.3; 76.6 toll

bridge over the Licking river (25-40c); cross R. R. 76.9; cross R. R. 77.8, bearing right along R. R. beyond; over numerous bridges, crossing R. R. 79.8; thru Salt Lick 80.1, crossing bridge and bearing right beyond; winding along valley on rough old pike and up into hills; narrow bridges are numerous here for the next seven miles; 87.1 thru covered bridge and up long winding hill; jog left 89.3 and ahead 89.4 into

(21.2) 89.6 **OWINGSVILLE.** M. T. H. Bank beyond Court House on left.

(13.5) One of the earliest settlements on the old pike, this place was a famous stage in the journey and the hotel here, buildd in 1806, shows how great was the demand for accommodation in that day. The woodwork of this structure was all hauled from Baltimore in ox carts and the circular staircase in the rear is of solid mahogany, altho it and all the other trimmings, which were all of valuable woods, have been painted and their original beauty destroyed.

Not a whit behind her neighbors, Bath county is now constructing many miles of beautiful pike and in a short time the Midland Trail thru the county will all be the best of limestone macadam.

Ahead over rolling country with long winding hills, but generally good grades; 91.4 fork, keep right; cross fords and bridges in the valley; again over rolling hills with sharp turns; 94.5 sharp turn onto bridge; past all forks, crossing R. R. 100.2 at **Ewington**; 102.4 cross R. R.; curve right over bridge 102.8 into

(13.5) 103.1 **MOUNT STERLING.** Court House one block right. M. T. H.

(15.4) Frazer & Oldham, left from Court House.

Known in the early history of the state as Little Mountain because of the mounds near here, this little city was not settled without bloodshed, for near this site Estill and his party were ambushed and massacred by hostile Indians. Nevertheless the settlement dates from the latter part of the eighteenth century, altho the progressive and enterprising spirit of its citizens is as modern as will be found anywhere. Near Mt. Sterling, on the Maysville pike, is a stretch of experimental road, built under the supervision of the Bureau of Roads Department of Agriculture. Bath county has already extended its credit for a large milage of excellent pike and the total increases every year.

Ahead on same street, curving left in narrow lane with poles to top of steep hill, with sharp turns 105.8; 109.8 shallow ford; 110.8 covered bridge; 112.8 covered bridge; 117.7 bear left into Main Street; 118.1 trestle over R. R.; cross tracks, to 118.4, Court House on right.

(15.4) 118.5 **WINCHESTER,** Main and Lexington Streets. M. T. H. High-

(18.4) land Garage one-half block left.

Surrounded by its beautiful farms and reached by many miles of splendid pikes, Winchester is the center of a very prosperous community. Some eight miles south of here the oldest settlement in Kentucky, at what is now Boonesboro, was located, while somewhat farther to the southeast the peculiar Indian Fields mark the only land in Kentucky believed to have been cultivated by the Indians.

Right on Lexington Street, crossing R. R. 119.1 at end of paving and with main travel and poles past many of the most famous farms in the Blue Grass; 129.1 thru crossroads; 135.7 cross R. R. 135.8 bear right on paving, following this street to 136.4, turn left on Walnut three blocks, to Main, 136.7; ahead two blocks to Court House on right

(18.4) 136.9 **LEXINGTON.** M. T. H. Automobile Club, 1304 Fayette Bank

(13.3) Bldg., beside Court House.

ago, a convict of French descent in state's prison offered to design and erect a circular stairway which should be self-supporting. It is double and the landing stone at the top forms the keystone of the arch, of which the stones of the two flights are the ring stones. It is said that the constructor was pardoned after the completion of this rather unique bit of stone work. The new Capitol, at the other end of town is a beautiful modern structure, containing a splendid bronze statue of Lincoln and two handsome murals, one of Gen. George Rodgers Clark and his party in parley with Indians; the other of Daniel Boone on one of his numerous explorations.

Right on St. Clair Street, and up long hill above the penitentiary on left and the arsenal on the right, winding along trolley; 53.2 forks, bear right with trolley; 54.5 forks, take right, crossing trolley and along same; 55.5 thru **Jett**; 56.6 past Shady Lane (option to Lexington via Midway, good pike and fine scenery); 64.8 past left fork into

- (15.2) 66.0 **VERSAILLES.** M. T. H. office of W. H. Edwards, Jr., in Court  
(13.3) House on far right.

Versailles is composed of the happiest people in the world, for do they not live in the heart of the "Blue Grass" of Kentucky, and have they not around them several hundred miles of the finest macadam roads in the world? On any of these highways the country homes show by their beauty and elegance the fixed belief of the owners that no better place to live can be found.

Turn left with Court House on far right; 66.9 cross R. R.; 71.9 thru **Fort Springs**; onto High Street, crossing R. R. tracks 78.0; 78.3 bear right into Maxwell Street; 78.7 left at trolley on Broadway; 79.1 cross R. R. and turn right beyond on Main Street to

- (13.3) 79.3 **LEXINGTON.** Court House on left; M. T. H. Lexington Auto-  
(18.4) mobile Club 13th floor Fayette Bank Building on left.

In this metropolis of the Blue Grass one might make his headquarters for many days and still not have the time to exhaust the variety of the trips which may be taken with Lexington as a hub. Many famous farms near here have produced the horses whose names have been at the top among the performers on turf and running track.

Ahead two blocks 79.5, turn left, three blocks to Third Street, 79.8, and right on same, following to end of paving 80.4; cross two R. R.s, bearing left 80.5 in lane between shops on far right and left, with poles 87.1 thru crossroads; 97.1 cross R. R.s and keep left on paving to

- (18.4) 97.7 **WINCHESTER.** Main and Lexington Streets. M. T. H. High-  
(15.4) land Garage one-half block right. Turn left down Main Street, Court House one block ahead on left.

Winchester, sometimes called the "Gateway to the Mountains," is also the gateway to many spots famous in early Kentucky history; it is only eight miles southeast to Boonesboro, the site of the earliest settlement in the state.

Ahead on Main Street, cross R. R. tracks 97.8; over R. R. 98.1; 98.5 fork, bear right in narrow lane on winding pike; covered bridges 103.8 and 105.4; 106.4 cross ford and bear right at fork; 110.4 up long winding hill and down narrow winding lane into

- (15.4) 113.1 **MT. STERLING.** Court House one block left. M. T. H. Frazer  
(13.5) & Oldham, to left of Court House.

Originally named Little Mountain, because of the mounds nearby, the first settlement here was made before the beginning of the last century, and it was here that the forces under Estill were defeated and the whole party massacred by Indians. A few miles to the south is a locality named Indian Fields, believed to have been the only ground in the state ever tilled by Indians. It has always been distinguished from the blue grass sod country around it, and is an anomaly in a land which was

known only as a hunting ground to all the surrounding races of red men. Several buildings in the town are over a hundred years old.

Today Mt. Sterling is becoming the center of an increasing mileage of good pikes, among the number the U. S. Experimental Road on the Maysville Pike.

Ahead, bearing left over bridge 113.4; cross R. R. 113.8; avoid right forks 114.8 and 115.9; cross R. R. 116.0 **Ewington**; over winding road with steeper grades, past fork to left 119.8; bridges 120.4, 121.0 and 121.6, the latter with approaches on sharp curves; winding road with sharp curves down to bridge 123.2; cross ford 124.4 and 124.5; 125.1 cross bridge and up long hill to

(13.5)

126.6 **OWINGSVILLE.** Court House on right. M. T. H. at bank on right of Court House.

(21.2)

At Owingsville were born Joel T. Hart, Kentucky's famous sculptor, Gen. John B. Hood, of Civil War fame, and Dick Menifee, famous in the early history of the state. Louis Phillips was a resident here during his exile in America.

While Hart is famous for his statue of Henry Clay (now in the rotunda of the Court House at Louisville), the home folks point with pardonable pride to a fireplace and chimney he built which bears his name and has outlasted the rest of the house and is still a good fireplace.

Some idea of the difficulties overcome by the early settlers may be had by seeing the old hotel here, the circular staircase of solid mahogany, carried from Baltimore by ox cart and set up here in a building which was finished entirely of solid and valuable hard woods. At some later date these have been painted and their beauty destroyed.

Owingsville is the last town in the Blue Grass, but with enterprising citizens and its increasing mileage of good roads it is making real progress.

Ahead past Court House to edge of town 126.8, turn left one block; 126.9 turn right on ridge, taking right fork at 127.4; down long, winding hill on old pike, crossing many bridges.

The transition from the Blue Grass to the Mountains is very pronounced and the luxurious sod gives way to timber and brush on the rocky slopes.

At 131.4 old iron ore workings; near here with ores from this field were made the cannon balls used by Gen. Andrew Jackson in the battle of New Orleans.

132.0 cross R. R. spur and on rough, winding pike to 136.1, bridge, forks beyond in **Salt Lick**, take left; 136.4, cross R. R.; and along same on graded earth road; 138.4, forks, take left, crossing R. R.; along same, crossing 139.3; 139.6, bridge over Licking River (toll 25-40c); 139.8 cross R. R. spur thru **Farmers**; 140.3 bear left; ford 141.6; cross R. R. 142.1, 142.6 and 142.7; watch carefully; ahead along R. R. to

(21.2)

147.8 **MOREHEAD.** M. T. H. Swift's Garage on right.

(20.2)

This region in Rowan County, which was the scene of many raids by Everett and others of Morgan's cavalry, saw also the rise of the "moonlight" school, which gained its start under the direction of Mrs. Cora Wilson Stewart, whose labors began near Morehead.

Today this enterprising place is the center of large lumbering operations, has many quarries where freestone and blue-stone are prepared for use, and is unique in having one of the largest factories for moving picture projecting machines in the United States.

Rowan County, which has good dirt roads for about eight months in the year, is not satisfied with these and is now preparing to build many miles of hard-surfaced pikes.

Ahead passing Court House on left, crossing R. R. 151.7, 153.3 and 153.5, thru **Gates**; 154.2 cross R. R. and turn left up Triplett Creek with many fords in bed of creek (a better route along the railway passing thru Soldier may be graded and in



Louisville, Ky.,  
to  
Huntington, W. Va.

KENTUCKY  
EASTBOUND

use before the end of the season); 156.6 fork, keep left up rough hill and down, keeping left at 157.6 (this hill is one of the worst spots on the road); down upper Tygert Creek with many fords, but generally fair surface to 163.5, foot of long, rough hill; winding and rutty (another bad spot, but this also will be avoided by detour thru Soldier); 166.6 foot of hill, sharp left across bridge; right thru brick plant yards and left on main travel at top of hill 166.7; cross R. R. 167.3; into

(20.2)

168.0 **OLIVE HILL.** Funds are now available and contracts will soon be let for the construction of a macadam road thru Carter county and the worst stretch of road on the Midland Trail, not only in Kentucky, but from there to the western terminii will thereby be eliminated. Olive Hill, beside its several large plants, making refractory materials, is the headquarters in eastern Kentucky for limestone and its products.

Ahead on main travel, bearing right up winding hill 168.2; 169.8 bridge (sharp turns on approaches); over generally winding, hilly road; past left fork 173.6 and up long hill 179.0 into

(15.0)

183.0 **GRAYSON.** M. T. H. Commercial Bank.

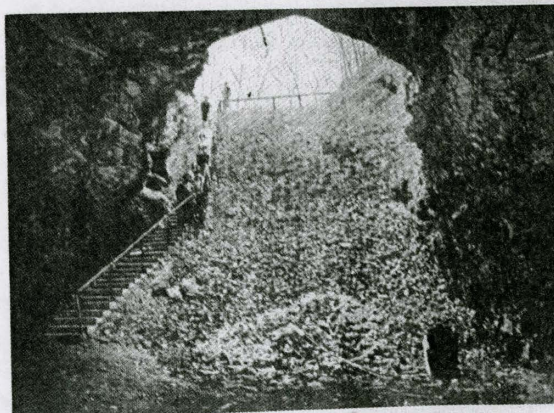
(24.9) The county seat of Carter County, Grayson is very beautifully situated, overlooking the country to the east. Its prosperous appearance with many modern buildings is only a forerunner of the development of a system of good roads covering the whole country. From this point east, fair to good earth roads, generally well maintained, enable the tourist to make fast time. These roads dry quickly after rain.

Ahead, crossing R. R. 183.1; 186.6 iron bridge; 183.8 fork, keep left; up long hill and down, past fork to left 184.3; 186.8 into hilly country for several miles; 193.5 keep left past Kilgore; 196.9 cross R. R. and back 197.1, curving right across iron bridge 197.3; keep right thru Princess Furnace 197.5; cross R. R. 198.4 and up long, winding hill; down, crossing bridge 199.0; 4-corners, straight thru 200.0; 200.5 bridge, shortly up long, winding hill and down past cemetery 206.4; 206.6 left onto paving; 206.8 right on paving under R. R. trestle; 207.0, 4-corners, left into

(24.9)

207.9 **CATLETTSBURG.** The pretty old town of Catlettsburg lies some distance to the left of this point. At one time the busy port on the Big Sandy river, Catlettsburg has now become the ideal residence town of the region. Many miles of splendid brick roads are being built in every direction thru Boyd county and drives without number thru the fine scenery of the Kentucky hills may be taken from here.

Right at 207.0 one block to 207.1; left and right under R. R. trestle to bridge over Big Sandy river 207.2 (toll 15c-40c).



Entrance to Mammoth Cave—Kentucky



There are 27 racy old jobs in this parking lot. Picture was taken at Eagle Creek Campground, Oregon National Forest, Ore., in 1917. To those readers who can identify at least five makes and models goes a big sense of satisfaction; after all, that should prove the younger generation doesn't know *everything*. There's an Electromobile Runabout in that lot, can you find it?

*Photo: U. S. Forest Service*

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## TURNPIKES AND TOLL GATES

The earliest road or trail through what is now Rowan County was an important Indian trail. It was called "Atheamiowee" by some Indian tribes meaning "path of the armed ones". It was also called "Sheltowee" meaning warriors path by other tribes. It was known by the early settlers as Sheltowee. The trail was used chiefly by the Cherokee and Shawnee tribes as the main highway that they used when engaged in their endless wars.

*TRAIL THROUGH ROWAN*

The trail started near the present site of Portsmouth, Ohio and traversed southwest to the Cherokee country in Tennessee. It entered Rowan County in the northeast near where Highway 377 crosses into Lewis County. The trail traversed Rowan County near

Morehead and moved west crossing the Licking River near Crossroads (now Farmers).

There is no evidence to believe there were any prehistoric tribes or permanent Indian settlements in Rowan County. No Indian tribes made their homes in this "Dark and Bloody Ground", but rather used this area for hunting, fishing and fighting. There is much evidence such as primitive flint axes, and arrowheads to indicate Indians traveled and fought in this area. However, there is a great deal of evidence that the Indians established several trails throughout our region. Some of the first roads built by Kentucky's early settlers followed approximately those early Indian trails.

TURNPIKE AUTHORIZED  
Lewis Collins' *History of Kentucky* records that the first road through Rowan County was a turnpike. In July, 1809 (the year Abraham Lincoln was born) the state authorized the first turnpike in Kentucky. It provided for the first section of a road to run from Mt. Sterling to the Licking River. In July, 1810 the second section of the road was authorized. It ran from the mouth of Triplett Creek on Licking River to the mouth of the Big Sandy (now Cattlettsburg).

The road was intended to link up with the Greenbrier Road in Virginia near the Kanawha River (Charleston). It was said, "The road would save a considerable distance in traveling from Kentucky to the Eastern states." Part of the cost of the road was paid for by subscription with a cost to the state of \$23,243 for the road from Mt. Sterling to

Cattlettsburg. *A later reference to this toll road through Rowan said: "Traffic was then on that road."*  
TURNPIKE TOLLGATE IN ROWAN

The road known as the "Dirt Turnpike" was reported to be well graded and with

toll gates established at several intervals. The second toll gate was authorized three miles west of what later became Morehead near what is now Gearhart Pond. The toll at that gate was to be "one-half the amount of the toll at the previous toll gate." However, it is

not known what the toll was at the previous tollgate.

*Rachael Patterson grandmother of James Andy Nippell kept the first tollgate in Rowan County. It was it was reported "that traffic was very slow on that road!"*  
It can be said that the path of the first railroad through Rowan County in 1881, the construction of U.S. 60 in 1925, and the construction of I-64 in the 1970s, all followed approximately the same trail established by that first dirt turnpike through Morehead and Rowan County in 1809.

MUD HOLE ON MOREHEAD MAIN ST.

NOTE: The first sidewalks in Morehead were wooden, and you could say the first paved streets were wooden also. There was plenty of wood in Rowan County, so wood poles were cut and thrown in the mud holes. Before U.S. 60 was built in 1925, the Main Street in Morehead (now present site of Arbys) was one gigantic mud hole. Poles were cut and thrown into the mud to keep wagons and cars from sinking up to the axles. Extra poles were stacked beside the street for anyone getting stuck.

## Early History

■ In 1926, Morehead sold \$25,000 in bonds to install water lines to homes in the city. A dam was constructed on Triplett Creek, and Morehead built its first water treatment plant.

# History

THE MOREHEAD NEWS, FRIDAY, NOVEMBER 17, 2006



Dr. Jack Ellis is a retired Morehead State University Library director and a retired minister.

## Morehead Memories:

## Past and present:

## Morehead's Main Street and waterworks still flowing

By JACK ELLIS  
Special to  
The Morehead News

*"Arise, and go into the street which is called Straight." (Acts 9:11)*

Plans are under way for the construction of a new sewer line along Morehead's Main Street.

Those of you who for the first time are suffering through the inconvenience of new construction along Main Street please remember there are many who have gone construction along Main Street several times.

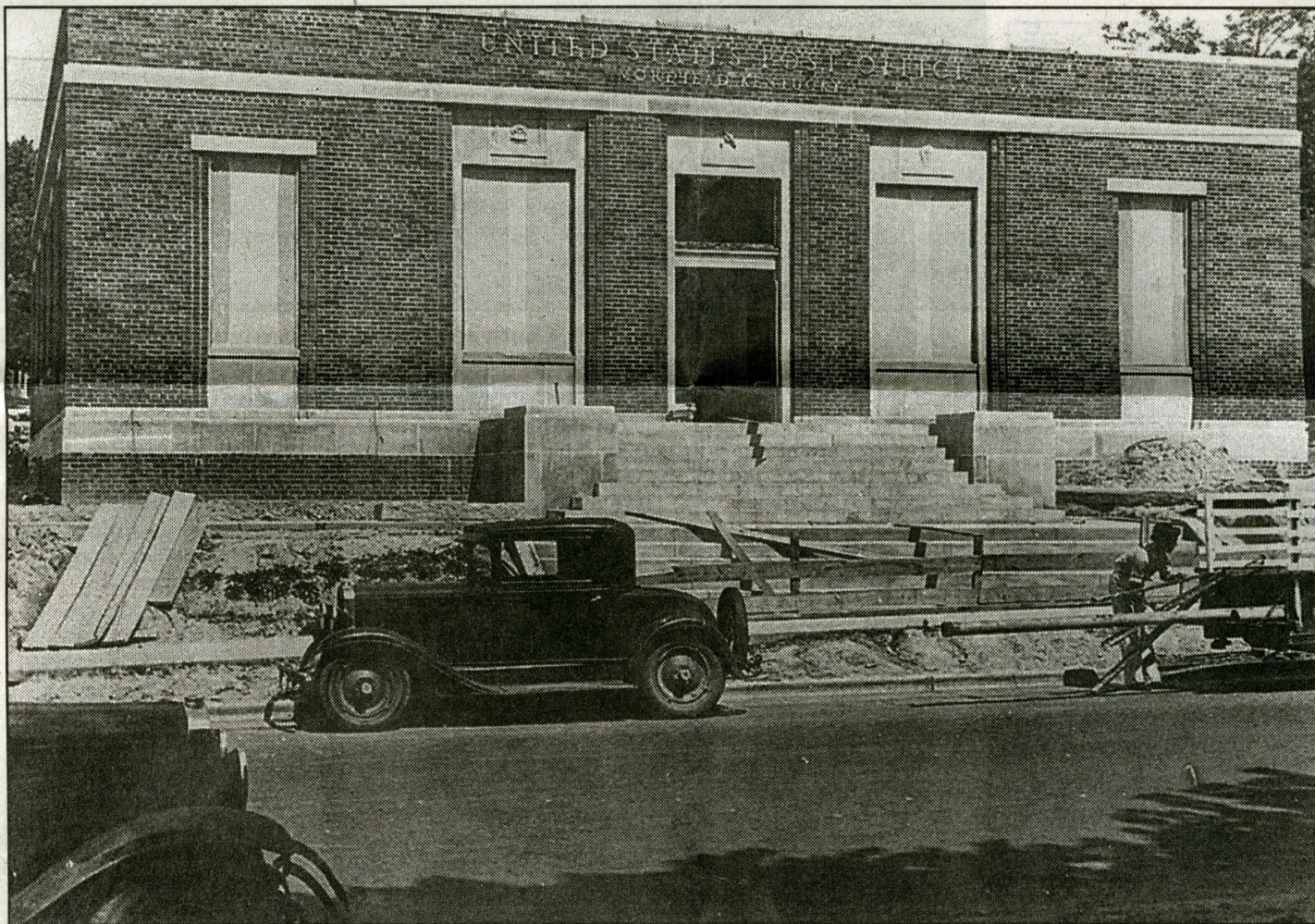
The first time was in 1934, exactly nine years after Main Street was paved right through the middle of Morehead. It was known as the Midland Trail and was a part of U.S. 60 that reached from the Atlantic to the Pacific. That highway changed the face of Morehead because it gradually brought cross county travelers into this sleepy college town, along with a new business called "tourism".

### New construction a sign of progress

The original highway through Morehead in 1925 called for a 24-foot right-of-way. But that was extremely narrow even for the limited traffic of those early days. However, as traffic increased through downtown Morehead, the City Council began negotiations with property owners for a wider right-of-way through the center of Morehead from the Courthouse west to Hargis Avenue.

In August 1934 those negotiations for a wider Main Street began to bear fruit when the state began construction on the widening of Main Street to 36 feet (or more) through the center of Morehead.

Also, the state agreed to maintain the street taking a heavy burden off of the lo-



Main Street in front of the present municipal building, 1930s.

cal taxpayers. No date was set for completion of the project, only that it would be "speeded toward construction as soon as possible."

### Construction causes some inconvenience

During the construction phase it was evident that it would probably work a hardship on many of the people, especially those businesses in the affected areas. However, unlike most street widening projects, there was no detour involved and temporary entrances were established.

It was pointed out that "although traffic may at times become congested during the construction, there will always be ample room for traffic to flow without detouring around Main Street." That "ample

room" meant one lane traffic, with flagmen alternating traffic.

The last car to pass through each time was given a flag to give to the flagman at the other end and then the awaiting one lane of traffic was allowed to pass.

Some sections of Morehead had problems with traffic congestion from the time U.S. 60 opened and the city installed traffic

lights. But even with installing two traffic lights on Main Street (Wilson Avenue and the Courthouse) the problem was not solved.

It was then that the City Council decided the only lasting plan was to widen Main Street again.

### City Council receives blame and praise

An editorial in the Rowan County News on Nov. 23, 1934 pointed out,

"The beauty of the new wider streets cannot be underestimated. Instead of a Main Street where some

places narrowed down to almost one lane, the City will now have a wide thoroughfare for traffic." Although widening Main Street meant property owners had to give up part of their lots, the new road did vastly improve the value of their property.

The City Council was given both the credit and the blame for widening Main Street the first time. (And every time since then.) However, because the job was done by the state, at no cost to local taxpayers, it was a "little bit of sugar that helped the medicine go down."

But it was quickly pointed out that the widening was largely made possible through the untiring efforts of Judge Allie W. Young. He was the one who was successful in getting the laws passed in Kentucky (weight and truck tax) that provided funds for roads and bridges.

It was through Judge Young's continued efforts and the work of State Highway Commissioner A.R. Plummer and Mr. Warwick, resident engineer who worked diligently to obtain

See MAIN, Page D-2

## FINANCIAL FOCUS

### What Can You Expect if Inflation Heats Up?

Inflation has been in the news quite a bit lately. After years of enjoying very mild inflation rates, we may be entering a period in which we experience more significant price increases on a broad range of products and services. As a consumer, you can easily see what increased inflation might mean to you. But will higher inflation hurt your investments?

Before you can answer this question, you need to know...

sectors will respond differently to higher interest rates.

### Inflation: Bad news for bonds?

People can debate inflation's effect on the stock market, but when it comes to bonds, the evidence is pretty clear. If the Fed thinks inflation is creeping up, it will raise short-term interest rates, and that hurts bond prices. That's because people will not pay face value for your bonds if newer ones are available with higher interest rates. However, most investors buy bonds for the income they provide. So if you hold your bonds until maturity, or they are called, you will still receive interest payments along the way and

## Eastern Kentucky Reptile Show & Sale

SUNDAY

# MAIN From Page D-1

the rights-of-way that made the street widening a reality.

Over the years Main Street has gone through the growing pains of new construction and gradually widening the street many times.

Looking at the construction under way on Morehead's Main Street in 2003, it would appear that once again the street is being widened. But that is not the case, because the street is actually being narrowed in order to give more space for walking.

This writer has walked the streets of Morehead about as much as anyone, and I'm sure I will enjoy the new walking space. Whether the difficult deci-

sion made with a vision toward a new era in Morehead was a wise decision remains to be seen.

### Private vs. public ownership of water system

In looking back at the growth of Morehead through the telescope of time, one is impressed by the founding fathers' vision for the future. Certainly they made some unwise decisions, but by and large they made wise decisions, e.g.:

In the 1920s the state and nation was debating the argument of public vs. private ownership of utilities. It was pointed out that private utilities can compete with municipal plants



Main Street between one of its construction periods, 1970s.



"Joe," one of the surveyors that helped build US 60 through Morehead in the 1920s, getting us out of the mud.

with cheaper rates and no cost to the tax payers for capital costs. Therefore, many cities chose to go with private rather than public ownership of utilities.

(Lexington is one of those cities that chose to go with private ownership of their water system.

It is difficult for this writer to understand how a municipality would allow a corporation based in Germany to control their water system. Fortunately Morehead's city government chose, not once, but twice in their history, to control their own water system.)

In 1922 the Morehead City Council chose to build their own municipal water treatment plant rather than

let a private company owned by Ed Maggard supply their water.

In 1926 the city sold twenty-five thousand dollars in bonds to install water lines to homes in Morehead. A dam was constructed on Triplett Creek, and Morehead built its first water treatment plant.

The City hired Norman Wells to lay the water line and Ed Maggard was appointed Morehead's first Water and Gas Commissioner.

Twelve years later in 1934 it was pointed out in an editorial that "The Morehead Municipal Waterworks was a fine example of public utilities succeeding better than private companies."

The local water system, which was owned by the City without any indebtedness, and had paid for its self more than once. They provided pure water that passed every sanitation test at reasonable rates with satisfactory service.

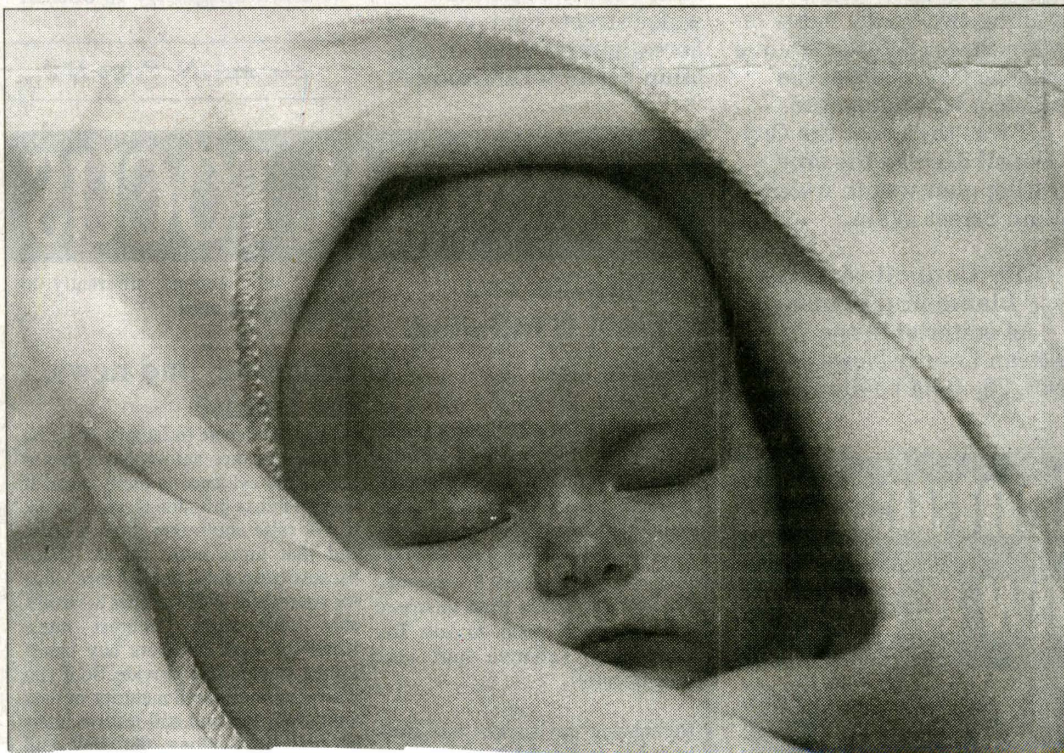
In fact a comparison of Morehead's water rates with other town's revealed that with two exceptions, rates were cheaper. (I wonder how those rates compare today?)

Also the local water plant was paying for itself without cost to the Morehead taxpayers, and "if you owned any of the bonds, they were worth exactly one hundred cents to the dollar."

In the 1960s Morehead's City Council, under pressure from an organized group of local women called "Women for Water," voted to maintain their own independent water supply by going to Licking River for water rather than purchasing it from Morehead State University.

Looking back and Morehead's growth and development, one can see in most instances wise decisions were made by their municipal government.

It is this writer's hope that prudent decisions will continue to be made in city government and future historians can look back and say "they were wise in their decisions."



## Local Trivia

### First paved street

■ Main Street became Morehead's first paved road in 1925.

## SECTION C

# History

THE MOREHEAD NEWS, MARCH 9

## About the Author



Dr. Jack Ellis is a retired Morehead State University Library director and a retired minister.

# Morehead Memories:

## People & Places

## The Name on the Street, I

By Jack D. Ellis  
Special to The Morehead News

"The streets of the city shall be full of boys and girls playing in the streets thereof" (Zch. 8:5).

In the old 1950s TV show "Dragnet", Detective Joe Friday began each episode by saying in a dramatic voice, "This is the city, I work here." He was speaking of Los Angeles, California, but I want to use the same line about Morehead, "This is the city, I work here". Actually, I'm not longer on anyone's payroll but I do live here, and writing this column each week is work.

But work I enjoy! Dragnet was the story set on the city streets of Los Angeles. This is the story about the city streets of Morehead and Rowan County.

As I visit other communities I'm always cognizant of the names of their streets, and often wonder how they got their names and what the people did to have a street named for them. In many instances they are politicians with the authority to name the streets. Therefore, many times they name them for other politicians.

On one interstate highway through Western Virginia every little bridge is named for a person. Names that traveler's wouldn't recognize, but names local people recognize. They are names of

Senator Young's youngest daughter, Jane (Young) Holbrook. But many of the early local citizens living along that highway referred to it as the "Concrete".

In 1935, it was not a busy highway and children would roller skate, ride their bikes, or even play basketball on the "Concrete". They were usually unmolested by traffic. It seemed the name never caught on and to most Moreheadians, Route 32 North became the Flemingsburg Road.

Also this was the case with the Fleming Countians who called the Allie Young Highway, the Morehead Road. Few people today are aware that it was ever named the Allie Young Highway and it doesn't show up on any maps. Today, Highway 519 to West Liberty, is named the "Woody May Highway" after the state senator of another era. It remains to be seen how long that name will last.

### Streets named for people

In this writer's opinion, it is good to name streets and roads for important people who have made a contribution to their community. Also it tends to give life and character to an otherwise inanimate object. Numbers such as first street, or second street, could make it easier for people to find their way, and perhaps names like "grand avenue" or

Boulevard West) and Main Street in 1919. "Doc" Battson married a local girl (Jewell Waltz) and they had two sons, Donald and Bill (deceased). Their home was located on Battson Avenue site of the present Catholic Church. Donald still lives in Morehead and there is still a Battson Drug Store located on West Main Street. Mr. Battson also operated the old Cozy Theater next door to his drug store.

Bays Avenue was named for J.A. Bays. Mr. Bays was an early resident on the land where the street is located. He owned Morehead's first jewelry store named for him and located on Main Street. (This writer purchased an engagement ring for his first wife from Mr. Bays). Mr. J.A. Bays moved to U.S.60 West in the 1930s and in the 1960s the Bays family migrated to California.

Bishop Avenue was named for C.E. Bishop. Mr. C.E. Bishop was the son of Stephen Bishop who emigrated to America in the mid-1800s.

The family first settled in Ohio. Later they moved to Catlettsburg, Kentucky, and on to Elliottville before moving to Morehead in the 1870s. Stephen Bishop was a cabinet maker, and his son, C.E. Bishop, established Bishop's Drug Store in 1896 at the corner of Bishop Avenue and First Street.

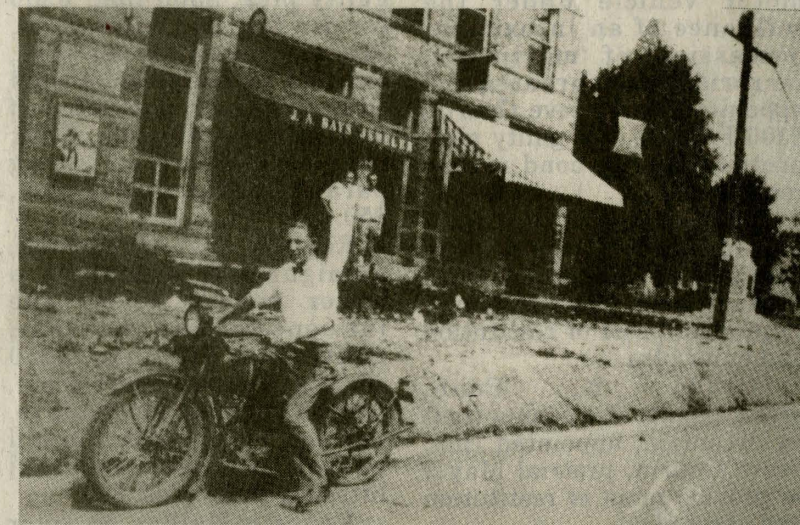
Robert Bishop and his sister, Roberta Razor, ran the Bishop Drug Store until it closed in 1986 after 90 years of

Caudill was involved in the Carr-Caudill Lumber Company and the Peoples Bank of Morehead as well as other business ventures. Caudill Court is a short dead-end street between Elizabeth Avenue and University Boulevard that contains about four houses. Most of these houses were built by Mr. Caudill. His son, Charles Dudley is a retired school administrator now living in Ohio. Caudill Court has now been changed to Walnut Court.

Cecil Drive was named for Jack Cecil, whose father John Cecil moved his family to Morehead prior to WW I and built the Midland Trail Hotel. He also had a contracting business and built the Methodist Church and the present Battson's Drug Store (before it was enlarged), located now on the corner of Main Street near Hargis Avenue. Joanne (Cecil) Needham, Jack Cecil's daughter, still lives in Morehead.

Elizabeth Avenue. It is uncertain how this street received its name. (Before it was known as Elizabeth Avenue, it was called Carter Addition). Among the theories advanced are: Bill Young, prominent Morehead attorney whose wife was named Elizabeth is one possibility. (She played the piano at the old silent movie theater in town).

Also another possibility is the granddaughter of pioneer



Druggist Hartley Battson on motorcycle on Morehead's Main Street in 1922 before it was paved. J.A. Bays (rear left). Both Battson and Bays have Morehead Streets named for them.

Rowan resident Jim Andy Nickell was named Elizabeth Logan. She might be the mysterious Elizabeth honored with a street named for her. But in any event, this writer has not yet documented who is the mysterious "Elizabeth" of Morehead street antiquity.

Fairbanks Avenue. This is the street that connected the old Morehead business district on Railroad Street (First Street) to the new business district on Main Street. It was first called "Pole Street".

Before it was paved there was such a continuous mud hole that even teams and wagons would get stuck in the mud and other teams of mules would have to be brought in to pull them out.

The city had to buy wagon

loads of "poles" (saplings) cut out in the county and hauled in and stored near the major mud holes. The poles were then thrown into the mud holes as needed, much like salt is stored today to spread on icy roads.

On Dec. 8, 1925, the city of Morehead authorized an expenditure of \$68 to Mr. Ed Fannin for using his mule team to pull automobiles and wagons stuck in the mud holes on the streets of Morehead.

The street was called Pole Street because there was always a stack of poles needed to fill up mud holes.

But this writer is unsure of the name Fairbanks Avenue (now South Wilson avenue). More research needs to be done on this street name.



people who have contributed to the community in some way.

How many people driving or walking the streets of Morehead and Rowan County pay attention to the names of the streets? How many know who the people were or way they did to have a street or road named for them. This story attempts to explore that subject.

### **Main Street was Morehead's first paved street**

On May 4, 1925, Godfrey Miller, Civil Engineer, entered into a contract with the city of Morehead to pave Main Street. He was paid 3 percent of the pavement cost. It was the first paved street or road in Rowan County.

Later that year Main became U.S.60 as that national highway came through Rowan County - but it was and still is called Main Street. It has not been personified with the name of a person.

That was not the case with the next paved road through Rowan County. Route 32 was completed and officially personified by naming it the Allie Young Highway in 1935. It was dedicated by State

park place sound more sophisticated. However Morehead with street names such as Allen, Battson, Bays, Bishop, Carey, Caudill, Cecil, Elizabeth and Fairbanks, etc., each has a story to tell. This is their story:

Allen Drive was named for J.A. Allen. Mr. Allen was a native of Rowan County and sheriff in the early 1900s. He resigned as sheriff because he said he could not support his family on a sheriff's pay. He then opened a grocery store, ice house and slaughter house. His farm near the present Allen Drive was considered out in the country. Mr. Allen kept his animals on his farm until they were slaughtered. Today his son Hubert lives on Allen Drive near the site of his father's slaughterhouse and he and his brother Bobby still own the Morehead Plaza Shopping Center, near where the family business began.

Battson Avenue was named for Hartley Battson. Mr. Battson, a native of Canada, settled in Morehead following WW I in 1918. He was a druggist by profession and he opened his drug store on the corner of (now University

service to Morehead.

Carey Avenue was named for pioneer resident James Carey, who was a captain in the Union Army during the Civil War. Judge Carey moved to Morehead in 1876. He was a county judge in Rowan County in the 1870s. He and his wife operated the Gault House, a hotel on the corner of what is now University Boulevard and Main Street.

Judge Carey was married to the daughter of Morehead Mayor Brain. Mrs. Carey was famous far and wide for her general hospitality, conversational and cooking skills. One reporter after eating at the Gault House wrote, "Mrs. Carey, the daughter of Mayor Brain, can make coffee and corn muffins to the highest degree of perfection." The hotel also figured prominently in the last day of the Rowan County War in 1887. Judge Carey died March 4, 1906, and his wife died February 19, 1913. The Gault House, which had contributed richly to the county's history, was torn down shortly after Mrs. Carey's death.

Caudill Court was named for Dudley Caudill. Mr.



**Horses and wagons parked on Morehead's Main Street in front of Battson's Drug Store before street was paved in 1925.**

# Lifestyles

## Section C

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THE MOREHEAD NEWS, SEPTEMBER 19, 2003

## Community CALENDAR

**MONDAY, SEPT. 22**

### Artist's lecture planned

Artist's lecture and demonstration by Kristy Deetz at 111 Claypool-Young Art Building begins at 5 p.m. Cost is free.

For additional information call 783-5446.

**WEDNESDAY, SEPT. 24**

### Nurses group has blood drive

The Morehead State University Nurses Association is sponsoring an American Red Cross "Grateful Life Tour" blood drive at Button Auditorium Drill Room from 11 a.m. to 5 p.m. Walk-ins are welcome, or schedule an appointment at 783-2772. Donors will receive a tie-dyed T-shirt.

**THURSDAY, SEPT. 25**

### Reading series event

The MSU Reading Series, featuring Melodie Past and Dale Greer at the Kentucky Folk Art Center is at 7 p.m. This is a free event. For details call 783-2340.

### MSU faculty recital

Morehead State's faculty will have a Showcase Recital at Duncan Recital Hall at 8 p.m. Admission



Stephanie Davis photo

The women-only Curves workout involves 30 seconds each at 8 machines and 8 recovery stations, moving clockwise, until three rotations are completed. A diet program also is included in the Curves plan, if participants are interested.

# GETTING FIT with Curves

**THE  
WORKOUT**

Warming up and cooling

**THURSDAY, SEPT. 25**

### Nickel Creek in concert

Grammy award-winning group Nickel Creek with special guest Kathleen Edwards will perform at 8 p.m. in the Morehead State University Academic Athletic Center.

Tickets are \$15 for the general public and \$10 for full-time MSU students. Order tickets on line at [www.moreheadstate.edu](http://www.moreheadstate.edu) and click on the Nickel Creek photo. Or stop by the MSU student activities office.

To have an event placed in the Community Calender listings, call the newsroom at 784-4116 or email [tmnews@moreheadnewsgroup.com](mailto:tmnews@moreheadnewsgroup.com)

**By STEPHANIE DAVIS**  
Managing Editor  
[tmnews@moreheadnewsgroup.com](mailto:tmnews@moreheadnewsgroup.com)

Michelle Hunt is a veteran of diet gimmicks and false claims of weight loss.

One exercise program with a special machine she ordered off television late one night wound up stashed in the closet.

She did put one accessory that came with it to good use - a low fat diet bar that she ate.

"I've tried every diet there is, starvation, over the counter diet pills, Phen Phen. That doesn't teach you behavior modification," she said.

Hunt has found an exercise program that is working for her - a complete 30-minute workout at Curves located in the Kroger

Center.

The Curves workout includes five components: warm up, cardio workout, strength training, cool down and stretching. And it's for women only - of all sizes. The philosophy behind Curves is that all women are busy raising families and working and don't have a lot of time to work out, and they need some time to themselves.

Hunt and a roomful of ladies were walking or running in place at eight recovery stations or working their bodies at eight machines Tuesday morning. They moved from machine to recovery station to another machine, moving clockwise, until they completed three rotations.

A song with a peppy, infectious beat kept them motivated as a taped voice cried out "Change sta-

tions now" every 30 seconds.

"It's not intimidating here, it's fun," Hunt said of the month-old weight loss facility, immediately after her workout. She enjoys the all-woman crowd and being with other women who aren't candidates for the cover of a fitness magazine.

"It's real women here, with curves" said LaShonda Parsons.

"I had stomach bypass and (eventually) started gaining weight," Parsons said. "I thought I'd do it right this time."

"You learn the hard way that there's no quick fixes," Hunt agreed. "This is a start to a great lifestyle."

"It's a great social club for women," Parsons said.

*See CURVES on C-3*

down allows the body to safely adjust to the stress of exercise, according to Curves.

Aerobic or cardiovascular exercise allows you to burn body fat and to improve your heart, lungs and vascular system.

If you are strength training, you will protect and increase lean tissue, which raises metabolism.

Stretching enhances the quality of movement and the integrity of joints.

Curves uses hydraulic resistance and there are no weight stacks to manage or change. You push, then pull, rather than lift and lower weights.

# Morehead Memories:

People & Places

## Main Street construction: Past and Present

**By JACK D. ELLIS**  
Special to The Morehead News



### About the Author

Dr. Jack Ellis is a retired Morehead State University Library director and a retired minister.

"Arise, and go into the street which is called straight."  
(Acts 9:11)

Those of you that are suffering for the first time through the inconvenience of new construction on Main Street, please remember there are many who have gone through a Main Street widening process several times.

The first time was in 1934, exactly nine years after Main Street was paved right through the middle of Morehead. It was known as the Midland Trail and was a part of U.S. 60 that reached from the Atlantic to the Pacific.

That highway changed the face of Morehead because it gradually brought cross country travelers into this sleepy college town, along with a new business called "tourism."

The original highway through

Morehead in 1925 called for a 24-foot right-of-way. But that was extremely narrow even for the limited traffic of those early days.

However, as traffic increased through downtown Morehead, city council began negotiations with property owners for a wider right-of-way through the center of Morehead from the courthouse to Hargis Avenue.

First Main Street widening caused congestion

In August 1934, those negotiations for a wider Main Street began to bear fruit when the state began construction on the widening of Main Street to 36 feet or more through the center of Morehead.

Also, the state agreed to maintain the street, taking a heavy burden off local tax payers. No date was set for completion of the project, only that it would be "speeded toward construc-

*See MAIN on C-2*

## Patriots & Heroes Eastern Kentucky Soldiers of WW II

**By Jack D. Ellis**

Twelve dramatic stories of WW II including POWs, MIAs, and those who returned safely; 412 pages, 85 photos, hardback, and an appendix listing most of 2,800 names of Rowan County veterans located on the Wall of Honor in Morehead, Kentucky.

For signed copies, send orders to:

Jack D. Ellis

550 W. Sun Street

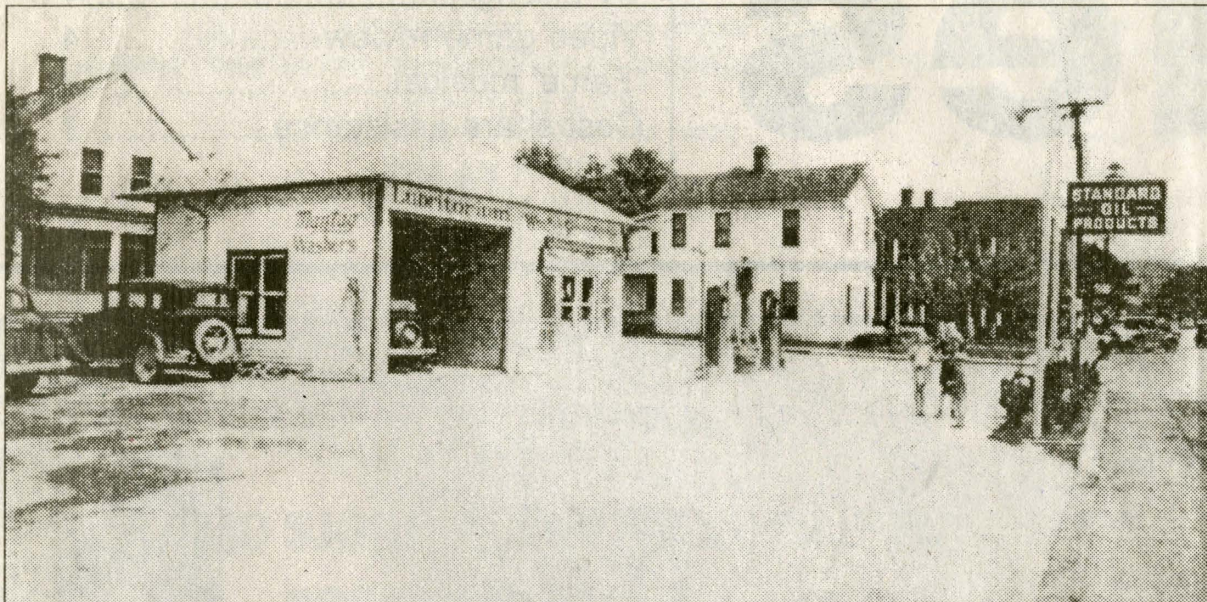
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Local residents may call 784-7473

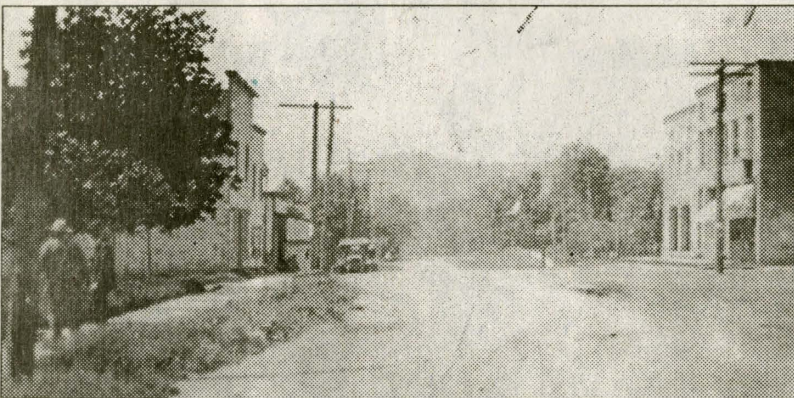
\$35 + \$2.50 (S&H)

Also available: MSU Bookstore, Folk Art Center, St. Claire Gift Shop, CoffeeTree Books, Mustard Seed Gifts, Occasions Gifts and Chris' Gifts

**Main** From C-1



Morehead's Main Street in the early 1930s shows one of the few service stations in Morehead at the corner of Main and Hargis. (Helwig's).



1922 - Morehead Main Street before paving, looking west from in front of the old courthouse.

tion as soon as possible."

During the construction phase, it was evident that it would probably work a hardship on many of the people, especially those businesses in the affected areas.

However, unlike most street widening projects, there was no detour involved and temporary entrances were established. It was pointed out that "although traffic may at times become congested during the construction, there will always be ample room for traffic to flow without detouring around Main Street."

That "ample room" meant one lane traffic, with flagmen

Main Street (Wilson Avenue and the courthouse), the problem was not solved.

It was then that the city council decided the only lasting plan was to widen Main Street.

City council receives blame and praise

An editorial in the Rowan County News on Nov. 23, 1934, pointed out, "The beauty of the new wider streets cannot be underestimated. Instead of a Main Street where some places narrowed down to almost one lane, the city will now have a wide thoroughfare for traffic."

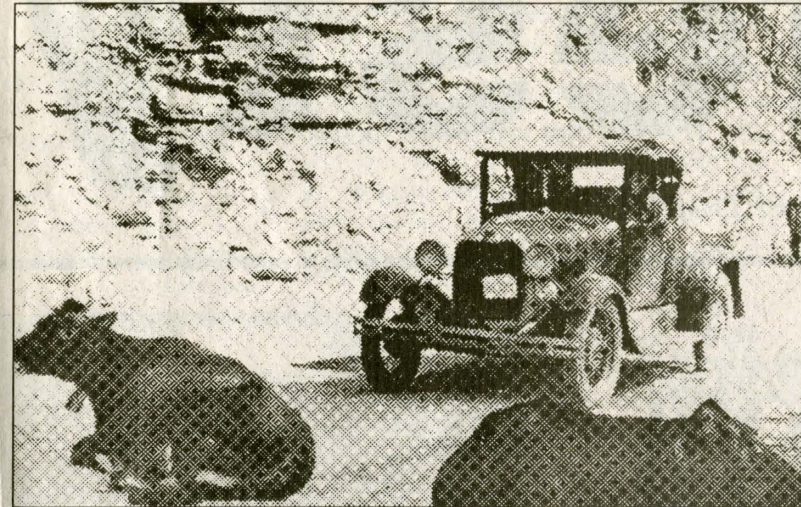
bit of sugar that helped the medicine go down."

But it was quickly pointed out that the widening was largely made possible through the untiring efforts of Judge Allie W. Young. He was the one who was successful in getting the laws passed in Kentucky (weight and truck tax), that provided funds for roads and bridges.

It was through Judge Young's untiring efforts and the work of state highway commissioner A.R. Plummer and Mr. Warwick, resident engineer who worked diligently to obtain the rights-of-way, that made the street widening a reality.

Over the years, Main Street has gone through the growing pains of new construction and gradually widening the street many times. Looking at the construction underway on Morehead's Main Street in 2003, it would appear that once again the street is being widened.

But that is not the case, because the street is actually being narrowed in order to give more space for walking. This writer has walked the streets of Morehead about as much as anyone and I'm sure I will enjoy the new walking



Cross-country travel in Eastern Kentucky required patience in the 1920s. Photo from the Kentucky Archives Dept.

was a wise decision, remains to be seen.

Private vs. public ownership of water system

In looking back at the growth of Morehead through a telescope of time, one is impressed by the founding fathers' vision for the future. Certainly they made some unwise decisions, but by and large, they made wise decisions, e.g.:

In the 1920s, the state and nation was debating the argument of public vs. private ownership of utilities. It was pointed out that private utilities can compete with municipal plants with cheaper rates and no cost to the tax payers for capital costs.

Therefore, many cities chose to go with private rather than public ownership of utilities. (Lexington is one of the cities now regretting that decision).

In 1922, Morehead City Council chose to build its own municipal water treatment plant rather than let a private company owned by Ed Maggard supply its water.

In 1926, the city sold \$25,000 in bonds to install water lines to homes in Morehead. A dam was constructed on Triplett Creek and Morehead built its first water treatment plant. The city hired Norman Wells to lay the water

Twelve years later in 1934, it was pointed out in an editorial that "The Morehead Municipal Waterworks was a fine example of public utilities succeeding better than private companies."

The local water system, which was owned by the city without any indebtedness, and had paid for itself more than

once. They provided pure water that passed every sanitation test at reasonable rates with satisfactory service.

In fact, a comparison of Morehead's water rates with other towns revealed that with two exceptions, the Morehead Municipal rates were cheaper. I wonder how these rates compare today? Also the local water plant was paying for itself without cost to the Morehead tax payers, and if you owned any of the bonds they were worth exactly one hundred cents to the dollar.

In the 1960s, Morehead City Council, under pressure from an organized group of local women called "Women for Water," voted to maintain its own independent water supply by going to the Licking River for water, rather than purchase it from Morehead State University.

Looking back at Morehead's growth and development, that was another wise decision made by the city council.

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## Local Trivia

### First paved street

■ Main Street became Morehead's first paved road in 1925.

## SECTION C

# History

THE MOREHEAD NEWS, MARCH 23

## About the Author



Dr. Jack Ellis is a retired Morehead State University Library director and a retired minister.

# Morehead Memories:

## People & Places

## The Name on the Street, II

By Jack D. Ellis  
Special to The Morehead News

"I made their streets waste, that none passeth by" (Zph. 3:6).

The names of the streets in most cities and towns throughout this nation reflect the history and heritage of that community. This is especially true in Morehead when one examines the names of the streets. Street names in old Morehead honor former builders, businessmen, doctors, lawyers, preachers and politicians. They were mostly men (except Elizabeth Avenue) who in their time contributed greatly to Morehead's growth and stability. It is interesting to note that in the heart of the hardwood capital of the world, in a county known as the "Timber Garden of Kentucky," there were no early streets named for trees: eg. Elm, Oak, Poplar, Walnut or Maple as in most cities.

This is the story of the streets in the main section of old Morehead. It includes when they were paved, how they were named and who they were named for. On January 20, 1924, the Morehead City Council appointed a committee to draw up a contract to assess the Main Street property

as sheriff. It was a fitting tribute to a man who gave his life while serving the county."

In 1928 Railroad Street (1st Street) was the next street paved in Morehead. At that time Railroad Street extended from Trumbo Avenue (now Bridge Street) to Fairbanks Avenue (now S. Wilson). The paving was under the supervision of Engineer Godfrey Miller. All of the property owners and the C&O Railroad were assessed the \$1,724 total cost of paving the street.

The year 1928 can be called the year that brought Morehead out of the mud. That was the year the following streets were paved: Duck Street was paved to Wilson Avenue; also Fifth Street, Fourth Street, Elizabeth Avenue (from Main to 2nd Street) and Tippet Avenue from Second to Third Streets. Other Morehead Streets paved that year were Bays Avenue, Sun Street from Duck Street to city limits and Third Street from College Boulevard to Tippet Avenue. That was also the year the State of Kentucky paved College Boulevard. (This writer has not been able to determine exactly where Duck Street was located, but there are numerous references to it in early city records.)



**Tolliver Addition, named for F.M. Tolliver, brother of Craig and Floyd Tolliver. He was a prominent Morehead businessman and began the Morehead Wholesale Company in 1904 at the present site of the Kentucky Folk Art Center.**

street to the Peoples Hotel.

As a young boy growing up in Morehead, Roy Cornette (later he was Rowan Superintendent of Schools and businessman) was one of those boys that met the train. He said on one occasion he was a little late getting to the train and his friend, Billy Cornett (no relation) was already carrying the luggage of a big

horses and a glass enclosed horse-drawn hearse. Stephen Bishop was well known as a "walker." He walked all over the county taking orders for tables to be made in his cabinet shop. Mr. Bishop also carried a long walking stick and if he heard anyone was sick he would make it a point to go see them with his walking stick. He would hold the stick up with his thumb and then notch their height with his knife and then he could custom make a casket for them.

On one occasion he walked all the way to West Liberty taking orders for extension tables and measuring any sick people he met along the way. In those days you would stay overnight with friends along the way. After walking to West Liberty, Mr. Bishop walked back to Farmers where he intended to take the local train from Farmers back to Morehead. But he went inside the depot and fell asleep on the hard bench. That was at a time when the train had to be flagged down to pick up passengers. So Stephen missed the Morehead train. When he awakened and was told he had missed the train, Mr. Bishop looked down and patted his legs and said, "You went to sleep and we missed our train, now wake up and carry us on to Morehead."

Stephen Bishop was a



Stephen Bishop, master cabinet maker who specialized in extension tables and caskets, was an early undertaker whose business was located on First Street. Bishop

the Main Street property owners a portion of the cost of paving the street. Civil Engineer Godfrey Miller was hired to supervise the paving and was paid 3 percent of the contract costs. Thus, in 1925, Morehead moved out of muddy Main Street on to a hard surface with the first paved street in Rowan County.

In 1962, in an attempt to avoid street name duplication, Mayor Eldon Evans appointed a committee headed by city councilman Paul J. Reynolds to name the streets in the city. Paul J. said, "They looked at the street names but did not change the names of the old streets. But they did re-name some of the new streets, eg. Green Street was named for Rowan Sheriff Sam Green, who was killed while serving a warrant during his last hours

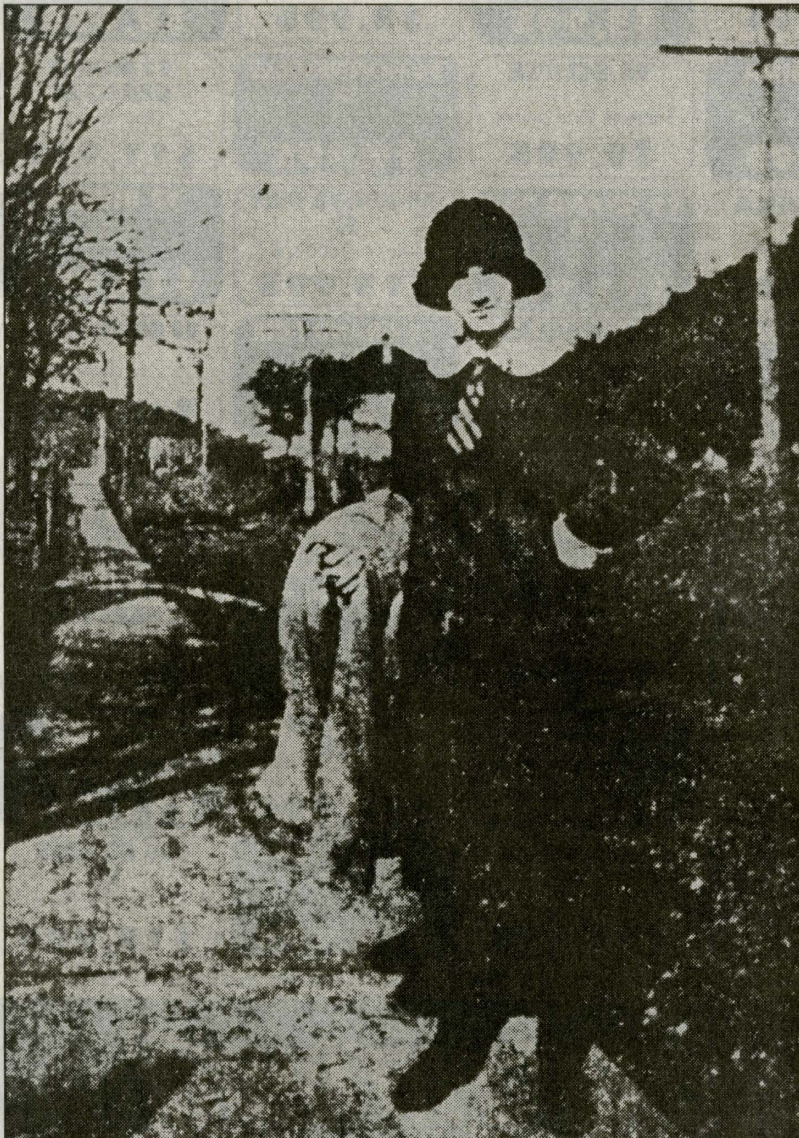
On September 16, 1931 the Morehead City Attorney was instructed by the City Council to, "Take the necessary steps needed to have good legal sidewalks placed in front of the Peoples Hotel on Railroad Street." The wooden sidewalks were rotting and badly needed to be replaced. The Peoples Hotel was the main hotel in Morehead at that time and was conveniently located across the street from the C&O passenger depot. Travelers arriving in Morehead would get off the train and walk with their luggage across the street to the hotel. There were always several young Morehead boys meeting each train and literally fighting over who would get the job and the tip for carrying the incoming travelers luggage across the

carrying the luggage. The tall lady with lots of luggage. Roy said he began teasing Billy by saying over and over again, "Ya, ya Billy's carrying the big tall lady's luggage." To which Billy replied, "Roy you can just kiss this big tall lady's foot." (Only he didn't say foot!) Then Billy turned to the woman whose bags he was carrying and said, "That's telling him isn't it big tall lady." That was at a time when lots of enterprising young men earned cash acting as unofficial railroad porters.

**Bishop Avenue** - This writer reported last week that this Morehead Street was named for C.E. Bishop. But Bishop Avenue was named for C.E. Bishop's father, Stephen Bishop. The first C.E. Bishop Drug Store opened in Morehead in 1896 at the corner of Carey Avenue and Railroad Street. Stephen Bishop had a cabinet shop that specialized in tables and caskets at the corner of Bishop Avenue and Railroad Street and was one of Rowan County's most successful and best known businessmen.

Stephen Bishop was born in Cranbrook, England in 1830. He sailed across the Atlantic Ocean on a windjammer in 1849. He eventually settled in Gallipolis, Ohio where he became a naturalized citizen and excellent cabinet maker. In 1878, he moved with his family from Ohio to Hogtown (Elliottville) in Rowan County. He opened a cabinet shop in Hogtown before moving to Morehead in 1882 after the railroad came through the town.

He opened a cabinet shop at the corner of Railroad Street and what was later named Bishop Avenue. His cabinet shop was located in a larger wooden building where he specialized in making beautiful extension tables. During the Rowan County War (1884-1887) there was a demand for caskets and Stephen built a brisk business of making caskets. His wife sewed and installed the material inside the caskets. Stephen Bishop also was a funeral director before embalming became a practice. He had a large black team of



Looking toward the top of Morehead's North Wilson Avenue before it was paved in 1928. The street was named for Dr. Jeremiah Wilson, an early Morehead physician. The young lady is Elsie Lee (Hogge) Cornette.

## Streets From C-2

faithful member of the Morehead Christian Church and seldom missed a Sunday service. It was a custom in those days for anyone with a birthday that week to give a special Sunday offering of one cent for each year of their life. On Mr. Bishop's last Sunday in church he made the usher taking up the offering, stand there while he slowly counted out 96 pennies for his birthday offering. Stephen Bishop was an early entrepreneur and Morehead resident who deserved to have a street named in his honor.

Wilson Avenue - Named for Dr. Jeremiah Wilson. Dr. Wilson was born June 30, 1872 in the upper Licking River Valley section of Morgan County that later became Rowan County. Before moving to Morehead in 1891, he practiced medicine and ran a store in Farmers and Elliottville. Upon arriving in Morehead, the young physician bought property and lived near the corner of North Wilson and Fifth Street.

As a physician and surgeon, Dr. Wilson was called upon to consult on many serious medical cases all along the C&O Railroad from Huntington, West Virginia to Mt. Sterling, Kentucky. He would be contacted by telegraph and then board a train to where ever he was called to consult. Dr. Wilson's office was in the historic Gault House until he later built his own office on Main Street. It is said that he practiced a variety of professions including law, medicine and dentistry. He had one son, Homer Lee, who was a dentist in Morehead for many years.

Jeremiah Wilson married Ann Hallen (Holly) and they had several children. Many of their children distinguished themselves in medicine, law and education. His daughter, Cora Wilson Stewart, was a Superintendent of Rowan County Schools and founded the world famous Moonlight

wagons then converted to spokes for early Model T Fords. The factory burned down the night the last load of spokes was delivered to pay off his debt putting the Spoke Factory out of business.

Spoke Factory Lane was re-named Normal Wells Lane in the 1970's. Normal Wells was a Spanish American War veteran. He was also Sheriff of Rowan County from 1918-1922. He lived on the corner of what is now Bridge Street and Main Street. Built in 1918, it is the second oldest brick residence in Morehead. Today it houses the law offices of Dehner and Ellis.

Tippett Avenue - Named for Thomas Byron Tippett. Mr. Tippett moved to Morehead with his wife and three children from Lacka, Ohio in 1882. They settled on West Main Street and Mr. Tippett entered the stave and tanbark business. Mrs. Tippett was widely known for her delicious home-made bread business. People in Morehead lined up to buy her bread as soon as it left the stone oven.

T.B. Tippett served Morehead as City Judge for many years and in 1892, was elected to represent the 71st district in the Kentucky House of Representatives. During one session when the Governor was addressing the House of Representatives, his honor called on each member to stand up and tell about the major agricultural products of their county. It was a long boring list of crops grown in the various counties. When it came time for T.B. Tippett to report, and since he was acutely aware of Rowan's recent reputation for feuding, stood up and said, "Your Honor, Rowan County raises hell and Christmas trees."

T.B. Tippett served 24 years as Rowan Circuit Court Clerk and was widely known and respected throughout Kentucky.

Hargis Avenue - Hargis Avenue is named for John

He then laid out and sold lots in town. The city of Morehead was not incorporated until June 16, 1869, although the public square and private lots were established in the year Rowan County was established (1856).

Knapp Avenue - Named for John Knapp who moved to Morehead in the late 1800s from New York and was one of the partners with Bert Willett in the Bluestone Company. In 1913, Mr. Knapp and Mr. Willett purchased the historic Gault House and razed the building. In 1916 they constructed a new building at the corner of University Boulevard (West) and Main Street. That building is made from natural bluestone and sawed the same size as brick. In 1920, Mr. Knapp and Mr. Willett opened the Cozy Theater in the new building. Soon Mr. Knapp sold his interest in the Cozy Theater and retired.

Lyons Avenue - Named for Reverend Turner F. Lyons, an early Church of God minister in the Morehead Church of God. Brother Lyons was first called to the Morehead Church in 1905. He soon purchased land behind the church and built a home for his family. It was there he and Mrs. Lyons raised their six children. As the children became grown, Brother Lyons gave each one of them a lot behind their house. Soon other houses were built and an unpaved cinder street appeared. Lyons Avenue was paved in the 1940s.

Turner F. Lyons was one of the most loved and respected Morehead ministers. It was through his evangelistic zeal that the Church of God became a dominant denomination throughout Eastern Kentucky. Brother Lyons served the Morehead Church until his death in 1941. He was indeed worthy of having a street named in his honor because he was a peaceful and powerful

founded the Morehead Grocery Company. In 1904, they built one of the first brick structures to house the Morehead Grocery Company. The building is still standing on First Street and is the present site of the Kentucky Folk Art Center.

Granddaughter Frances Tharett recalled the family story about Francis Tolliver stepping between two dueling friends with pistols preparing to shoot each other. He successfully talked them out of the duel and saved at least one and maybe both of their lives. Granddaughter Frances Tharett wanted her grandfather remembered for his positive contributions to the community rather than the name Tolliver that is remembered as a name related to the Rowan County War.

Daniels Avenue - named for W.A. "Uncle Bill" Daniels. Mr. Daniels and his wife, Alice, migrated to Morehead from upper New York State in 1885, shortly after the railroad was built through Rowan County. William Daniels was a manager of the Bluestone Company for many years before opening a general store on Railroad Street. He was in partnership with his nephew Frank Havens. In 1928, Mr. Daniels, Frank Havens and Roscoe Hutchinson Sr. opened another business in one room of the General Store called the Big Store. It was advertised as "one stop shopping under one roof". Later however,

furniture and a five and ten cent store were added.

In 1930, Mr. Daniels' health began to fail and he brought Russell Barker and his family from Morgan County to take over his business interests. When Mr. Daniels' health began to fail, Mr. and Mrs. Barker cared for Mr. Daniels and lived in the house with him. The house was located at 120 Sun Street at the corner of Daniels Avenue. Mr. Daniels died in 1935 and is buried in the Caudill Cemetery on West Main Street. Following his death, Mr. Russell Barker purchased his interest in the Big Store and became a

partner with Frank Havens.

Daniels Avenue extended from Main Street between N. Hargis and Fleming Avenue next to Mullins Grocery. Many years ago while the street was just a dusty alley, it had a wide smooth bluestone sidewalk from Main Street to Sun Street.

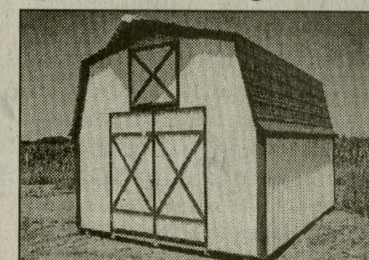
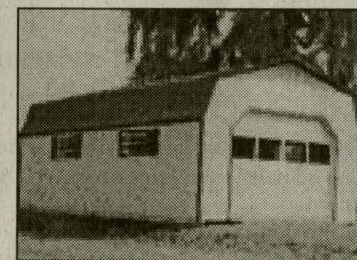
Also many years ago this writer was born in a small house on the street named for Uncle Billy Daniels.

There are many other street names to be explored in Morehead. Perhaps at a later date this writer can delve more into the history of the name on the street.

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OWNER

Superintendent of Rowan County Schools and founded the world famous Moonlight School Movement.

Spoke Factory Lane - (Now Norman Wells Lane). Although this street was not first named for an individual, it was named for an important business in the history of Morehead. The company was founded by Francis Marion Tolliver, who went heavily in debt to start the company. The factory first began manufacturing spokes for

Kentucky.

Hargis Avenue - Hargis Avenue is named for John Hargis, one of Morehead's early settlers. He was a County Judge, attorney and was postmaster when Rowan County was established in 1856. That year the village of Triplett was changed to Morehead and was established as the County Seat of Rowan County. As County Judge, John Hargis stepped off the public grounds of Morehead marking of the Public Square.

of having a street named in his honor because he was a peaceful and powerful Christian influence upon the people of Morehead.

Tolliver Addition - Was named for Francis Marvin Tolliver who owned a farm on the site of present Tolliver Addition east of Morehead. He was a younger brother of Craig and Floyd Tolliver who were principals in the Tolliver-Martin Feud from 1884-1887. Frances Tolliver along with C.G. Clayton and D.B. Caudill,

## Music event is April 21 at MSU

Morehead State University's Department of Music and the Percussive Arts Society will host a Day of Concert and Marching Percussion on Saturday, April 21.

"We consider this to be an educational day for high school students," said Frank Oddis, associate professor of music. The day is open for exhibition or competition for

all high school concert and marching percussion ensembles and for individual snare, tenor and keyboard performers.

In the competition, entrants will perform a four-to-eight minute elective work that will be judged on a point system of zero to 100. Festival participants will perform for three-to-six minutes for which they will receive

distinguished, proficient, apprentice or novice rating.

The day begins at 8 a.m. in Wetherby Gymnasium. For the general public, there is an admission charge of \$6 for adults and \$4 for students.

Registration for the Day of Concert and Marching Percussion is necessary and must be postmarked by April 1.



## Local Trivia

### Early Farmers

■ It was a busy commercial center with lots of violence and where whiskey flowed freely.

## SECTION C

# History

THE MOREHEAD NEWS, SEPTEMBER 14

## About the Author



Dr. Jack Ellis is a retired Morehead State University Library director and a retired minister.

# Morehead Memories:

## People & Places

### Rowan roads and Farmers (KY) streets

By Jack D. Ellis  
Special to The Morehead News

"Go into the street which is called straight" (Acts 9:11).

In the late 1800s and early 1900s, Rowan County roads were practically non-existent, and nothing more than dirt trails, impassible much of the time. They usually followed the small creek beds (Christy Creek Road) or high ridges (Pretty Ridge over Clack Mountain).

There were no taxes for county roads and each road was built and maintained by local citizens. Every able-bodied man in Rowan County was required to work two days each year doing road work, or one day with a team of mules. That was the way roads were built and maintained.

In 1896, Morehead placed a \$500 tax on local saloons to be used to improve city streets and surrounding roads. Also, much progress was being made building roads in or near Farmers, Kentucky.

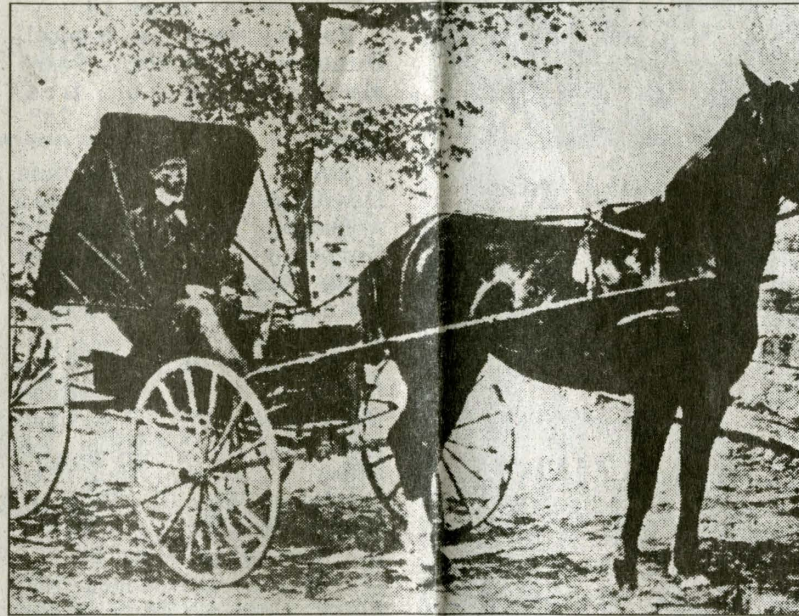
The local newspaper, The Mountaineer, in its July 18, 1914 issue said, "Good reports are coming from Farmers about the roads being built by the good people of that town. A personal subscription was taken (monthly pledge) by the civic minded citizens of

automobiles, Farmers was the largest town in Rowan County. In that era, land formed the foundation of the local economy. The rich fertile bottom farms along the Licking River as well as the vast stands of virgin timber, with the river serving as the highway to market made Farmers (by then a railroad town also), a modern town filled with business and economic activity.

During that era, the little town had a mayor and city council determined not only to keep the streets and roads well maintained, but also reasonably safe and clean. The civic minded town council passed several ordinances during the 1880s and 1890s designed to keep the streets passable, clean and reasonably safe for the citizens. Ordinances regulating these and other community affairs were found in an old record book of the town council covering the period 1885-1902.

**Farmers city council active**  
During that period, Farmers was a raw, wild river town with a booming economy. It was the crossroads between the new railroad and timber traffic down the Licking River.

There were six or eight large sawmills in the community, employing several



A.B. McKinney, who lived in the Farmers area in the 1900s, sits in his fancy buggy pulled by his favorite horse. He may have been one forced to slow down to six miles per hour on Farmers streets. (He moved to Morehead in 1903).

(That's about two months wages which unless that figure is a misprint, would be a pretty steep fine for that time).

This writer wonders how those lawbreakers were arrested and how exactly was it determined they had exceeded six miles per hour.

Did the town marshal jump on his horse and catch them and knock them off their horse like a class B western movie? Did the marshal shoot a warning shot over their head to stop the speeding wagon or horseman? Was their speed

Anyone who received the maximum fine must have learned their lesson.

Don't let your horse die in the town of Farmers, or if he dies, bury him fast — The city fathers were also concerned with keeping the streets clean and keeping dead horses off the street; therefore, another one of those "whosoever" was enacted in 1888 which read, "Whosoever shall leave or cause to be left or shall abandon any worn out, diseased, or dead horse, mule or any other animal on a street, alley, common or other

read, "Whosoever shall leave a cow standing on the sidewalk unattended shall be subject to a fine of not less than one dollar or more than five dollars". (Could it be that cows using the sidewalk were more contented, thereby producing more milk? If so, this ordinance reduced the output of the cow and the income of the farmer).

Leave your profanity at home boys - don't take your whiskey to town - when you go to Farmers, Kentucky — The Farmers city council concluded that all of their safe, clean streets, free of the stench of rotting carcasses, cow manure and pollution would not be safe and really clean unless they could eliminate public drunkenness and profanity that polluted the air.

Therefore, in 1899, they enacted another ordinance which read, "It shall be unlawful for any person or persons to be drunk on the streets and/or curse or swear upon the streets or sidewalks, or in the presence of any female or minister of the gospel within the corporation of said town". (Would such legislation, if enacted, keep that language out of our living room via TV today?)

As a minister, this writer has spent many hours in the company of groups of men. There have been times some have uttered profanity and even been drunk in my

got his cut from the fines. In any event, it seems the fines in Farmers were steep for the offense considering the economy of the day. I'll bet some of those corn-fed farm boys may have pushed a boxcar past the city limits and laughed at the town marshal while they played cards.

By the 1900s, the type of ordinances enacted by the Farmers city council began to change with the times. That was evident when in 1901, an ordinance "Permitted the establishment of a telephone system within the town". But that was the end of their "clean streets" in Farmers when the ordinance went on to say, "A franchise has been awarded to the American Telephone and Telegraph Company of America, permitting the erection of telephone and telegraph poles along the streets of the town, provided that all the poles shall be reasonably straight".

This, the streets of Farmers that over the years had been kept clean of garbage, dead animals, cow manure, wandering teams of horses, profanity, vulgarity, drunkenness and speeding horses and mules, but in the modern era, it became polluted with poles and telephone lines. They remain polluted today with these trappings of civilization.

By the 1930s, a "Road Fund" item began to appear in

# There's always room for improvement.

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By Jack D. Ellis  
Special to The Morehead News

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When we started looking for a place to build our factory, we focused on two things: quality of life for our people, and plenty of power.

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## Local Trivia

### What's In A Name?

■ Christy Creek was named for two brothers, Ambrose and Lauden Christy. They traded with the Indians for the land.

## SECTION C

# History

THE MOREHEAD NEWS, MAY 4

## About the Author



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# Morehead Memories:

## People & Places

### Place names and their origin

By Jack D. Ellis  
Special to The Morehead News

"A good name is better than precious ointment" (Ecc. 11:1). Farmers. The town of Farmers, located on the banks of Licking River in Rowan County was originally called Crossroads. It was the first community of any size in Rowan County, and was settled by veterans of the Revolutionary War. As early as 1792 they awarded early land grants in the Licking River Valley. These grants included rich river bottom farmland which was the dream of every early settler.

Also, the river was teeming with fish, and game was plentiful, and the hills and valleys were covered with virgin timber. Native stone was prevalent in the area. It was a land of opportunity for those early settlers. Farmers was originally called Crossroads because it was where the east to west toll road that followed the Licking River from south to north. During the Civil War the community was called Confederate Crossroads because of the many Southern sympathizers in the area. Following the Civil War, the name was changed to Farmer. In 1881, after the railroad came through, an "S" was

states that it was later named "Licking" from an early Indian word meaning "land with springs and meadows". But the early settlers in the valley said the name Licking came from the early salt licks along its banks. Therefore, one would logically conclude that the name Licking came from a shortened version of "Great Salt Lick Creek", that was named for the many 'salt licks' along its banks. (Other sources: Encyclopedia of Kentucky (1992) Ed. by John Kleeber).

The Licking was first used by the Indians as they moved with their canoes to new hunting grounds or made raids on warring tribes. Later the river provided them a means to transport furs for trading with early central Kentucky settlers. The first white settlers along the river used it to transport timber, stone and coal to market. In February 1848, the first boat load of coal was shipped from Morgan County down the Licking to Claysville and hauled by wagon to Cynthiana and sold for 21 cents per bushel.

One of the earliest recorded floods on the Licking River was on January 14, 1848 when heavy rains fell for two days and nights in Northern and Eastern Kentucky. It was

hollow. It was early winter and the weather was unusually cold and their dogs treed a bear. The bear was fat and ready to hibernate. After killing their prey, the two men skinned and dressed the bear, and loaded it onto a makeshift sled in order to haul the meat home.

Ebenezer Proctor's clothing was pretty thin for the early cold winter weather. Therefore, as soon as they skinned the bear he stuck his arms through where the front paws were and wore the fresh uncured bearskin home. Hence the name Bearskin Branch.

Clack Mountain. A name and a place familiar to many Moreheadians and countless college students. (They used to party a lot on that mountain top). Clack Mountain is located on 519 four miles south of Morehead at the head of Morgan Fork, a place that will be discussed later. Clack Mountain is named for Joseph Clack. Mr. Clack was a wealthy land owner, storekeeper and mill operator near today's Clearfield Community. He was the chairman of a three man committee appointed by the 1856 Kentucky Legislature to establish the boundaries for Kentucky's 104th county. The other members of the committee were Houston Logan and William Powers. That

real estate taxes). Dixon Clack owned two slaves "Old Jim" and a woman named "Sukey".

Sharkey. During the early 1900s, when cock fighting was a major sport in Kentucky there were two champion fighting roosters in the Northern section of Rowan County near the Fleming County border. One rooster was named "Shine Eye" the other was named "Sharkey". The owner of "Shine Eye" wanted the new post office named for his rooster, and the owner of "Sharkey" wanted the Post Office named for his rooster. They decided to let the two roosters fight it out and the one left standing after the battle would have the honor of having the community and Post Office named for him.

Of course, Sharkey won because there was a Post Office by that name for over 50 years. Also there is still a very close knit community by that name and the rooster today is a symbol of their homemakers group. (This story is recorded from an old family Bible of one of their members). This writer also thought that fighting rooster could have been named for an early American world champion heavyweight boxer by the name of Jack Sharkey.

Mills Branch. Named for Jacob Clack's water powered sawmill and grist mill. Mr.

and owned thousands of acres of land in southern Rowan County.

Gills Mills. Located about four miles upriver from Farmers near the Ragland Oil Fields. Early records show that the father of Mark Gills owned the Mills and hundreds of acres of the surrounding land. (He also was an extensive slave holder). The

mills were powers by small dams extended part of the way into Licking River.

Those dams washed out frequently and had to be rebuilt. The mills were used to grind wheat, corn, saw lumber and card wool. It was argued in court that the dams were responsible for the Licking River's changes in course in the late 1800s.

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In 1881, after the railroad came through, an "S" was added making the name officially "Farmers" as we know it today.

Christy Creek was named for two brothers, Ambrose and Lauden Christy. They traded with the Indians for the land and later the Governor of Kentucky gave them a deed for the land. Lauden Christy lived near the confluence of Christy and Triplett Creeks and Ambrose lived about a mile up Christy Creek.

The Licking River is formed in Magoffin County and flows over 300 miles northwest into the Ohio River near Cincinnati. It forms Rowan County's western border between Morgan, Menifee, Bath and Fleming counties. Today it is the principal water supply for those counties. The river was first called "Nepernine" by the Indians. Early explorer Thomas Walker discovered the river in 1750 and named it "Frederic" River. Later the river was called "Great Salt Lick Creek" because of the many salt deposits along the river where animals would come to lick the salt.

However, Charles Kerr's History of Kentucky (1922),

and nights in Northern and Eastern Kentucky. It was reported that the Ohio River rose 20 feet in 24 hours and the Licking rose two feet higher than ever recorded prior to 1848.

Bearskin is a small hollow near Haldeman, KY. In the late 1800's Ned Hamilton and Ebenezer Proctor were bear hunting near the head of the

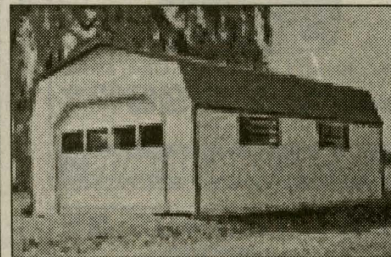
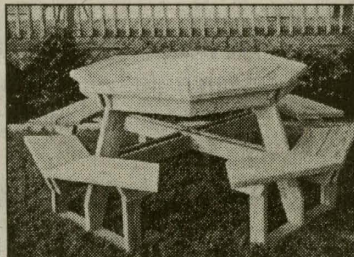
were Houston Logan and William Powers. That committee was also empowered to select the name of the county and establish the county seat.

Morehead, (then called Triplett) was selected as the county seat from farms owned by Ben Evans and Sylvia Oxley. The land and buildings were paid for by a poll tax (no

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## Frontier Housing volunteers in action



## Volunteers help Frontier Housing

Frontier Housing, Inc. in Morehead recently hosted several groups of college and university students during spring break season this year.

Students from Wheeling Jesuit University, the University of Pittsburgh, Haverford College, and Tufts University traveled to Morehead as an alternative to more traditional spring break activities. The groups work under the supervision of Frontier's Construction Division to build homes for low-income families in Rowan and six adjacent counties where Frontier operates.

Students labor to further the mission of Frontier and to make the dream of homeownership more affordable for the families they serve. Their effort translates to an actual dollar value that is applied to the cost of the home, and accordingly, lowers the cost to the family.

A Jesuit institution in Wheeling, W.Va., Wheeling Jesuit University has been recognized by U.S. News and

World Report's annual college guide as the highest rated college/university in West Virginia. According to President George F. Lundy, Wheeling Jesuit has always had a reputation for academic excellence and as a recognized leader in education.

Haverford College is a coeducational undergraduate liberal arts college founded in 1833 by members of the Religious Society of Friends (Quakers). Known for its academic excellence, Haverford is also recognized for its spirit of volunteerism and community participation. The college is located in southeastern Pennsylvania, just ten miles from Philadelphia.

Tufts University was founded in 1852 and is highly regarded for academic excellence and a commitment to lifelong learning and to improving the human condition through active citizen participation. Tufts was founded in 1852 with its main campus in Boston. It also has a general store

Massachusetts campuses, Tufts is globally represented in Talloires, France and enrolls students from more than 100 countries.

Founded as the Pittsburgh Academy in 1787 as a small, private school located in a log cabin near Pittsburgh's three rivers, the University of Pittsburgh has evolved into an internationally recognized center of learning and research. Today the University is recognized as one of the top research universities in the United States.

A total of 42 students contributed nearly 1,600 hours of volunteer labor to assist families in northeastern Kentucky toward the goal of affordable homeownership. At the same time, they became familiar with the people and appreciative of the culture of the area. For more information about volunteering at Frontier, or for general information about the area, call 784-4116. You can also call a general store

### Memory Lane

The Morehead News will once again print photographs from Rowan County's past depicting local families. The special section will be printed in May.

Here are a few guidelines we'd like you to follow:

- Identify everyone in the photograph, where and when the photograph was taken.

- Photographs must be at least 15 years old.

- In case a photograph is misplaced or damaged during the printing process, please do not submit photos that are irreplaceable.

Photos that are submitted can be picked up at the newspaper office after the edition is printed.

Due to space limitations, multiple photos from one family may not all be used.

Call the newsroom for details at 784-4116.

