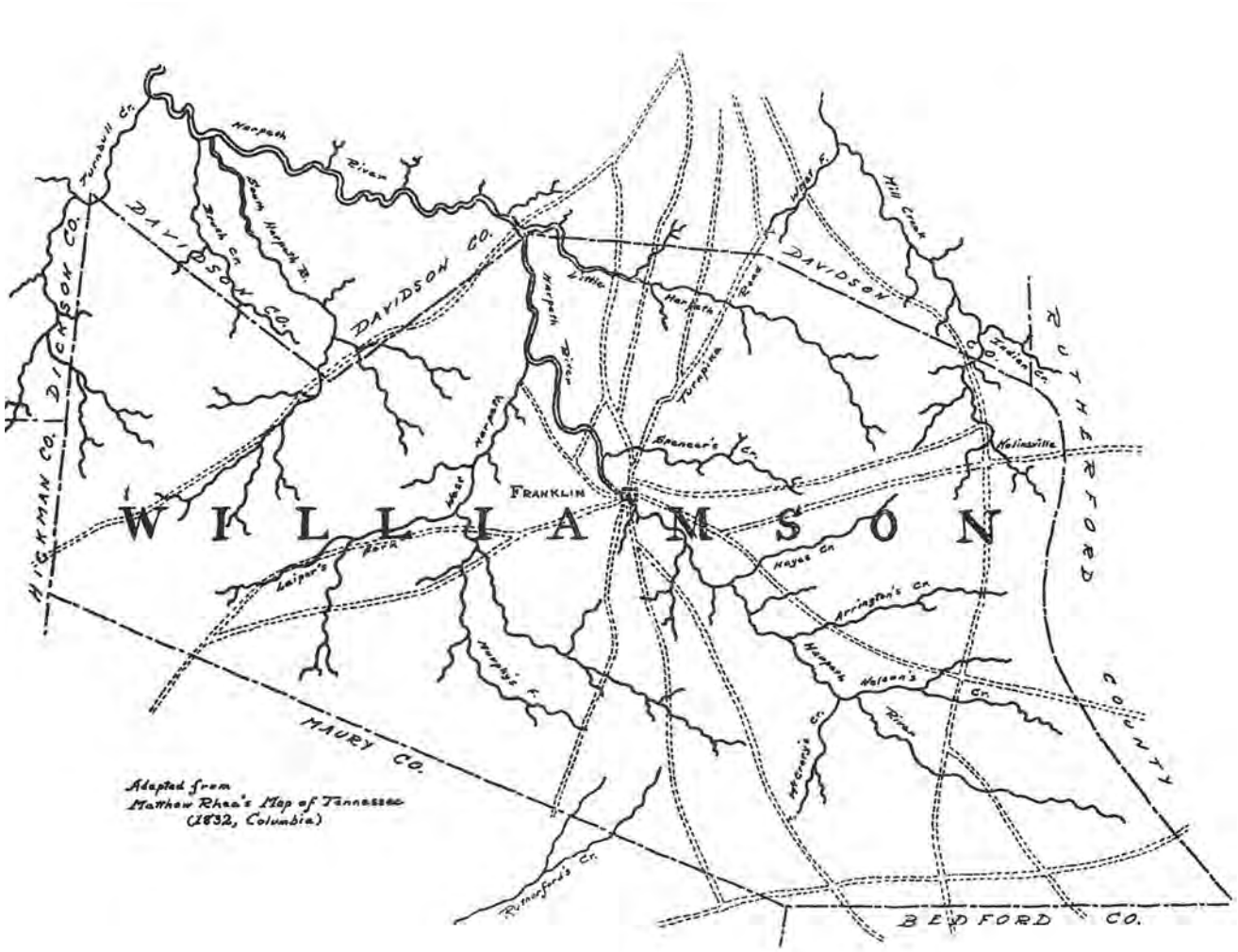
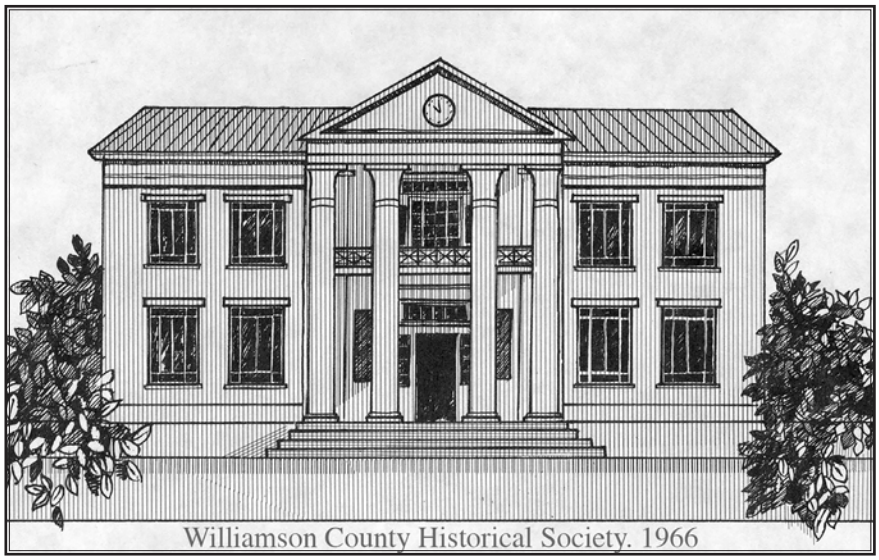
Williamson County Historical Society

Journal

No. 53 **2022**



Brian Laster, Editor



Williamson County Historical Society
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www.williamsoncountyhistory.com

Officers

Rick Warwick, President, County Historian
Kim Hoover, Vice President
Elaine Warwick, Treasurer
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Front cover: Antez, the Arabian horse J.M. Dickinson purchased from W.C. Kellogg.
Back cover: Watercolor miniature portrait of Kinheche by Caroline Dudley circa 1830.

Articles for future journals are needed. If you have a subject you would like to see explored, original material related to Williamson County or an idea for article submissions, we would like to hear from you. brianlaster@gmail.com

Annual dues are $25.00 with season running from January - December.

Editor's Introduction

If you lived in Franklin during the early 1940s, in order to purchase sugar, bacon, coffee, cheese, meats and many other consumer goods, you would first need to visit the local Ration Board office. This was the place to obtain a ration book with rows of green, blue or drab colored stamps. The Ration Board determined how many stamps were needed for each purchase. The stamps, along with payment were given to the cashier as you were checking out. So many food stuffs and raw materials were being used in the war effort that goods were in short supply. The building occupied by the Franklin Ration Board was located on the corner of Third Avenue South and the Public Square. It was demolished in 1966 to make way for the Harpeth Square Mall, where the Franklin City Hall is today.

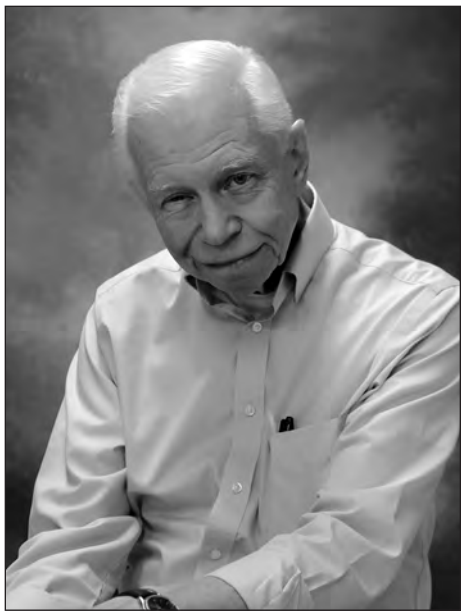
Rationing ended in 1947, but pent-up demand caused a continuation of shortages and rising prices. Sound familiar? Although we have not experienced the severe shortages of World War II, nor been required to use ration books, we have been living through a time of supply chain issues and rising prices. These market pressures emerged after a year of worldwide shutdowns and a labor market shift. For example, this year, the journal's press run was somewhat delayed by a nationwide paper shortage.

In Franklin, however, there is no shortage of good local historians and the contents of this journal are proof positive. Walter Green has conducted extensive research on the Tennessee and Alabama Railroad during the Civil War years, and how it relates to Williamson County. His article, *Embattled Railroad* adds new information to our knowledge about this crucial time period. In October 2021, a new statue honoring the U.S. Colored Troops was placed in front of the courthouse. Tina Jones's exhaustive research on this subject is presented in the article, *March to Freedom*. Travelers Rest Farm usually refers to the home of John Overton in Nashville. Caneta Hankins introduces us to its Williamson County namesake and the Arabian horse breeding operation of Jacob McGavock Dickinson. Margie Thessin has written a history of St. Philip Catholic Church from its first few Irish Catholic parishioners to a thriving diverse congregation - celebrating its 150th anniversay. Ever wonder how the community of Duplex got its name? Michael Hoover writes about the area's famous celebrity. For the first time ever published, we present the memoir of O.L. Dortch, who purchased a stove factory in foreclosure, provided employment to many in Franklin during the depression and became very successful in regional business pursuits. We owe heartfelt gratitude to Weezie Dortch Green and her son Andy Blair for allowing us to publish the material. We explore the history of the Franklin City Halls and preservation initiatives by the Nolensville Historical Society. Be sure to view the back cover for a color image of Kinheche, a young Chickasaw man whose portrait was painted by Caroline Dudley while he was visiting Franklin.

I would like to express my sincere thankfulness to everyone who contributed to the journal and especially to Rick Warwick and Walter Green for their attention to detail.

Good Reading,
Brian Laster
Editor

In Memoriam



William Robert "Bob" Canaday Jr., 85 of Franklin, TN passed away April 29, 2022.

He was born in Spartanburg, SC to the late William Robert Sr. & Bessie Canaday on July 21, 1936. He is survived by his wife of 49 years, Jacquelyn "Jackie" Canaday; sons, Eric (Ju-Ling) Canaday of Miami and Mark (Lordes) Canaday of Miami.

Bob spent 47 years in Franklin and operated Canaday Photography. He and Jackie moved to Franklin in 1975 from Florida. Canaday Photography and Jacquelyn's Bridal shop at 414 Main Street soon followed. He published, *Franklin: A Photographic Recollection* Volumes I and II. He also assisted in publishing *Physicians of Williamson County: A Legacy of Healing 1797-1997* and served as president of the Williamson County Historical Society for 13 years. He was a member of Masonic Hiram Lodge Number 7.

His vast collection of photographs has been used in decorating banks and establishments such as the Chop House in Franklin, and has appeared in many books. The photographic collection of Bob and Jackie Canaday is now housed at the Williamson County Archives.

As a downtown Franklin property owner he was active in preserving Main Street and was an early advocate for "streetscape".

Prior to moving to Franklin, Bob spent many years as a medical researcher in Miami. He was instrumental in developing the heart/lung bypass machine and silastic tubing now used everywhere. He was also on the first kidney transplant team.

James "Jimmy" Cannon Gentry, 96, flew to the arms of Jesus on the morning of April 21, 2022, from his home at Gentry Farm.

He was a loving husband, father, grandfather, great-grandfather, uncle and friend to countless loved ones. He was preceded in death by his parents Zebulon and Gertrude Gentry; wife, Rebecca Channell Gentry; and son, James Cannon Gentry Jr. He's survived by sons Allen (Cindy) Gentry and Scott (Melanie) Gentry; beloved friend, Barbara Hendrix; grandchildren Jase Gentry, Mary Morgan Gentry (Charles Hatcher), Hope Gentry Miller (Hunter), Laura Gentry Defatta (David) and John Gentry (Megan); and great-grandchildren Mary Bennett and Ady Defatta, Henley, River and Fisher Gentry, Josie Miller and Cannon Hatcher.

Jimmy was born on the Wyatt Hall property in Franklin on Nov. 28, 1925, the seventh of eight children. His childhood was filled with hunting, fishing and trapping.

After losing his brother David in World War II, he entered the war as a private in the army and served in the 42nd Rainbow Division on the European front and was a liberator at the concentration camp Dachau.

Following the war, Jimmy came back to Franklin and married his high school sweetheart, Rebecca Channell, and they had three sons.

Jimmy began his coaching career before he even graduated from college when the Franklin High School principal asked him if he would be interested in coaching the football team. Soon after graduating from Peabody College, he started teaching at Franklin as well.

In the early 1960s, he moved to Battle Ground Academy to teach biology and coach and ended his career at Brentwood Academy teaching Tennessee history and coaching football. Many students remember his chalk drawings of funny fish and other diagrams which made his class a favorite. He coached more than 10 state championship football teams in his lifetime.

During his retirement, Jimmy enjoyed raising strawberries and continued to coach as a volunteer for several local teams. He also enjoyed speaking to groups all over the country about his WWII experiences.

He continued to run a summer day camp until he was in his 80s and always loved seeing the children visit the farm for field trips. His most enjoyable time was spent with his great-grandchildren, who dearly loved their granddaddy.

Pallbearers were Jase Gentry and John Gentry, and honorary pallbearers were caregivers Madison Bates, Melanie Bayless, Susan Bond, Tanya Bowker, Lori Christian, Andrea Ford, Karla Gastelum, Michelle Hendershot, Elizabeth Maynard and Brenda Watkins, as well as David and Larissa Wright, the staff and friends at Halfway Market, Carlton Flatt, and all former coaches and his tree swing lunch friends.

Lottie Haffner with infant outside the Dan German Hospital.

Charlotte Lorene Bagsby "Lottie" Haffner, age 101 of Franklin, TN passed away January 1, 2022.

She was born on March 24, 1920. Mrs. Lottie was an employee at Dan German Hospital and served as LPN for Dr. Harry Guffee for over thirty years. She assisted with Dr. Guffee in delivering countless citizens of Williamson County. She and Dr. Guffee were icons in our community serving families in the office and at their homes.

She was the third of 13 children born to Eugene and Lula Marlin Bagsby. Her father was a sharecropper early in life but purchased a farm on Long Lane in 1930. After becoming an LPN, she went to work for Dr. Dan German, Dr. Tandy Rice and Dr. Harry Guffee at the Dan German Hospital on Fourth Avenue South. When the Dan German Hospital closed in 1958, she continued to work for Dr. Guffee who moved his office to Main Street.

She was a member of Fourth Avenue Church of Christ. Preceded in death by husband, Charles Bagwell "Charlie" Haffner, Sr., and parents, Eugene and Lula Marlin Bagsby. Survived by: son, Charlie Haffner; daughter, Charlotte Haffner; grandchild, Henry Clay (Lisa) Haffner; great grandchildren, Elisabeth Haffner, Eva Lottie Haffner and Charles "Charlie" Haffner; sister, Lizzie Mae Jackson; brothers, John Bagsby and Gaither Bagsby. Interment Mt. Hope Cemetery.

Robert Benjamin Hicks III, age 71 of Franklin, TN passed away February 25, 2022.

Born in what he liked to call, "a small South Florida town", (by which he meant Palm Beach), Hicks came to Tennessee in his early 20s, drawn by the deep family roots that he had heard about in countless stories from his parents and grandparents. According to a 2005 New York Times profile, he became a music publisher at the suggestion of a young woman he met in a bar. Eventually he worked with such country music artists as George Ducas, John Hiatt, Amy Grant, and Vince Gill. Later, he partnered with B.B. King on the musician's nationwide chain of blues clubs for which he earned the title, "Curator of Vibe" from the legendary bluesman.

Eventually, Hicks's well-honed connoisseurship would gain him trusteeships at the Museum of Early Southern Decorative Arts, the Tennessee State Museum, and the Ogden Collection of Southern Art. In 2003, he curated the landmark exhibition, "Art of Tennessee" at the Frist Center for Visual Arts in Nashville.

Despite Hicks's devotion to his beloved home Labor in Vain, it was another historic house that changed his life: Carnton Plantation. Aided by a diverse coterie of preservationists, historians, and civic activists, Hicks spearheaded restoration of the 11-room house. An organization that he founded, Franklin's Charge, went on to reclaim nearly 200 acres of the surrounding battlefield.

Eventually, Hicks's work at Franklin helped spark a much broader movement known as "battlefield reclamation". The American Battlefield Trust presented him with its highest honor, the Edwin C. Bearss Lifetime Achievement Award.

National celebrity came only in his mid-50s, when Hicks turned to writing fiction. His first novel, *The Widow of the South* (2005), retold the story of Carrie McGavock's forty-years tending the dead soldiers' final resting place, assisted by Mariah Reddick, her former slave.

The Widow of the South was followed by two sequels: the best-selling *A Separate Country* (2009), and *The Orphan Mother* (2016).

Even as he battled cancer over the past four years, friends said, Hicks's outstanding characteristic was his enduring sense of gratitude.

Hicks was predeceased by his parents, Robert Benjamin Hicks, Jr., and Pauline Electa Tallman Hicks.

He is survived by a brother, Marcus E. Sanders, and sister-in-law, Candy Allen; his niece, Nova Sanders, her husband, Daniel Long, and their son, Ivan D. Long; cousins James Edgar Hicks, III, and his husband, Charles Robert Carothers, of Jackson, Tenn.; cousin John Spaulding Hicks and his wife, Jacqueline Johnson Hicks of Nashville; and cousin, Sally Hicks Pate Ray. Hicks was laid to rest in The McGavock Family Cemetery at Carnton.

Thomas Addison (Tom) Jordan age 70 of Franklin, TN, passed away on Friday, December 10, 2021.

Tom was born in Franklin, TN on February 26, 1951, son of the late Alice Hume and Walter Addison Jordan. In addition to his parents, Tom was preceded in death by his brothers Walter Hume Jordan and Mike Porter Jordan. He is survived by his sister, Louise Jordan (Wallace) Beauchamp.

Tom is also survived by nieces Jennifer Jordan (Tim) Thompson and Susan Beauchamp (Bryant) White, and nephews, Jerry Jordan, Jeff Jordan, Luke Beauchamp and Mike P. Jordan, Jr.

Tom was injured at the age of 16 in an accident on the farm. He went to rehab at Warm Springs, Georgia, and returned to graduate from Franklin High School in 1969 where he was President of the senior class. Tom graduated Summa Cum Laude from the University of Tennessee, Nashville in 1977.

Tom worked for the State of Tennessee, Treasury Department as an Accountant from 1977 – 2007. He was named Honorary Sergeant Arms of Tennessee Senate in 1977. He was a member of St. Paul's Episcopal Church, the National Geographic Society, and the Williamson County Historical Society.

Dedication

On February 25, 2022, Robert Hicks died. He will be missed by his many friends. He had served as WCHS president and chairman of the historic markers committee in years past. He was known nationally for his writings, saving Civil War battlefields, and collecting southern art and antiques. The best obituary I can think of for my dear friend would be to present a sampling of his writing, as seen in the following excerpt taken from *Historic Franklin, Tennessee*, presented by The Heritage Foundation of Franklin and Williamson County in 2009. Rick Warwick

Cousin Jane

By Robert Hicks

…My first visit to Franklin had come years before that excursion out to the cemetery, when as a child of Florida; I came here to visit Cousin Jane Owen at her home on West Main Street. For most of Franklin, she was simply Jane Owen or Mrs. Dick Owen or, after Cousin Dick had died, Miss Jane. But for us, she was always Cousin Jane; despite the tiny detail that she was neither a cousin by blood nor by marriage. Somehow my family had collectively inherited the title through a real cousin of Cousin Jane, who was a school friend of my mother.

I begin with Cousin Jane not only because she was the first person I ever met from Franklin and the reason for every visit I made here as a child, but because she would serve as my guide to Franklin and why I have forever perceived this place as I do. Even after she lost her sight in old age, I was to see and understand Franklin through Cousin Jane's eyes.

Years later, after I moved here, I remember asking Cousin Jane how one became "from here," as in, "You're really not from here." She told me that depended on who was talking. There was, she explained, a large contingency of folks around town who considered only themselves to be "from here." But now in the twilight of her own life, Cousin Jane had concluded that all of us were pretty much the same. From the Camerons and the Perkins, to the folks that pulled in yesterday, everyone had come from somewhere else, hoping to make a better life here. Some had just come a few generations earlier. To really be "from here," she concluded, you had to come from somewhere else, buy land, and then spend the rest of your days hoping no one would follow you. All true Williamson Countians wanted their arrival to be the last.

Ironically, those walks down Main Street with the very sober Cousin Jane, sighted or blind, were in many ways much akin to the one I would have spent having cocktails with Fanny Park at her home on Third Avenue South or my drives around town with Rick Warwick as he narrates all we pass.

For Cousin Jane, Fanny Park and Rick were given the ability to see not only what is, but also all that had come before. Their ability to see beyond what is there came with their gifts to listen, to ask, to learn, and to live. Their stories breathed life into the buildings on Main Street and houses throughout Franklin. For they were the stories of those who had come before us. No longer burdened with sight, the world before Cousin Jane grew deeper and richer as she made her way from darkness into the light. In her blindness, she could describe the green hills surrounding Franklin and the blood-soaked fields on the south side of town with an eloquence few sighted folks could ever understand...

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Embattled Railroad

The Tennessee and Alabama Civil War Years in Williamson County

Walter Green

Author's Introduction

The Tennessee and Alabama Railroad (T&A) was the northernmost of three railroad companies that made up the Nashville and Decatur Railroad (N&D). The T&A ran all the way through Williamson County. It was created in January 1852 and was absorbed into the N&D in March 1867. This paper tells much of the story of the T&A during that time period, with a focus on Williamson County and an emphasis on the Civil War years. In addition to the railroad and its river crossings, there is discussion of pontoon bridges and other types of crossings, as their local role in the Civil War needs to be better told. The story of the sections of the N&D north and south of Williamson County and more about the Williamson County section are presented in the book.

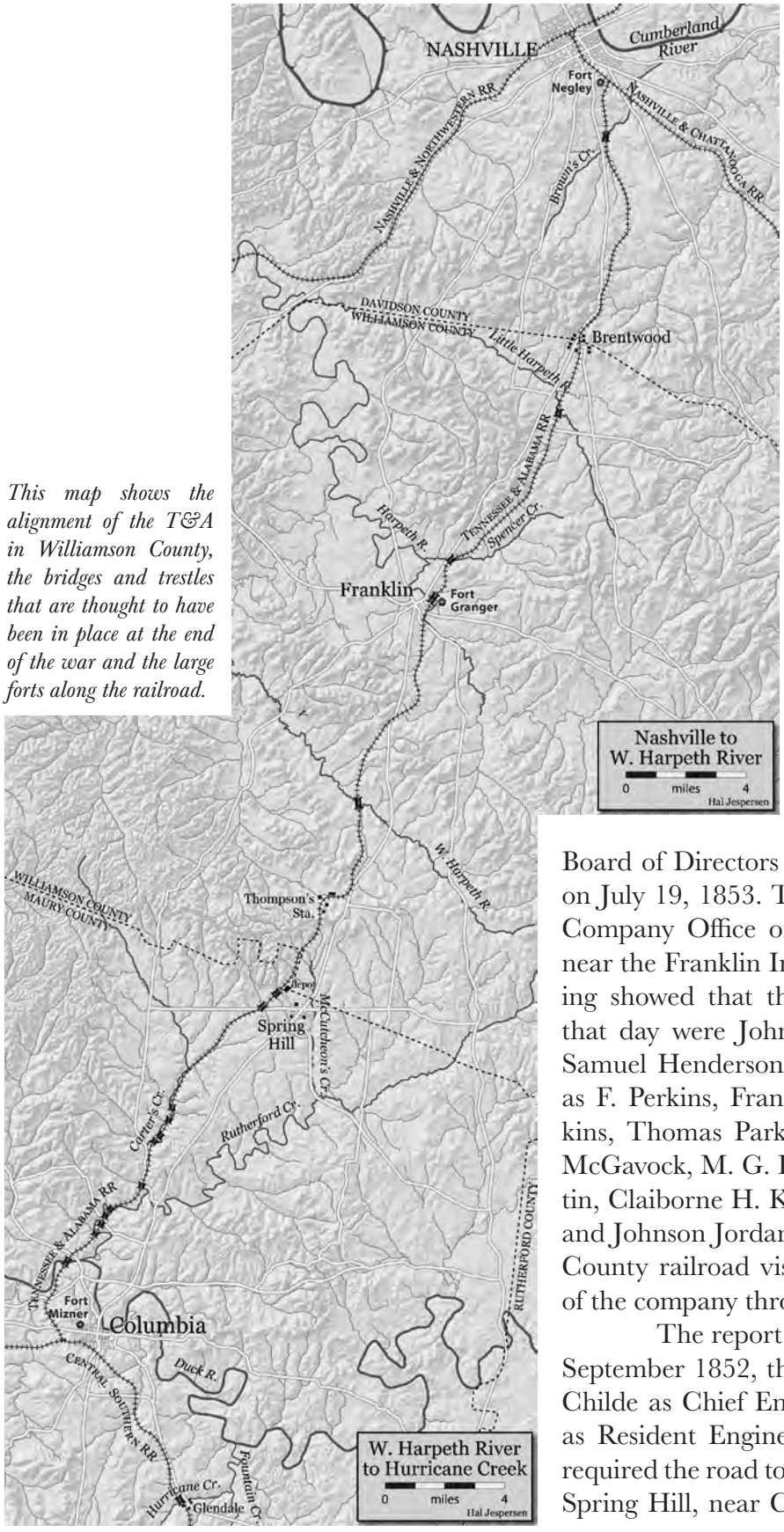
The Nashville and Decatur Railroad (N&D) played a major role both in the economic development of Franklin and Williamson County and locally in the Civil War. The 122-mile long north-to-south road initially consisted of three separate railroads which were built over a seven-year period and that cooperated for their mutual benefit.

The northern section was the Tennessee and Alabama Railroad (T&A) which ran 44 miles from Nashville to Columbia and had an additional 12-mile leg from Columbia to Mount Pleasant. The T&A ran all the way through Williamson County. It was built between late 1852 and about early 1857, being completed after the Nashville and Chattanooga Railroad (N&C) had been constructed but before the Louisville & Nashville Railroad (L&N) had reached Nashville. The southern section, the Tennessee and Alabama Central Railroad (T&AC), ran twenty-nine-and-a-half miles from its connection with the Memphis and Charleston Railroad (M&C) at Decatur Junction to the Tennessee-Alabama state line. The Junction was across the Tennessee River from Decatur, not far from the north bank. The T&AC was completed in 1859. The middle piece was the last to be finished. The Central Southern Railroad (CS) connected to the T&A in Columbia and ran forty-eight-and-a-half miles to meet the T&AC at the state line. It was completed in late 1860. The CS was finished behind schedule because of difficulty with the N&D's only tunnel which was through Madry's Ridge in southern Giles County. On November 22, 1860, the first train ran all the way from Nashville to Decatur Junction. [1]

Editor's Note:
This article is a portion, only 5% of the author's forthcoming book, "The Nashville and Decatur in the Civil War - History of an Embattled Railroad", published by McFarland and Company, www.mcfarlandbooks.com

Early History

The T&A came into being on January 23, 1852 by an Act of the State



This map shows the alignment of the T&A in Williamson County, the bridges and trestles that are thought to have been in place at the end of the war and the large forts along the railroad.

of Tennessee General Assembly. The act created the railroad all the way to the Alabama state line, thus including the future CS Railroad. The primary initial shareholders of the T&A included Robert Buford, W. P. Cannon, John T. Fleming, Brice Hughes, Johnson Jordan, Jr., A. C. Mayberry, Henry G. W. Mayberry, John McGavock, Nicholas Perkins, Thomas Perkins, Absalom Thompson and James H. Wilson. Williamson County residents had already been subscribing to the railroad as early as January 1851. At that time, the estimated cost of the road was $15,000 per mile.

The First Annual Meeting of the President and Board of Directors of the T&A was conducted on July 19, 1853. The meeting was held at the Company Office on Main Street in Franklin, near the Franklin Inn. The report of that meeting showed that the board members selected that day were John S. Claybrooke, President, Samuel Henderson, Elijah Thompson, Thomas F. Perkins, Frank Hardeman, Peter A. Perkins, Thomas Parkes, James H. Wilson, John McGavock, M. G. L. Claiborne, Jefferson Martin, Claiborne H. Kinnard, William P. Cannon and Johnson Jordan. Claybrooke, a Williamson County railroad visionary, would be president of the company throughout the Civil War.[2]

The report of the meeting states that in September 1852, the T&A hired Captain John Childe as Chief Engineer and Adna Anderson as Resident Engineer. The company's charter required the road to pass by way of Franklin and Spring Hill, near Columbia and Mount Pleas-

Features of the T&A in mid-1864

The table lists the main features along the track, including the most significant waterways, and provides information about the crossings and fortifications in Williamson County, including blockhouses.

Location or waterway	Bridge, trestle or culvert	Approx. Height (ft)	Approx. Height (ft)	Fortification type	Miscellaneous
Downtown Nashville				Fort Negley and other fortifications.	1900 L&N Union Station still here. T&A had freight and pass. depots.
Brown's Creek	Bridge	12	38	No Blockhouse. See Note 1.	
Davidson/ W'mson Co. line and Brentwood					Brentwood RR Station was here.
Little Harpeth River (Just North of Concord Road)	Bridge	14	74	No Blockhouse. Camp Brentwood was here.	
Concord Road					Owens Station was here.
Moore's Lane					See Note 2.
Spencer Creek	Bridge	17	38	Probably had a Blockhouse.	One mile north of Fort Granger. See Note 3.
Underpass just N of Liberty Creek; no waterway.	Small bridge			Was in the camp at Fort Granger.	
Harpeth River in Franklin	Bridge	38	187	Fort Granger was here. No Blockhouse.	1873 L&N freight depot still here. See Note 4.
Small creek at Collin's Farm	Stone culvert.				See Note 5.
Saw Mill Creek (trib. of Harpeth, near Carnton)	Had 8 x 10 ft arch tunnel.				
W. Harpeth River	Bridge	13	58	Blockhouse	W. Harpeth Depot was here.
Thompson's Station					Thompson's RR Station was here. Replica L&N depot built in 1993.

Notes

1. *Nashville's forts were probably adequate protection.*
2. *Mallory Station was on present-day Mallory Station Road. It was a siding for farmers to load, not a depot. There was a nearby pond that supplied water to the locomotives.*
3. *Troops were stationed here in August 1862. There should have been a blockhouse here, athough there is not specific reference to one.*
4. *The Franklin passenger depot was just north of the freight depot.*
5. *300 feet SE of the crossing of Lewisburg Pike, at a very high embankment. The low area is very limited in length, so the track was probably originally built on fill, not a trestle.*

ant to the Alabama state line and then in the direction of Florence, Alabama. The N&D would never be extended to Florence. A major goal was to have 30 miles of road graded, the bridges and masonry complete and cross ties furnished. At that point, the company would be entitled to state aid or to the bonds of Tennessee for $2,000 per mile to pay for the rails and machinery.

On September 25, the engineers and their assistants started examining the countryside and running survey lines. Two survey lines were run from Nashville to Franklin, one to the east of the other. The company selected the eastern one, by way of Brown's Creek and Atkinson's Gap, which was just north of Brentwood. Work above Atkinson's Gap commenced immediately and, as of the date of the Annual Meeting, the first four-and-five-eighths miles had been prepared for construction, which commenced on December 1. Two additional surveys were run south from Franklin, one to the east of the other, both ending four miles beyond Columbia. The western route, by way of North's Mill, Gidding's Gap, through the western part of Spring Hill and then about two miles west of Columbia, was selected. That route and the line from Atkinson's Gap to Franklin were put under contract on February 14, 1853, all to be ready to receive cross ties and track by March 1, 1854.

In March 1853, the citizens of Davidson County voted 56% to 44% in favor of subscribing stock in four railroads, including $200,000 for the T&A. By July, the amount subscribed in the T&A was $725,300 by individuals plus an additional $20,000 from the town of Franklin and the $200,000 from Davidson County. John Claybrooke led a group of about 30 local citizens to provide Franklin's initial $20,000 capital for the railroad. The subscriptions of Franklin and Davidson County were made payable in bonds. The board's goal was, by July 1854, to have locomotives and cars running along the 30 miles of road from Nashville to Spring Hill and to have placed contracts for the additional locomotives and cars to put that section in complete operation.

As of July 1853, the contract to prepare a one-and-a-half mile stretch near Spring Hill for cross ties and rail, required to meet the 30-mile requirement, had not yet been let. However, in June the twenty-eight-and-a-half miles of road from the future connection with the N&C in Nashville to about Spring Hill had been put under contract for grading, bridging and a portion of the masonry. Grading was quickly commenced. The two-mile section nearest Nashville was to be ready to receive track by February 1, 1854. The estimated cost of getting the twenty-eight-and-a-half mile stretch of road ready to receive English iron was $287,103. $206,249 of that was for grading and masonry, $30,139 for ballasting, $20,715 for cross ties and $30,000 for station grounds, right-of-way and miscellaneous.

Contracts for delivery of the cross ties for the first 30 miles were to be closed in July 1853. It seems that John McGavock furnished lumber for some of the cross ties. This is plausible because on the property of his

The T&A's construction timeline:

- *Late 1852 – construction starts.*
- *As of June 9, 1854 - the track was expected to be completed to Spring Hill by that fall.*
- *About September 17, 1854 - the T&A bridges had been completed.*
- *March 6, 1855 - the first train ran from Nashville to Franklin.*
- *September 1, 1856 - trains were running round trip between Nashville and Thomp son's Station. It is not clear when the road had been completed to Columbia or Mount Pleasant.*
- *July 4, 1859 - trains were expected to be running round trip daily between Nashville and Columbia.*

home, Carnton, in Franklin there was a sawmill located on the appropriately named Saw Mill Creek. All bridging had been contracted to Maxwell, Briggs and Company of Knoxville, who was ready to start work when called upon. The board decided to construct the road to be more substantial than the minimum required, thinking that the reduction in long-term expenses would more than justify the increased initial cost.

The company intended to contract for the track and completion of the road from Franklin to Mount Pleasant as soon as possible. When that work was completed, there would be 53 miles of finished road. At that time, the company would be entitled to state aid in the amount of $400,000. In January 1854, Chief Engineer Childe said the estimated cost of building the road had increased to $12,000 per mile from his previous estimate. This was due to higher costs of iron, cars, engines and labor. Apparently, his estimated cost had dropped well below the initial estimate of $15,000 per mile.

On November 22, 1860, the same day the first train reached Decatur Junction from Nashville, the three railroad companies agreed to operate independently yet cooperatively under the name of the Nashville and Decatur Railroad. They shared 36 box cars, 14 stock cars, 26 platform cars and 11 passenger and baggage cars, but did not share their locomotives. Locomotives and cars had advanced greatly from their predecessors of the 1830's that are depicted in the drawing at the end of this paper. The T&A seems to have had seven locomotives that would have looked like the one in the photograph. They were the *Franklin*, *Columbia*, *Gov. Broome*, *Nashville*, *John Childe*, *Williamson* and the *Davidson*.[3]

The first passenger depot in Franklin was probably built in 1854-55. The original Franklin freight depot seems to have been built by the T&A in about 1858. During the Civil War, it was probably used primarily to receive and store private commercial goods and for storage of military supplies. Later, a new brick freight depot was built which is still standing. It was announced in the August 2, 1873 *Nashville Union and American*, dateline August 1, that in Williamson County, "A large brick depot has been built

The Genl. J.C. Robinson, a Federal locamotive.

at this place by the Louisville and Nashville and Great Southern Railway Company." In early 1862, the Federals built another freight depot at Franklin, probably just north of Fort Granger where it would have been protected by the Federal encampment.

At this time, locomotives burned wood and used a lot of water. Most engines were accompanied by a tender car and typically pulled 10 to 12 cars, depending on how heavily the cars were loaded. Trains traveled at up to 15 miles per hour. The track gauge on the T&A was 5'-0", which was later changed to the national standard of 4'-8.5".

The Civil War

In April 1861, the Confederates fired upon Union-held Fort Sumter at Charleston, South Carolina. The nation would soon be at war. The North had numerous advantages in the approaching conflict, one being the railroad. This would be the world's first war in which the railroad played a significant role. The North had twice the mileage of track, about 21,276 miles as compared to about 9,000 in the South. Compounding this relative shortage of rails in the South was the Confederacy's variation in gauges, gaps in the network and a shortage of iron to replace worn or damaged rail.

During the remainder of 1861, a number of minor battles took place, none of which affected the three young railroads. That changed, however, when Fort Donelson on the Cumberland River fell to the Federals. On Sunday, February 16, 1862, Nashville lost the critical protection that the fort provided. The city surrendered on the twenty-fifth. The Feder-

als controlled the city with a large number of troops and the Confederates were not in a position to put up a defense in the region. This made it easy for the Federals to expand their realm of control to the south. They quickly captured the T&A between Nashville and Franklin, then moved south of Franklin and seized the roadbed into northern Alabama. With their track taken by the enemy, the three railroad companies were no longer in normal commercial operation. This was a short 17 months after that first train had run to Decatur Junction. By the end of April, the entire length of the N&D, including Columbia, Pulaski and Athens, was under Federal control. Except for a few periods of time and some sections of track, the N&D would be operated by the Federals until the end of the war.

On January 31, 1862, before the railroads were captured, Congress had passed the Railways and Telegraph Act authorizing the president to take military possession of all railroads in the U.S. The railroad companies were to be ready to transport troops and munitions of war as was ordered by the Union military authorities. This authorization created the United States Military Railroad (USMRR) which, rather than some other department of the Army, would oversee the Federal military railroads. The primary effect of the authorization was that it allowed the USMRR to operate the railroads in the South that the Federals had captured. Having control of Southern railroads helped the Union to move deeper into the South, transporting supplies and troops relatively quickly to where they were most needed, and transporting their wounded rapidly to safer locations.

The three railroad companies, the Confederate Government and the majority of the citizens in Alabama and Tennessee resented that their railroads had been taken by the Federals to use as a weapon against them. Throughout the war, the Confederates would do their best to burn the railroad bridges and trestles, tear up the track, destroy water stations and wood yards, take or destroy locomotives and rolling stock and do whatever else they could to put the railroads out of operation. Locally, the Confederates first did this after being run out of Nashville. While retreating in February 1862, when the N&D and its crossing structures were still in great condition, Confederate Col. John Simms Scott's 1st Louisiana Cavalry destroyed all the bridge and trestle work on the N&D from Nashville to and including the bridge at the Elk River.

Though the Federals controlled the N&D, the railroad passed through territory in which the Confederates were generally free to travel and damage it if not deterred from doing so. Both they and heavy rains would inflict great damage to the railroad. The Confederates' most common methods of shutting down a section of track were by destroying a bridge or trestle or tearing up the track by removing and twisting the rails and burning the cross ties. The threat of this happening along the railroad was almost constant, making the N&D one of the most contested and embattled railroads in the South.

The rebuilding of the T&A's bridges and trestles was expensive and

Lucius B. Boomer

William E. Merrill

time-consuming but essential to keeping the railroad open. Those structures and the fortifications along the road were repaired or rebuilt throughout the war by a number of groups, among them regular troops, former enslaved people, the Federal Pioneer Brigade and the civilians who worked in the USMRR Military Division of the Mississippi. Two Union men, however, deserve special recognition for their work on the T&A – Lucius B. Boomer and Captain William E. Merrill.

In early March 1862, General John Mitchell and Companies A and K of the 1st Michigan Engineers and Mechanics started building temporary replacement structures for the railroad bridges that Scott had burned between Nashville and Columbia. The track and new structures, however, became fresh targets for Southern raiders and guerrillas even before the railroad could be reopened. This was very frustrating to Union commanders. The encampments they had placed at the crossings were not providing enough protection. Some other form of fortification was needed to protect the troops themselves. Wooden stockades were chosen to accomplish this. On July 12, Federal leaders ordered that a stockade be built as soon as possible at each of the important crossings on the southern part of the N&D. Stockades along the remainder of the road, including in Williamson County, would be built soon thereafter.

The stockades were typically square wooden forts with four corner bastions large enough to hold a Sibley tent. The bastions could be covered by the tents and used as both guard posts and quarters. Two such stockades would be at the Little Harpeth River near Brentwood and in Franklin just west of the railroad bridge over the Harpeth River. The Franklin bridge needed a stockade because Fort Granger had not yet been built to protect the town, the railroad and the bridge. Fort Granger was constructed between March and May of 1863 on Figuer's Bluff overlooking the T&A and the north bank of the Harpeth. Captain Merrill, Chief Engineer of the Army of the Cumberland, designed it and the other defenses at Franklin and General William Rosecrans' Pioneer

Stockade at the Harpeth River Railroad Bridge, Franklin circa 1862.

Brigade oversaw their construction.[4]

There was a lot of local military activity in early 1863, with some of the engagements involving the railroad.

On March 5, Col. John Coburn, commander of the 1st Brigade, Department of the Ohio, and his 3,000 troops battled General Earl Van Dorn at Thompson's Station where the T&A ran near the Columbia Pike. Van Dorn and two regiments totaling about 1,000 dismounted Confederate cavalrymen drove most of the Federals northward. During the conflict, Lt. Col. Edward Bloodgood and part of the 22nd Wisconsin Infantry which he commanded broke off from the enemy and moved to the Union rear. It was not clear whether he was ordered to do so. After fierce fighting, Coburn surrendered. At this time, the 92nd and 96th Illinois Infantries were near Nashville. Learning of the engagement south of Franklin, the 92nd Illinois and 84th and 115th Indiana were piled into and onto cattle cars headed south to support Coburn. Later that day, the 96th Illinois and 40th Ohio Infantries were railed southward. Because its locomotive was in poor condition, it took four to five hours for the second train to travel the 17 miles. They all apparently arrived too late to make a difference.[5]

Brentwood was a source of food and livestock for the Union Army. At this time, the Federals had two positions near the town, both under the command of Bloodgood. There was a post atop the hill just west of the town center and also a stockade known as Camp Brentwood just south of the town at the railroad bridge over the Little Harpeth River. Brentwood

Station was on the railroad in town. In mid-March, Van Dorn considered the garrison there to be vulnerable and gave General Nathan Bedford Forrest permission to attack. On the twenty-fourth, Forrest captured a federal courier who had a dispatch for the commander in Franklin asking for help at the Little Harpeth. That day, Col. James Starnes, a doctor in command of the Second Tennessee Cavalry Brigade, cut the telegraph, tore up track near Mallory Station, just south of Brentwood, and cut off any retreat. The next morning of the twenty-fifth, Starnes and some of the 10th Tennessee attacked the post on the hill, held by Bloodgood and about 500 men. A message from the stockade had notified the post of the imminent attack. Bloodgood needed help from Franklin but could not request it because the telegraph had been cut. Forrest came and demanded a surrender but was refused. He then surrounded the post, prepared to attack and then got a surrender from Bloodgood, who was later court-martialed for cowardice, convicted and subsequently reinstated.[6]

Forrest, next moved to the south and surrounded the stockade at Camp Brentwood. He had General Frank Armstrong, Starnes and their 5,000 men and artillery in place. The stockade was under the command of Capt. Elisha Bassett of Company B, 19th Michigan Infantry. A few weeks earlier, Bassett had lost his nerve under fire at Thompson's Station and deserted. This was not properly reported and he was given command of the camp. With him were 70 men of his company and about 160 men who were left there after the March 5 battle at Thompson's Station, of whom about 100 were sick and feeble. A few rifle rounds were fired, then Capt. Freeman fired a shell into the stockade and quickly got a white flag of surrender. Per Forrest's report of April 1, 1863, "With the Fourth Mississippi Cavalry and the Tenth Tennessee and the pieces of artillery, I moved on the stockade at the bridge across Harpeth River, about two miles south of Brentwood. After getting position and firing one gun, they surrendered. We captured 275 prisoners, 11 wagons, 3 ambulances, with all their arms and equipments." They then destroyed the bridge over the Little Harpeth and all the tents and supplies that could not quickly be moved, then headed south and crossed the Harpeth near Franklin. On March 27, Granger ordered infantry, cavalry and artillery to the stockade to secure it. He also remarked that additional forces would be made available in the future if needed. Bassett was imprisoned at Libby Prison and exchanged later that year. When he was released, he was immediately arrested and later dishonorably discharged. Interestingly, Captain Bassett had been one of the most prominent citizens in his hometown of Allegan, Michigan. Even after his discharge, he was respected enough to be elected mayor of Allegan. Bassett was apparently a better politician than soldier. He died in 1865 from consumption (tuberculosis) which he had apparently contracted while in prison.

Soon after the victory at Brentwood, Van Dorn learned from his intelligence that Franklin should be vulnerable because most of the Union forces had withdrawn from Fort Granger. At this time, there seem to have

been at least three depots at Franklin. The T&A had passenger and freight depots there and the Federals had their supply depot on the north side of the Harpeth. The Federals also had a pontoon bridge over the Harpeth near the fort. Early on April 10, Van Dorn, Forrest and about 9,000 Confederate cavalry and mounted infantry plus two regiments of infantry moved toward Franklin. Forrest came up Lewisburg Pike while Van Dorn and Brig. Gen. William "Red" Jackson's cavalry division entered the town on Columbia Pike. However, Gen. Gordon Granger, after whom the fort had been named, knew about the Confederates and was ready for them with 2,700 cavalry and 5,000 infantry. At that time, the main works of Fort Granger had not been completed and the outworks had not yet been started. The Confederates attacked the fort but were repulsed. At about noon, Maj. Gen. David S. Stanley, Army of the Cumberland, engaged in combat with Van Dorn's cavalry and infantry just south of Franklin on Columbia Highway in what can fittingly be referred to as "The First Battle of Franklin." Stanley and a brigade from the Fourth U.S. Cavalry Regiment crossed the Harpeth River behind Van Dorn at Hughes Ford at about 2:30 and captured Captain Freeman's Tennessee Battery on Lewisburg Pike but lost the guns when Forrest counter-attacked. Van Dorn ordered a withdrawal after losing 19 dead, including Freeman, and several wounded.

Records for the T&A from September 13 through October 10, 1863 indicate that a number of different locomotives were running up and down the line. Engines departing from Nashville usually pulled one baggage car, one to three flat cars, one to two box cars and sometimes a passenger car. This was an average of about five cars, not including a tender car. *The Franklin*, *Springfield*, *Carrol*, *Rosecrans*, *Williamson*, *N. Alabama*, *Nashville*, *Union* and others were doing the pulling at that time, as well as steam dummies. Steam dummies looked like passenger cars but were equipped with steam engines for propulsion. They were normally used in cities because it was thought that the look of a passenger car would not frighten horses as much as a typical locomotive.

By late fall, many of the bridges and trestles on the N&D, as well as the N&C and M&C, were damaged. General William T. Sherman, Commander of the Military Division of the Mississippi, ordered General Grenville M. Dodge and his Sixteenth Corps to rebuild the damaged structures between Carter's Creek in northern Maury County and Decatur Junction. Dodge arrived in Giles County on about November 10. From then through the following February, he built five bridges and 20 trestles. However, to get the railroad open as soon as possible, many of the trestles were constructed where there should have been a bridge. The Federals knew that those "temporary" trestles would have to be replaced by bridges before they were washed out by heavy rains.

On November 15, Boomer Bridge Works in Chicago, owned by Lucius B. Boomer, was announced as the contractor to come behind Dodge and construct "permanent" bridges using Howe trusses. They were to be

Boomer's Railroad Bridge at the Harpeth River in Franklin early to mid 1864.

put at not only the temporary trestles that Dodge would construct, but at every bridge on the N&D. Boomer's bid averaged $63 per linear foot. The company built between 22 and 29 bridges on the railroad from December 1863 to May 1864, one being the bridge over the Harpeth River.[7]

The Federals did not want more damage like what the railroad had sustained in the fall of 1863. Stockades had been effective against infantry but not against artillery or plunging fire. The Federals needed better protection than that. General Dodge and other Federal authorities thought that properly designed blockhouses with heavy walls and sturdy roofs would address the weaknesses of the stockades. Now promoted, Major Merrill, Chief Engineer of the Army of the Cumberland, was to design and oversee construction of the houses and the 1st Michigan was to come behind Dodge and Boomer and build them to protect the new crossings.

The Federals needed to design a typical structure that would house and protect a garrison of 20 to 30 men. They assumed that the enemy would have dismounted cavalry and light artillery rather than heavy field pieces. And they figured that the attackers would not engage in a lengthy battle because word of the attack would probably quickly get to another Union stronghold and reinforcements were likely to arrive soon. The stur-

A typical Merrill blockhouse. The blockhouse in this Civil War era photo was located near Chattanooga, Tennessee.

dy roofs, preferably covered with dirt, were needed because the railroad bridges and their fortifications were naturally located at low points, and were often vulnerable to fire from higher points on nearby hills.[8]

Starting in January 1864, Merrill and his right-hand man, Lt. Col. Kinsman Hunton, oversaw a series of experiments on a spare blockhouse at Lavergne, Tennessee. They settled on square or rectangular wooden houses that would be built from the usually abundant standing timber near the construction site. There would be a second exterior wall built to the bottom of the loopholes. Framing and erecting were to be done by the 1st Michigan but, because they had a large number of blockhouses to build as quickly as possible, they were not expected to build the exterior ground floor wall or the second story. The troops occupying the houses would do that, though few or none of the houses got a second floor.

The Federals planned to build blockhouses at the bridges and trestles on the N&D, M&C and N&C. The longer crossings were to have two houses, one near each end. Merrill and the 1st Michigan quickly got about the business of constructing them. On about March 13, Major John B. Yates and his battalion of four companies of the 1st Michigan were sent to the N&D to work on houses five miles north of Columbia at Carter's

Creek. This was the northern limit of Dodge's trestle construction. The troops were divided into squads of about 20 to 30 men and scattered along the railroad, each being assigned a house to build. They started at Carter's Creek and generally worked toward the south. The blockhouses north of Carter's Creek - at Spencer Creek and the West Harpeth - would have been built at about the same time, though it is not clear who constructed them.[9]

On June 29, George Burroughs, Lt. Engineer and Acting Chief Engineer, Department of the Cumberland, reported that there were 36 "block-houses," all with single-thickness walls, along the N&D. 12 still needed to be covered with earth and protected by the second timber casing. Work would continue at some of the blockhouses for several months.[10]

Dodge, Boomer and the 1st Michigan Construction Timeline:

- *Dodge built trestles - November 1863 - February 1864.*
- *Boomer replaced the temporary trestles with bridges - December 1863 - May 1864.*
- *1st Michigan Engineers and Mechanics built blockhouses - March - June 1864.*

The author chose the summer of 1864, after the houses were in place, to create a snapshot of the status of the bridges, trestles and blockhouses on the N&D. The results are presented in the table, a portion of which is included in this paper. In general, it is likely that one or more blockhouse was built at each of the bridges along the N&D that did not already have a nearby fort or other adequate form of protection. It needs to be noted that in Williamson County there were no trestles and no crossings long enough to require two houses. It is a challenge to locate all of the houses with certainty. The author's research indicates that the number of blockhouses along the N&D was 36, with 25 in Tennessee and 11 in Alabama. This estimate aligns with Lt. Burroughs' reported 36.

From June 1864 through the end of the war, the houses were the dominant form of fortification for the bridges and trestles on the railroad. They proved to be successful against small attacks. However, they did not fare well against an enemy that had heavy artillery, a strong force or a stern determination. Such would be the case in the fall of 1864 when Forrest and then Hood came in large numbers and destroyed many of them.

On March 1, 1864, with the N&D essentially repaired and in good operating order, the railroad published a schedule which shows that a passenger/freight train ran daily departing Nashville at 9:15 a.m., stopping at 25 stations before arriving at Athens at 6:16 p.m., then going to Decatur Junction. Another train ran daily from Decatur Junction, stopping at Athens at 8:10 a.m., then making the same 25 stops before arriving in Nashville at 5:30 p.m. Those two trains crossed in Columbia at about 1:20 p.m. Yes, it took about nine hours to travel the 107 miles from Nashville to Athens, an average of 12 miles per hour. Operation of the railroad at this time would

not have been as smooth as the schedule implies. One reason is that Boomer was still working on the crossings, so there would have been lengthy shutdowns of the track at various locations well into May.

In mid-March, General Sherman had taken over as Commander of the Military Division of the Mississippi. He was planning his campaign into Georgia and Atlanta and needed the N&D, N&C and M&C to handle the greatly increased number of trains running to and from the Chattanooga area to supply him. The route south from Nashville along the N&D to Decatur Junction, east on the 80-mile stretch of the M&C from the Junction to Stevenson, Alabama (about 35 miles west of Chattanooga), and then northwest on the N&C back to Nashville made a counter-clockwise loop from and back to Nashville. The Union had been making good use of this loop, sending loaded cars along the N&D and M&C to unload in Stevenson, then sending cars that were empty or loaded with the wounded back to Nashville along the N&C.

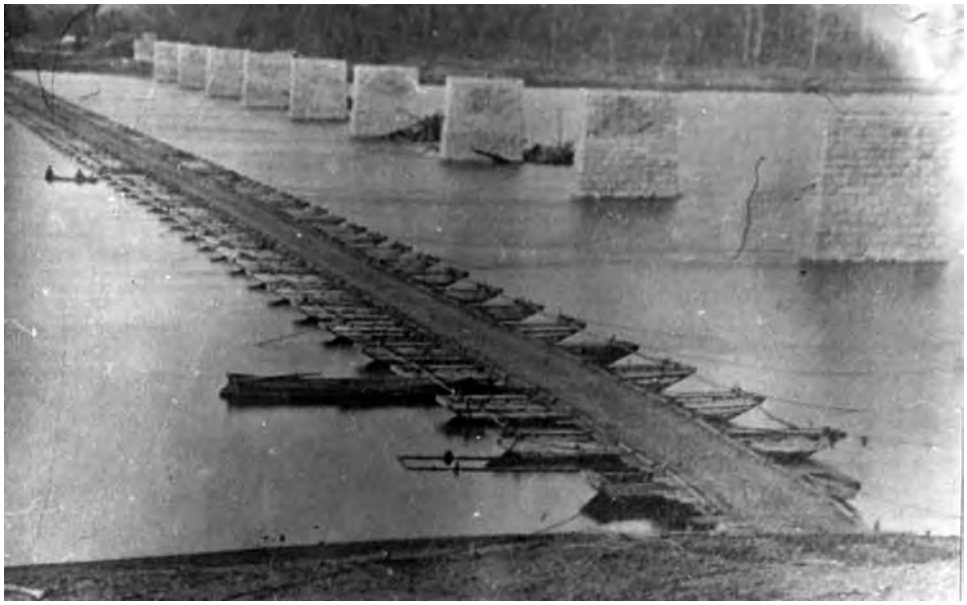
Although the distance from Nashville to Stevenson and back to Nashville via Decatur along the loop was about 85 miles longer than on the N&C alone, using that longer route had been necessary to keep troops and supplies moving to Chattanooga because the N&C track was not in a condition to handle a lot of traffic. The shorter, direct route along the N&C always had the potential to be the most efficient path. That potential became a reality in June of 1864 when the N&C's track and operation were improved to efficiently handle a large amount of two-way traffic. Sherman then used the N&C extensively, rather than the loop, to supply him. Even after the counter-clockwise circuit was no longer the primary route, the N&D and M&C provided a secondary route and the N&D was still important for local supply purposes until early fall when Forrest destroyed much of it.

In July, General John Bell Hood had been elevated to take command of the Confederate Army of Tennessee. In mid-October, he and his troops departed Georgia on their way to Alabama, planning to cross the Tennessee River at Decatur and move into Tennessee. One of his goals was to make Sherman feel he needed to come defend Middle Tennessee, thus drawing him out of Georgia and into a battle in which Hood would cripple his army. However, Hood was only able to compel Sherman to send Gen. George Thomas, Commander of the Army of the Cumberland, to deal with him.

Hood crossed the Tennessee River at Florence, Alabama. His nine-day march to Franklin, Tennessee, covering about 90 miles, would see the burning of rail cars, wagons, the Duck River Bridge and numerous blockhouses and the destruction of government supplies at Columbia. General John Schofield and his outnumbered Twenty-third Corps of the Army of the Ohio rushed northward with Hood on their heels. The Federals, who had been bringing troops and supplies down the T&A to confront Hood, found themselves running their engines and rolling stock northward toward

the safety of Nashville. It is interesting that a month later, the roles would be reversed. The Union would be chasing Hood southward toward the Tennessee River over much of the same ground after the Battle of Nashville.

On the morning of November 28, the Confederates started entering Columbia. Schofield was planning his move to the north beyond Franklin. He sent his engineer officer Captain William J. Twining and a small cavalry escort to Franklin to determine how to best cross the Harpeth River. Schofield needed at least the wagon bridge just downstream of present-day Franklin Pike, but was told that it had been destroyed, apparently by heavy rains earlier that month. There was no other bridge and the river was high and difficult to ford, so Schofield telegraphed Thomas to immediately send pontoons from Nashville by rail. However, it seems the telegraph wires were down and Thomas either never received the message or received it late. At about noon, not having heard back from Thomas, Schofield repeated his request and assumed that the pontoons would be waiting for him when he arrived in Franklin. The next day, Schofield learned that they had not yet arrived and that Thomas had suggested that some of the excess pontoons at the Duck River be used. However, those pontoons could not be moved to Franklin, so the Federals were still depending on the ones from Nashville.[11] [12]



Federal pontoon bridge on the Tennessee River at Decatur, Alabama in 1863.

Late on the 29th and early on the 30th, the Federals escaped a trap planned by Hood at Spring Hill. Furious about this, Hood was determined to pin the Federals against the Harpeth River before they were able to cross it to the safety of Nashville.

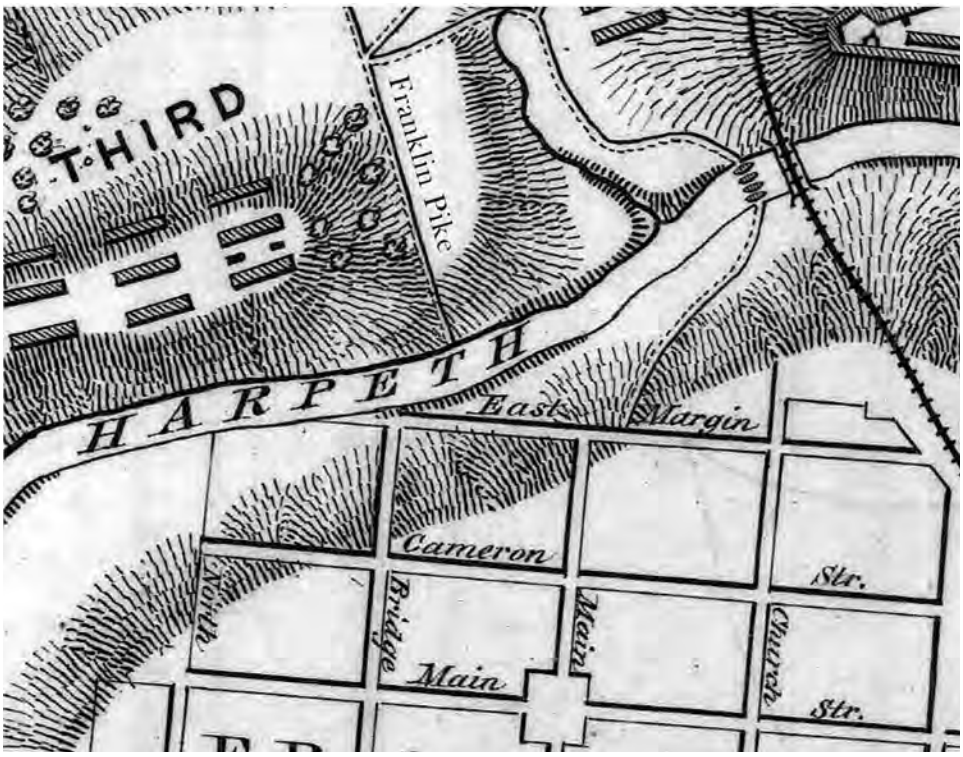
The Battle of Franklin

November 30, was a long, horrible day at Franklin - the worst that the N&D would witness. Upon arriving there before dawn, Schofield was upset

to learn that the pontoons were not waiting for him. He and Twining had to develop other plans for crossing the river. There was no wagon bridge, the railroad bridge was not crossable by wagons and fording was very difficult. Schofield put General Jacob Cox, Commander of the Third Division, Twenty-third Corps of the Army of the Ohio, in temporary command of the Corps, headquartered in the Carter House just south of the town. Cox was to hold Hood back at least until the Federal supply train was safely across the Harpeth.

Twining determined that there were four potential ways of crossing, each of which would require some work. The first involved rebuilding the wagon bridge, which connected the Franklin Pike to present-day First Avenue North, between Main and Bridge Streets. They could also prepare approaches for and plank the railroad bridge which was otherwise ready to use. This would allow the passage of wagons. The third option was reconstruction of what was known as the County Bridge. It was located just downstream of the railroad bridge and had been burned in a skirmish earlier in the year. The structure had been cheaply built on trestles and posts with little clearance over the river. A road connected it to town on the south side and to Franklin Pike on the north. The fourth, and least effective, option was improving the ford located between the railroad bridge and the County Bridge.[13]

Schofield's goal was to get his troops and everything he had across the river before the Confederates attacked, if Hood decided to do so. Though Thomas wanted him to hold Hood at Franklin for three days, Schofield thought that one day was more realistic. Under immense pressure to pre-



Battlefield Map of Franklin, showing the railroad bridge and the County Bridge. The wagon bridge would have been downstream where the pike is shown terminating on the north side of the river.

pare crossings, he ordered that the wagon bridge be rebuilt and the railroad bridge modified to allow passage of wagons. The County Bridge was to be rebuilt by sawing off the burnt tops of the posts close to the water surface, then placing new beams and planking on top. And the ford was to be improved. This would give the Federals multiple means of crossing, though it was not intended that all four would be used simultaneously. The preferred means of crossing would be the wagon and railroad bridges, which could pass the army more quickly than the other two. However, those two large bridges would require more time to prepare than the other two crossings. While they were being finished, the Federals would have to use the ford and County Bridge.

It was going to take several hours to have the crossings ready and move the army across the Harpeth. Therefore, his troops had to prepare on the south side of Franklin in case Hood attacked before everything was across. At about 8 a.m., the Federals started working on their defenses. They probably started work on the ford and the three crossing structures at about the same time.

Schofield's supply train of at least 800 wagons would have been about five miles long in single file. That morning, it rolled into Franklin and was broken up and parked in the side streets. The wagons clogged the little town, but they were placed so that the main roads remained open to the river crossings. During the day, the Federals labored to get as much as they could across the Harpeth. While construction was taking place on the three bridges, the artillery and a large portion of the wagon train crossed the swollen river via the ford.

By about 10 a.m., Union hospital and ambulance wagon trains arrived in Franklin from around Columbia and Spring Hill. Federal Surgeon Maj. Charles S. Frink, Medical Director of the Third Division, Twenty-third Corps, found a railway train of box cars on the north side of the river that was loaded with fodder and ready to depart for Nashville. He persuaded the conductor to wait a few minutes while he galloped to Schofield's headquarters to procure from the general an order to unload the cars enough to accommodate the sick and wounded. At that time, crossing the river was still limited to the ford, not a viable option for the ambulances considering the rough flow and depth of the water. The ambulances were forced to wait for one of the bridges – it would be the County Bridge - to be completed and would have to take a later train.

Late that morning, the large wagon train was still crossing at the ford. At about noon, the Pioneers and pontoniers had completed the County Bridge, so the ford was no longer as important. Not long after the County Bridge was completed, the railroad bridge was ready for use. It is not clear when the Federals started crossing it. The County Bridge was intended for troops but was found useful for crossing wagons, as well, if done carefully. General Thomas Wood was Commander of the Fourth Corps of the Army of the Cumberland. His infantry, ambulances and the remainder of the

wagon train crossed over it. After crossing the County Bridge, the wounded were loaded onto rail cars and sent to Nashville in the early afternoon. As materials for the wagon and railroad bridges arrived by rail, they were quickly unloaded. At the railroad bridge, troops were preparing the two approaches to the track and placing wood across the cross ties and rails to form a wide, sturdy surface for the passage of troops, cannon and wagons. It seems that the wagon bridge was completed by early afternoon, thus becoming the fourth and preferred method of crossing both troops and the heavy wagons. By about 3:30, all the trains were over the Harpeth except for a small ammunition train, and many other ambulance teams had crossed the river and were headed to Nashville. By about 8 p.m., the wagon train was on its way, as well. That night, two railroad trains loaded with the wounded who had fought south of Franklin arrived in Nashville.

After about seven hours of preparing the ford and the three structures and then crossing them, the Federals seem to have had everything over the river except what they needed to deal with Hood.

Some maps of Franklin, including the one presented here, show a pontoon bridge at the site of the County Bridge. Also, some literary accounts of the Battle of Franklin state that the Federals relied upon a pontoon bridge during their retreat from Franklin. These do not appear to be correct because there is no evidence that pontoons were used at Franklin on November 30. The pontoons at Columbia never arrived and those that had been requested from Nashville arrived by rail at about noon when construction of the other bridges for the crossing was well under way. No longer needing them, however, Schofield ordered the pontoons returned to Nashville. Although the Federals seem to have installed a pontoon bridge at Franklin and routinely used it and the County Bridge during their occupation of Franklin, there is no indication that one was constructed, removed or burned on or about the thirtieth. It seems that the troops who crossed the rebuilt County Bridge thought it was a pontoon bridge. After the war, Cox explained the misconception about the bridge as follows: "Its floor was so near the water that many who crossed it thought it was a pontoon bridge, and it was so spoken by several officers in reports and printed statements. They had heard that a pontoon bridge was expected, and naturally assumed that it had been laid."[14]

At about noon, when the Federals were approximately halfway through with their building and crossing, Hood and the advance Confederate columns had arrived at Winstead Hill, just south of Franklin. From about 1 p.m. to 3 p.m., Hood formed his line. At 3:30, which happened to be about when the Federals had finished moving their wagon train across the river, Hood's men started northward across the open fields toward the entrenched Federals. Fighting commenced at 4:00, with Schofield headquartered at Fort Granger. That evening, the 19th Ohio Volunteer Infantry took up position on the east side of the fort, throwing up temporary breastworks. The 79th Indiana Volunteers occupied the fort. From that

location, they would later provide cover as the Union troops crossed the river. Their duties included preventing the Confederates from damaging or destroying the bridges before the Federals had crossed them.

The fighting raged into the night. The fiercest combat was in the dark from about 5 p.m. to about 9 p.m. The intensity of the battle slowed a bit at 10 p.m. and the Federals were out of Franklin at 3 a.m. During the short but intense battle, the Confederates were repulsed many times. There were huge losses on both sides, mostly suffered by the Southerners. The Union had prevailed in a devastating defeat of the Confederate Army.

When the battle was at its height, Schofield had released orders calling for a midnight retreat. Though the orders were not clear about when the artillery was to be taken across the river, much of it was the first to be moved, commencing late that night. At about midnight, the last of the guns was heading toward the river. The Union flanks were to withdraw simultaneously at midnight, with the pickets coming afterward. As ordered, troops on the Union's left - essentially everything on the east side of Columbia Pike – were to cross the Harpeth via the planked-over railroad bridge. Troops on their right - everything on the west side of Columbia Pike – were to pass through town and cross via the rebuilt wagon bridge. To accelerate the crossing, they also used the County Bridge and perhaps the ford. The 19th Ohio and 79th Indiana Infantries covered the crossing. The Federals had to leave many of their wounded and dying on the battlefield, and a large number of their sick and wounded to receive care in makeshift emergency hospitals set up in homes, buildings and churches near the battle scene. Once across the river, the troops were halted by Schofield until all but Wood's division and the skirmishers were across. Once reunited with their regiments, the men started their march toward Brentwood.[15]

Lt. Fusselman and 20 men of the 19th Ohio removed the planks from the railroad bridge. This would slow Hood if he decided to come behind them to Nashville. General Wood watched the crossing until 3 a.m. Then, some of his troops placed and lit bundles of kindling on the wagon and County Bridges. They guarded the two structures until they knew the blazes could not be extinguished by the enemy. By 4 a.m., the wagon bridge was crumbling into the river and the County Bridge was fully engulfed. Wood was the last to leave embattled little Franklin. General James Wilson, Chief of Cavalry in the Military Division of the Mississippi, was on the flanks as Wood moved north along Franklin Pike to Brentwood.

At about 3 a.m., seeing the two blazes and assuming they were an indication that the Union was withdrawing, a battalion of Hood's army opened up heavy cannon fire on them but received no return fire. The lack of a response was proof enough that their adversary had departed. The Federals were now separated from the Confederates by a river that was once again difficult to cross. This battle, the primary and "Second" Battle of Franklin, was over.

The Federal forces had now abandoned Fort Granger, and Schof-

ield had some distance between himself and Hood. The Federals reached Brentwood by 9 a.m. on December 1 and Nashville later that day. Hood's forces, reduced in number, collected themselves and continued after Schofield. By 3 p.m., some of Hood's troops had passed through Franklin and forded the river, while others had crossed the Harpeth just east of Franklin, probably via a ford but perhaps aided by a pontoon bridge. They headed for Nashville along Franklin Pike which straddled the T&A. The railroad would prove critical to supplying Hood in his fight at Nashville. Hood spent that first night in Brentwood. The next morning of December 2, he set out for Nashville where he established his headquarters at the house aptly named Travellers Rest which was near the pike, about six miles south of Nashville and only 100 yards east of the railroad. He set up camp and formed his lines a couple of miles south of the city.

Even though Hood was mostly focused on a victory at Nashville, he made improvements to the crossings at Franklin, now at his rear. This would help him prepare for the battle at Nashville and assist him in crossing the Harpeth in the event of a retreat. He seems to have had two pontoon bridges to use while at Nashville and may have rebuilt the wagon and County Bridges. Hood brought trains up from south of Franklin to supply him. On December 6, trains were running from his camp as far as south as Pulaski and, with the railroad still under repair, should be running them to Decatur in another day or two.

The two armies engaged in the Battle of Nashville on Thursday and Friday, December 15th and 16th. Hood's 30,000 men, which included about 22,000 infantry, were outnumbered nearly two to one by the 55,000 in the combined forces of Thomas' Army of the Cumberland, already in place protecting Nashville, and Schofield's Army of the Ohio.

Hood's Retreat

On the afternoon of the sixteenth, the Federals sent most of the Confederates into retreat. That night, Hood's army, reduced again in size, started its rush southward toward Franklin with the Federals not far behind. Lt. Gen. Stephen D. Lee's infantry and some of General Edward Walthall's infantry were in the Confederate's fighting rear guard. That night, Lee camped seven miles north of Franklin. They started out again at dawn on the seventeenth. On their way south, they briefly encountered a portion of Wilson's cavalry near Hollow Tree Gap, about five miles from Franklin. Around 9:00 a.m., in a second encounter, two mounted Federal regiments attempted a frontal assault on the Confederates. That morning, Lee and Walthall were joined just north of Franklin by Gen. Abraham Buford's and Gen. James R. Chalmers' divisions of Forrest's Cavalry Corps. When the Confederates reached the Harpeth, Hood's reinforced rear guard was just to the north, Wilson's cavalry on their heels and Wood's infantry not far behind Wilson. With the Confederates slowing to cross, Wilson and the rear

guard engaged for several hours in a battle of 6,000 to 10,000 cavalrymen in the vicinity of present-day Harlinsdale Farm and the railroad underpass north of Fort Granger. This brief yet massive event can appropriately be called "The Third Battle of Franklin."

Most times, the Harpeth would not have been too stressful to cross, but not now. The lives and freedom of Hood's men depended on a quick and safe crossing. Hood had two pontoon bridges there and the railroad bridge was still intact, though perhaps not planked over. Fords were still available, though difficult to use. And it is not clear whether the wagon and County Bridges were ready to cross. With such a large force, an organized crossing would have taken many hours. Under these circumstances, with a massive and determined enemy upon him, Hood did not have the luxury of time, so the army's crossing created a frantic scene.

As the rear guard held the Federals back the best they could, the Southerners crossed the river any way they could, preferring the pontoon and railroad bridges. Additional Confederate cavalry moved in to cover Lee's flanks as the men crossed. Confederate artillery and cavalry fired from the riverbank, allowing most of the remaining troops to get over. By 10 a.m., the majority had managed to get across to the temporary safety of the south side and into the war-torn town. Captain Coleman, engineer officer under Lee, and a party of Pioneers sank the pontoons and burned the railroad bridge while under heavy fire from Union sharpshooters. Hood would also have ordered Lee to burn the wagon and County Bridge if they had been intact. With the pontoon bridges destroyed and the railroad bridge ablaze, some Southerners were stranded on the north side. They would either swim to safety or be captured or shot. The Federals captured about 1,000 prisoners. Knowing that the town was full of the wounded, an estimated 1,500 Confederates and 150-200 Federals, and probably wishing not to subject them and the residents to too much gun fire, Lee and the rear guard left Franklin quickly rather than putting up significant resistance.

As was usually the case, the Confederates wanted to destroy anything of value to the enemy. On their way out of town at about 10:30, Lee's men set fire to a commercial building, probably the T&A freight depot at the site of the current one. The building contained seven wagonloads of ammunition. As soon as the Confederates departed, Robert Rainey, a brave older citizen who lived nearby, climbed a ladder onto the roof and extinguished the flames using several buckets of water. His heroism prevented a potential massive explosion.

Once some of the Federals had made their way across the river, they were again in control of Franklin, capturing the hospitals and all of the Confederate wounded.

To help get his army across the river, Thomas had planned ahead and, on the afternoon of December 16, ordered that troops bring by wagon a pontoon train from Nashville to Franklin. It seems that the Federals wanted it to arrive at the Harpeth about mid-day on the seventeenth. Un-

fortunately for them, but fortuitously for the Confederates, the pontoon train was sent out the Murfreesboro Pike which ran to the southeast rather than Franklin Pike. The mistake went unnoticed until late on the morning of the seventeenth when the pontoon train had already traveled 15 to 20 miles to Lavergne. At that point, the Federals at Nashville ordered that the train stop and be brought westward cross country. This would be a difficult task because there had been a lot of wet weather and the muddy fields and roads were almost impassable.[16]

Wilson's cavalry was the first to chase Hood south of the Harpeth. Early on the afternoon of the 17th, his men forded the river west of Franklin and rode out Carter's Creek Pike and Columbia Pike. At about 1:20, the head of Wood's infantry column arrived at the Harpeth. Gen. James B. Steedman's 14th Ohio Infantry found the bridges destroyed and that high water made the fords uncrossable by foot. They were among the many who camped on the north side of the river, waiting for a bridge or for the river to drop.

At 2 p.m., the Federals got busy putting a bridge across the Harpeth. Col. Isaac C. B. Suman and his 9th Indiana Voluntary Infantry were directed to construct a new wagon bridge, not to be confused with the one that had just been burned. It is not clear where it was to be located. Because the water was high and rising, it would be a difficult task. Thomas ordered Wood to cross the Harpeth as soon as Suman had completed his bridge or the pontoons had arrived and been laid, whichever happened first. Early that night, Suman reported that he was struggling with the rising water but would continue trying. It appeared that the wayward pontoons would not be at Franklin until the next morning. Early on the 18th, Suman announced that, although the water had risen so fast that he could hardly work and the bridge had been washed out once, they had worked through the night and finished it. At 8:00 a.m., Wood's men started crossing.

Because of the poor conditions between Murfreesboro Road and Franklin, the pontoons did not arrive at Franklin until that morning, after Wood had already started crossing Suman's bridge.

The effort to build crossings over the Harpeth was reminiscent of November 30. It was only two-and-a-half weeks earlier that the Federals were building and crossing multiple bridges over the Harpeth to escape. This time, it was the Confederates who were in retreat. Some of Wood's troops started laying the pontoons while others worked to rebuild the railroad bridge and the old wagon bridge to accelerate the crossing of troops. The swift current and driftwood made it very difficult to assemble the pontoon bridge. Work continued into the 19th when it was finally completed, allowing more of Wood's men to cross. The misdirection of the pontoons toward Lavergne had delayed their delivery by about a day. This was the Federals' first significant delay related to pontoons during Hood's retreat, but would not be the last. Union pontoons would also arrive late at Rutherford Creek after another crossing had already been built there, and would

arrive late and be slow to install at the Duck. That same day, the nineteenth, the rebuilt wagon bridge was completed but the trestle that was being built to temporarily replace the railroad bridge was still under construction. It would not be finished until about the twenty-second.

Travel had been very difficult for both armies and would continue to be. There had been prolonged rains. Periodic sleet, snow and bitter cold would make the men and animals suffer for the next few days. The muddy fields, sometimes covered with a layer of ice, and the crossroads were not passable by wagons and artillery. Reliable footing was available only on the pikes.

Hood must have left a large number of pontoons south of the Harpeth before going to Nashville. He and his men lined up their pontoon train, wagon train and everything else they had left and continued what would be a painful nine-and-a-half day, 100-mile march to the Tennessee River. They finally arrived on Christmas Day and finished laying their bridge of about 80 pontoons before sunrise on December 26. Much of their wagon train was over the river by that evening. By late the next day, Hood had crossed his trains and about 17,000 soldiers. Forrest crossed late on the 27th and early on the 28th. Finally, Stewart's Corps and Walthall's infantry, who had been protecting the crossing, went over on the morning of the twenty-eighth, at which time the pontoons were cut loose at the north end. It had taken two full days to make this crossing - the final one for the Army of Tennessee.

In the Wake

On December 18, Gen. Thomas had ordered that all the damaged sections of the N&D be rebuilt. This was to include, of course, track, bridges and trestles. It was a priority to get the railroad back into working order all the way to Decatur Junction as soon as possible. This meant fixing 6,000 to 7,000 feet of damaged or destroyed crossing structures. At that time, repairs were already being made to the railroad between Nashville and Franklin. That section was open again on the 18th or 19th, except for the Harpeth River Bridge. On the nineteenth, W. W. Wright, Chief Engineer of Construction in the Military Division of the Mississippi, had a large party working on the N&D's bridges and trestles. They had started below Nashville and were progressing southward. By December 24, the bridges were repaired to allow trains to run as far as Spring Hill.

Most of the men wounded at Franklin had been left there. Many of them could not be reached in the field in time to save them or could not be moved because they were so badly injured. Others were lost or forgotten in the darkness. In the aftermath of the battle, virtually every available building nearby was used as a makeshift hospital for the wounded and sick, both Confederate and Federal. On December 1, while Federal troops were burying the dead in Franklin, the Federal Fourth Army Corps' Medical

Director had already sent hospital train *Number 2* from Nashville to Brentwood. Surely, this was but one of several. It would be a few more days before trains could bring to Nashville the wounded Union troops who were ready to be moved from the communities below Franklin.

The Federals started taking the wounded Confederates to Nashville for care and as prisoners. On December 19, following the Battle of Nashville and with the railroad operating again as far as the Harpeth River Bridge at Franklin, it was ordered that Federal troops scour the country from Brentwood Heights to Spring Hill and bring to Franklin all wounded Confederates who were in a condition to travel. From there, they were to be brought to the Confederate hospital in Nashville as transportation would bear. On the 22nd, about the day that the bridge over the Harpeth was again open, Surgeon Orson Q. Herrick, Fourteenth Corps, was ordered to gather the wounded from Columbia and the surrounding countryside and bring them to Nashville as soon as the railroad was open that far. On the 28th, Herrick received instructions to bring to Nashville all the wounded Confederates from the Pulaski area as soon as possible. During this period, probably because of the shortage of adequate care in Franklin, many of the wounded Confederates there were put aboard trains in Franklin and taken to Columbia and other points.[17]

The bridges and trestles along the N&D had suffered tremendous damage in late 1864. Forrest and his men were responsible for much of it in September and October, including destruction of the structures between Spring Hill and Franklin, except for the bridge in Franklin. And in November and December, Hood did a great deal of damage to the N&D above Lynnville on his way north. He had destroyed almost all of the bridges and trestles between Lynnville and Brentwood and wrecked about six miles of track. He also destroyed most of the blockhouses along that same stretch, many of which Union forces had repaired or rebuilt in the weeks following Forrest's raids. After Hood's damage, the N&D would not again be fully open until February. However, none of this destruction had a significant impact on the war. Specifically, it had not affected Sherman on his "March to the Sea" or when he was in South Carolina because he had already stored plenty of supplies and was no longer relying on the N&D.

How had the bridges, track and blockhouses along the N&D and T&A fared during the war? An example of the damage done to the bridges is that, not including work done in early 1865, the Harpeth River bridge seems to have been repaired or rebuilt at least eight or nine times. Three of those were due to damages inflicted by the Confederates, four or five by high flows and one when Boomer replaced it with trusses in early 1864. The total length of the 122 miles of N&D track that had to be repaired during the war seems to have been between 50 and 70 miles. And, assuming there had been some raids on blockhouses other than those by Forrest, Hood and the other key Confederates, approximately 45 houses had to be rebuilt because of attack. With 36 houses built initially, that is an average of

one-and-a-quarter times per house in the nine months from April through December 1864 when they were vulnerable to attack. The railroad certainly had been embattled.

In early 1865, the N&D and the other railroads in Middle Tennessee were again firmly under Union control and well-guarded. With Hood, Forrest and Buford gone, the risk of attack on the railroads was greatly reduced.

After the War

On April 9, 1865, Gen. Robert E. Lee surrendered, essentially signaling the end of the 48-month war. Troops would be present in Middle Tennessee for a few more months, with the Federals keeping a significant display of force along the N&D. In May and June, the 61st Illinois Regiment of Infantry Volunteers was headquartered in Franklin and stationed along the entire length of the N&D to guard it. They, the 111th U.S. Colored Troops who were stationed at Pulaski, and the 175th Ohio were among the last regiments with a major presence along the track. The N&D's role in supporting the Federals was rapidly diminishing. One of its new functions was transporting paroled Confederate prisoners back home to the South.

On June 19, Thomas declared that there was no longer a need to strongly guard the N&D, so the 175th Ohio was relieved. The blockhouses were then manned by a small number of troops to guard mainly against burning by citizens who were sympathetic to the Confederacy. It would not be until September that the Federal garrison left Franklin.

General Order No. 20 of August 8, 1865 mandated that the railroads be transferred to their original owners. Per the order, for the railroads to be returned, the companies needed to establish boards that were loyal to the Union. General Thomas was responsible for approving the boards. He approved the T&A's board on about September 4. The top man for the N&D was John W. Potter, to be assisted by George Bruce. The president and secretary of the T&A, CS and T&AC were, John S. Claybrooke and Francis Hardeman, Thomas Martin and John Baird, and John W. Sloss and John T. Tanner. To aid the companies, President Andrew Johnson stated in his order that the Southern railroads had the right to purchase military railroad property that the government had on hand at prices fixed by a board of appraisers, and later on auction at reduced prices. They would have 12 months to repay, unless agreed otherwise. The railroads were to carry mail and other government property, with the expenses to be credited against their debt. The government deemed it essential that, for the N&D to be successful, repairs be made on it. Because of this and because the government considered the N&D to be very well run and respectful of its debt, the four companies were granted repayment extensions. The extensions included those to January 1, 1867 and again to November 30, 1867.

The government did not intend to charge the railroads for any re-

pairs they had made to the roads but, on the other hand, took the position that they should not pay for any of the damage they did. They considered that these two balanced each other. They also claimed that they had left the N&D in better condition than when they took it over, and that the railroad companies would be indebted to them for the amount of any purchases. That did not mean, however, that the companies were in a position to repay their debt quickly. Compared to their pre-war status, they were financially weak, in poor physical condition and needed equipment. The N&D machine shops, engine house and tools had been removed and the structures taken down. Heavy use of the track from March 1862 to September 1865 had the rails badly worn, and though the worst rails had been replaced, some still needed to be. Also, much of the track that was damaged had been re-laid in a hurried, temporary, wartime-like manner. The Federals had taken the railroad iron that was stored at Nashville and Columbia. Nearly all of the depots, water tanks and other appurtenances along the line had been removed or destroyed and had not been rebuilt by the Federals. Most of the bridges and trestles had been destroyed and replaced, first by temporary and then by better structures. However, the new structures were inferior in quality to the original ones. In 1864, the line to Mount Pleasant had been taken up by the Federals and not replaced. And nearly all of the N&D's locomotives and rolling stock had been lost or destroyed. There was much work to do on the railroad.

The companies needed locomotives and cars. On August 8, 1865, the date of the order, the T&A bought three government engines, USMRR Nos. 124, 182 and 184, for a total of $51,000. That same day, they purchased 34 box cars for a total of $28,084, 14 flat cars for a total of $9,100 and one passenger car for $2,000. The T&A's total purchase amount was $90,184.

The government returned to the companies the railroad equipment that they could prove was theirs. This included six locomotives, a portable engine, a turntable and foundation, a boiler iron punch and a cylinder boring machine, all of which had been captured. And the T&A and N&D purchased approximately $108,700 and $71,000, respectively, in surplus inventory, all of which was transferred on September 15. The T&A's $108,700 probably included the $90,184 they spent on August 8.

Gen. Thomas returned the railroads to their respective companies (the N&D, T&A, CS and T&AC) on September 15, 1865, three-and-a-half years after the Federals had taken control of them. The companies were again independent and operating to their mutual benefit.

In general, there were plenty of locomotives to meet the demand and there was even an excess which was auctioned off at typically about half of the appraised value. In late 1865 or early 1866, the T&A, CS and T&AC bought at auction from the government four locomotives, 73 box cars, 12 hand-lever cars and various other items for a total of $58,300.[18]

The embattled railroad from Nashville to Decatur, the corporate

venture that was fully operational for 17 months and then for three-and-a-half years was a weapon used by the Federal Government against the Confederacy, had been returned to its owners. The companies made the necessary repairs to the railroad. By early 1866, the N&D's bridges and trestles were in good condition and a new bridge was to be built over the Little Harpeth.

Because management of the railroad companies felt that one long railroad could operate more efficiently and profitably than three short ones, the three companies and the N&D drafted an agreement on September 27, 1865 to combine the four companies into a single corporation, the Nashville and Decatur Railroad Company. That agreement was amended and approved by the boards on October 23, and the Tennessee State legislature on April 19, 1866, pending approval by the legislature of the State of Alabama. This was subsequently ratified and confirmed by another act passed on March 8, 1867, thus officially forming the new company. The Nashville and Decatur Railroad Company would begin corporate service under that new name on January 1, 1868.[19]

Considering the poor conditions of the land through which the railroad passed, the scarcity of livestock to help cultivate the land and the sudden loss of labor, the railroad's receipts from passenger and freight traffic were healthy. Since returning to business in September 1865, the companies had made a profit every month through June 1866, and they were optimistic about the future.

What can you still easily see along the railroad?

Throughout Williamson County, the railroad bed is in the same location as during the Civil War, except for its elevation. In Franklin, you can visit the underpass near Daniels Drive and Liberty Creek, the stone abutment of the wagon bridge on 1st Avenue North, the Harpeth River railroad bridge, Fort Granger and the 1873 L&N freight depot, which is near the intersection of 1st Avenue South and South Margin Street.

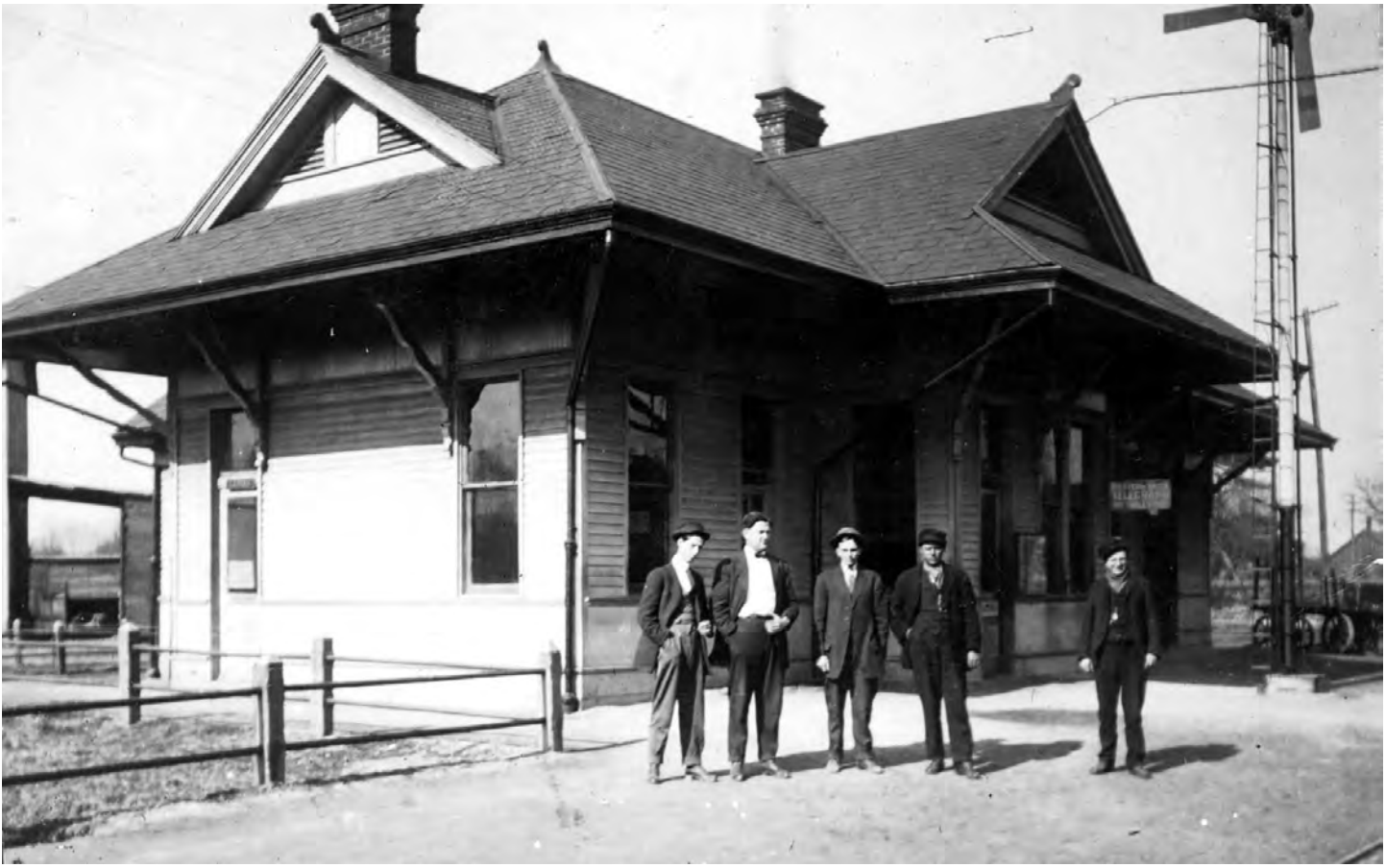
The Last Franklin Passenger Depot

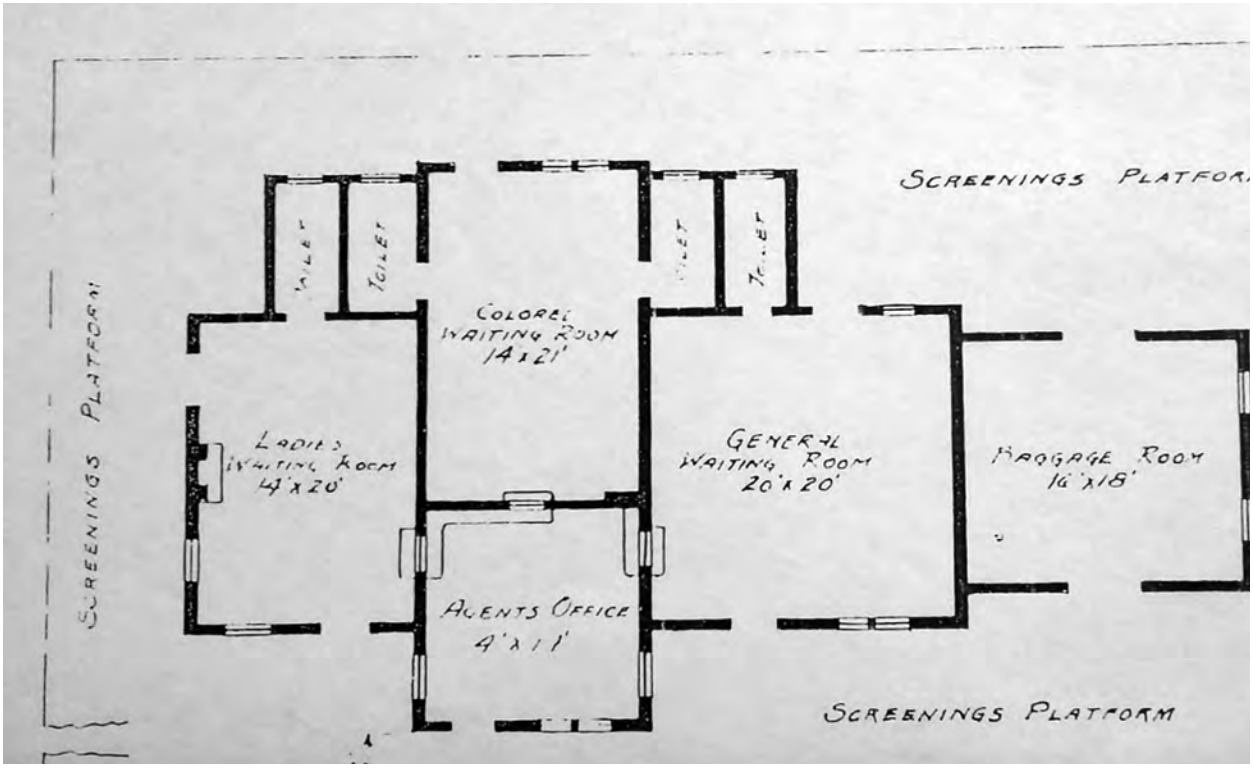
The L&N built Franklin's last passenger depot in 1901. It was about 150 feet north of, and on the same side of the track as, the existing freight depot. The structure was wood frame with weather boarding and a slate roof. Its interior usable area was approximately 1,900 square feet. Features included an agent's office, general waiting room with toilet, ladies' waiting room with toilet, "colored" waiting room with two toilets, two coal fireplaces and chimneys, a baggage room and a large screenings (crushed rock) platform. The structure was demolished in about 1959.

A new version of this depot would be a wonderful asset and attraction for Franklin. If the original site is developed for commercial use, it

would be good for the City of Franklin Board of Mayor and Aldermen to encourage the developer to incorporate a "passenger depot" into their plans. Though the original location would be the ideal place for the structure, it could be constructed at another site near the tracks. There are numerous potential uses for the building, including as a community meeting place, museum, visitor's center, or office or retail space. It could encourage tourism, be a source of revenue and increase the sense of community. The building could be outfitted to tell the stories of the 1901 depot, earlier passenger depots and the role they and the original freight depot played in the Civil War, and the Franklin-Nashville Interurban.

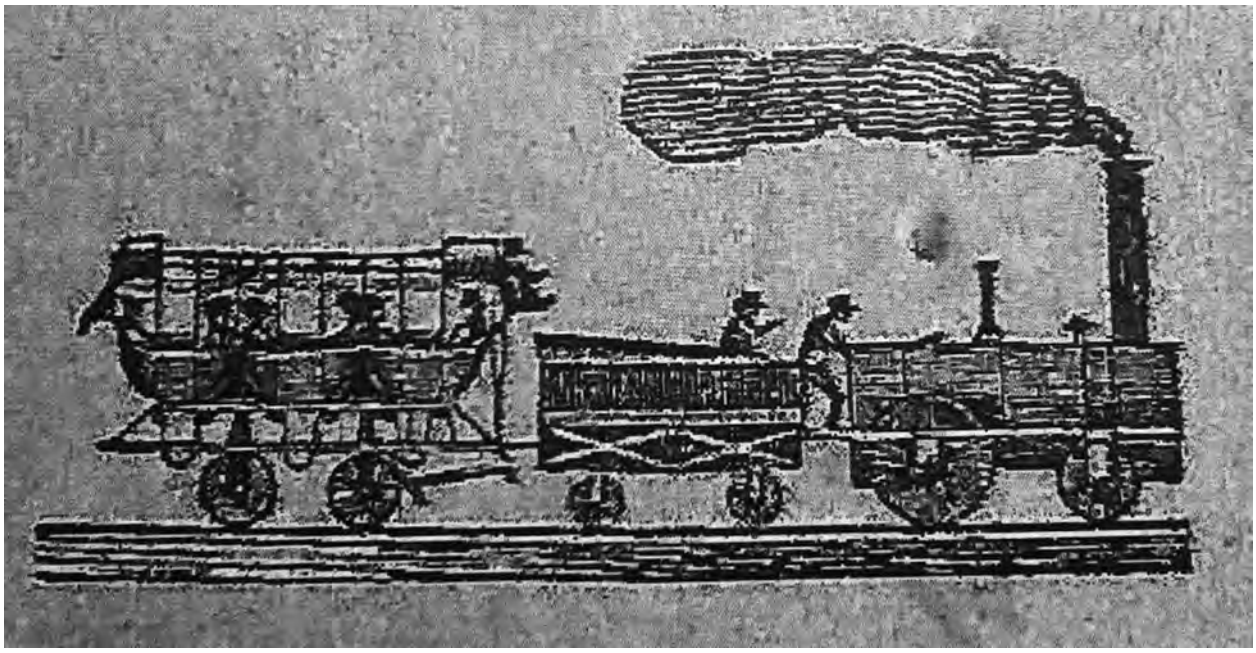
Last train depot at Franklin built in 1901 by the L&N Railroad. By 1959 the building was demolished. It was located on South Margin St.





Floorplan of the L&N Depot at Franklin, Tennessee.

Cover graphic of the Tennessee and Alabama Railroad's 1853 annual report.




Barren District
Unsettled
FRANKLIN
HILLSBORO
BEECH GROVE
SPRING HILL
MT CARMEL
SANTA FE
COLUMBIA
RALEIGH HILL
Nashville Decatur & Stevenson R.R.
from
NASHVILLE TO COLUMBIA
compiled under direction of
LT. COL. H. C. WHARTON.
Chief Topl. Engr. D. G.
Scale ½ inch to one mile.
Rail-Road.
Pike.
Dirt-Road.

Endnotes

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2. Report of the President and Directors of the Tennessee and Alabama Rail Road Company, to the Stockholders at their First Annual meeting, July 19, 1853
3. Sixth Annual Report of the Board of Directors of the Central Southern Railroad Company to the Stockholders, 1861, from Hathi Trust Digital Library
4. Block-Houses for Railroad Defense in the Department of the Cumberland, by Lieutenant-Colonel W. E. Merrill, Corps of Engineers
5. The Campaigns of Lieut-Gen. N. B. Forrest, and of Forrest's Cavalry, by Thomas Jordan and J. P. Pryor
6. The Life and Times of Elisha Bourne Basset, by Ryan Powers
7. OR, Series 1, Vol. 32, Part II, P. 452
8. Block-Houses for Railroad Defense in the Department of the Cumberland, by Lieutenant-Colonel W. E. Merrill, Corps of Engineers
9. My Brave Mechanics, The First Michigan Engineers and Their Civil War, by Mark Hoffman
10. OR, Series 1, Vol. 38, Part IV, P. 640
11. OR, Series 1, Vol. 7, Part I, P. 666
12. The Battle of Franklin, November 30, 1864, A Monograph by Jacob D. Cox, 1897
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15. History of the Army of the Cumberland – Vol. II, by Thomas B. Van Horne
16. The 1864 Franklin-Nashville Campaign: The Finishing Stroke, by Michael Thomas Smith
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March to Freedom

Franklin's USCT Statue Honors Her Native Sons

Tina Cahalan Jones

A bronze statue of a United States Colored Troop soldier stands watch in front of the Williamson County Courthouse.

On Saturday, October 23, 2021, a life-size bronze statue of a United States Colored Troop (USCT) soldier was unveiled and dedicated on Franklin's Public Square. Tennessee native Joe F. Howard created and named the work "March to Freedom." The Fuller Story project, led by Battle of Franklin Trust CEO Eric Jacobsen, along with Pastors Hewitt Sawyers, Chris Williamson, and Kevin Riggs, organized the effort to install the tribute.

The soldiers represented by the statue have direct ties to Williamson County - they were born, lived, married, enlisted, served, raised families, died, and are buried in Williamson County. All of them were held in bondage as slaves. They are Williamson County's native sons.

United States Colored Troops. When the Civil War began, Black men were not allowed to serve in the United States Army, although they were allowed to join the Navy. President Abraham Lincoln initially disapproved of using Black men as soldiers, and they were generally allowed to contribute to the Army's military effort only as laborers. As the War continued, however, attitudes in the United States military and governmental leadership began to change.

Lincoln's Emancipation Proclamation of January 1, 1863, authorized the enlistment of Black men to serve as soldiers in the United States Army. In May 1863, the United States Army created the United States Colored Troops. Enlisted USCT soldiers (i.e., privates, corporals, and sergeants) were primarily men of African descent although other racial groups such as Native Americans and Hawaiians also served in the USCT. Nearly all the officers in the USCT were White.

By the end of the Civil War, more than 185,000 men had served in the USCT, including more than 178,000 enlisted soldiers and approximately 7,000 officers. These men comprised 175 USCT regiments and constituted about 10% of the manpower of the United States Army. In total, the soldiers of the United States Colored Troops formed:

Recruiting poster used by James T. Ayers who recruited Black men into the USCT across Tennessee and northern Alabama. (The Diary of James T. Ayers: Civil War Recruiter)

- 6 Regiments of Cavalry
- 1 Regiment of Light Artillery (ten batteries)
- 13 Heavy Artillery Regiments
- 135 Regiments of Infantry

The USCT in Tennessee. Tennessee contributed the third-largest number of soldiers to the USCT of any state. These men made up about 20% of Tennessee's soldiers fighting in the United States Army. Thirty-four USCT Regiments were organized or served within the State of Tennessee.

By May 1863, United States Colored Troop recruiting offices were operating throughout Middle Tennessee – including in Nashville, Columbia, and Murfreesboro. As regiments formed, recruiting parties of Black soldiers in United States Army uniforms fanned out across the state to enlist more Black men into other regiments. Additionally, USCT recruiting agents were active in the region.

Williamson County's USCT Soldiers. At least 300 Black men from Williamson County served in the United States Colored Troops. Most of these men were born in Williamson County, while others lived here before and after the Civil War and some enlisted here.

Born in Williamson County. Thus far, research has revealed 271 USCT soldiers who were born in Williamson County. In some cases, records reveal in which town they were born:

- Fourteen USCT soldiers were born in Franklin
- Two USCT soldiers were born in Spring Hill
- Two USCT soldiers were born in Eagleville

• One USCT soldier was born in Triune
• One USCT soldier was born in Brentwood

Place of Enlistment. The majority (74%) of Williamson County-born USCT soldiers enlisted in Tennessee. These soldiers had been born into slavery in Williamson County and then enslaved in the area before the War began.

When the opportunity arose to enlist, they did so near home. However, some men who had been born into slavery in Williamson County enlisted far from Tennessee. Six men have been identified who made their way to free states before the War where they then enlisted. Alternatively, at least 64 Williamson County-born men enlisted in the USCT in other slave states; indicating that they had been sold or taken there prior to the War.

Felix Battle, born in 1851 in the Nolensville area of Williamson County. He enlisted in the 13th USCI when he was living in a contraband or refugee camp on Granny White Pk in Nashville. After the war, he joined the regular Army, serving in the 38th Infantry as part of the Buffalo Soldiers. After discharge, he settled in Tensas Parish, Louisiana where he was a successful farmer and prominent member of the community.

Age of Enlistment. The youngest Williamson County USCT soldier was 13-year-old Felix Battle, a drummer boy in the 13th United States Colored Infantry. The oldest was 51-year-old Abraham Winstead. Born in 1812 in Williamson County, Winstead enlisted in the 12th United States Colored Infantry on August 14, 1863, along with more than 50 other Williamson County men. The most common age of enlistment of Williamson County's USCT soldiers was 18 years old.

Regiments Served by Williamson County USCT. The majority (84%) of Williamson County's USCT soldiers served in Infantry regiments; the remainder served in artillery and cavalry regiments. The two most popular regiments were the 12th United States Colored Infantry (53 men) and the 13th United States Colored Infantry (63 men).

War-Time Experiences of Williamson County's USCT. About 20% of Williamson County's USCT soldiers died during their service. Twelve of these men died of wounds received in the Battle of Nashville in December 1864. 54 local USCT soldiers died of disease during their time in service. At least eight of Williamson County's USCT soldiers were taken as Prisoners of War during the Civil War.

USCT Presence in Williamson County. Williamson County's connections to the United States Colored Troops extends beyond providing soldiers to serve in its ranks. United States Colored Troops were also busy recruiting, garrisoning, and fighting in the County.

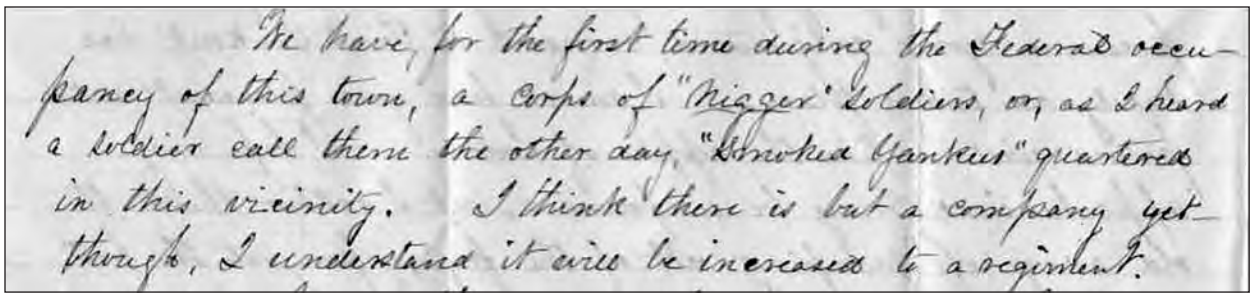
Men Enlisted in the USCT in Williamson County. In mid-August 1863 more than 60 African American men enlisted into Company A of the 13th United States Colored Infantry in Franklin. They may have enlisted inside the

2nd United States Colored Light Artillery, Battery A. Five Williamson County men served in this regiment which was on duty in Nashville and the surrounding area.

old Williamson County Court House that sits on the Square - right where the statue honoring them is today. Later in October 1863, and the following March 1864, recruiters again enlisted Black men into United States Colored Troop regiments in Franklin.

USCT Served in Franklin. In March 1864, Company K of the 17th United States Colored Infantry was camped in Franklin and three soldiers died there while serving. Pvt. Levi DeBow died of lung disease. Cpl. Erasmus Turner died in the Company camp in Franklin of a gunshot wound. On April 6, 1864, Pvt. Israel Stonebreaker died in Franklin from smallpox in a quarantine hospital. Following the War, United States soldiers discovered the remains of two soldiers from Company K of the 17th United States Colored Infantry. They were "Found in Vicinity of Squire Carter's on Battlegrounds" in Franklin. These men were later buried in the Stones River National Cemetery. It is probable that these remains belonged to two of the three men described above.

Late in the summer of 1864, a portion of the 12th United States Colored Heavy Artillery was sent from Kentucky to Franklin to guard cat-


We have, for the first time during the Federal occupancy of this town, a corps of "nigger" soldiers, or, as I heard a soldier call them the other day, "Smoked Yankees" quartered in this vicinity. I think there is but a company yet though, I understand it are to be increased to a regiment.

On March 1, 1864, Moscow Branch Carter wrote to his brother Tod who was serving in the Confederate Army. M.B. Carter told his brother that a company of USCT was garrisoned in Franklin. He was referring to Company K of the 17th United States Colored Infantry.

tle. Pvt. Peter Bruner of that regiment described in his memoir how:

> Then we started on our journey from Bowling Green to Nashville, Tennessee, to guard a thousand head of cattle. Everything went well with us until we arrived at Franklin, Tennessee, except it rained on us every day. After we had passed into Franklin the next night we went into camp, everything began to go wrong. The food gave out and the rebels fired in on us. The rebels had three men to our one but they did not get any of our men or cattle. All of this occurred after night. We managed the next day to go to the mill to get some flour and when we came back we made it up with water and put it on a board and held it up before the fire to bake it. We did not have any salt nor any shortening nor anything. That evening we found a hog that had five little pigs just about three days old and cleaned them and made soup of them. About that time that the soup was done the rebels fired in on us and made us go and forget all about our pig soup. So after this we did not have any more trouble until we reached Nashville with all of our cattle safe.

In December 1864, during the Battle of Nashville, at least 150 local men were fighting with their USCT regiments. Two brigades of USCT were involved in the action: the 1st Colored Brigade under the command of Col. Thomas Jefferson Morgan (consisting of the 14th, 16th, 17th, 18th, and 44th USCT), and the 2nd Colored Brigade led by Col. Charles R. Thompson (consisting of the 12th, 13th and 100th USCT). After the battle, these soldiers participated in the pursuit of the retreating Confederate Army of Tennessee right through Williamson County. On December 17 and 18, 1864, some USCT soldiers, including Franklin native Sgt. Major Andrew Ewing of the 12th US Colored Infantry, were left sick in a hospital in Franklin. Other USCT, including College Grove native Pvt. Granville Scales, were being held in Franklin as POWs and were liberated by the arriving federal forces.

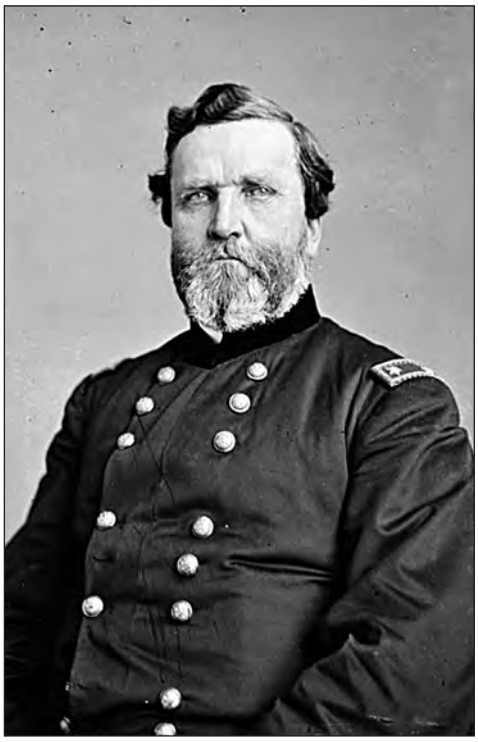
Peter Bruner
12th United States Colored Heavy Artillery

Col. Morgan, commanding the 1st Colored Brigade, wrote a memoir following the War and in it he described a moment on December 18, 1864, in Franklin. The USCT marched through Franklin heading south on Columbia Pike on the heels of the retreating Confederate Army of Tennessee. They would have witnessed the aftermath of the deadly Battle of Franklin and primitive graves constructed along the roadside. When the USCT were about three miles south of town, they received orders to march back to Franklin to head

Col. Thomas Jefferson Morgan

east, toward Murfreesboro, to board trains bound for Alabama. Col. Morgan recalled how as they came through Franklin the second time he and his men encountered their commanding officer, General George H. Thomas. The USCT soldiers were "swinging along, 'arms at will' when they spied General Thomas and staff approaching. Without orders they brought their arms to 'right shoulder shift,' took the step, and striking up their favorite tune of 'John Brown,' whistled it with admirable effect while passing the General, greatly to his amusement." It must have been a remarkable moment. These Williamson County soldiers were returning to the place of their birth as victorious privates, corporals, and sergeants of the United States Army's Colored Troop regiments.

Over the next several days, the USCT slogged along Murfreesboro Road (today's Highway 96). They passed farms and homes that would have been familiar to many of them. Pvt. Isaac Dalton of the 14th US Colored Infantry was a native of the Arrington area. After the War he farmed near the intersection of Murfreesboro Road and Hickory Hills Drive. When he died in 1939 at the age of 83, he was buried in a family cemetery that looks out over the path he marched that cold December day.



Maj. General George Henry Thomas

USCT in Williamson County During Peacetime. Long after the Confederate surrender, United States Colored Troops were kept on active duty in the region as peacekeeping troops, security forces and on burial details. On February 4th, 1866, two brothers of the 17th United States Colored Infantry, Co E were traveling on foot from Nashville to Triune to visit their parents. A White man attacked them near the four-way intersection in Triune on Nolensville Pike and one of the brothers, Pvt. Henry Moon, was shot and killed. His remains are buried at the Nashville National Cemetery in Madison, Tennessee.

USCT Veterans in Williamson County After the Civil War. Following the War, many of Williamson County's USCT veterans returned home. In addition, USCT veterans who had been born elsewhere also settled here.

Violence Targeting USCT Veterans. In the summer of 1868, the Tennessee State Senate convened a Commission to investigate "outrages committed by the Ku Klux Klan in middle and West Tennessee." They collected the testimo-

ny of scores of people - White and Black - about the intimidation and violence they faced by the group. One theme that emerged was the focus of the KKK on former veterans of the Federal forces during the Civil War. In the book, *God Struck Me Dead*, Williamson County's USCT veteran Pvt. Freeman Thomas described that during the immediate post-war period, he experienced intimidation and harassment by the KKK because of his military service:

> After the war, times got worse for a time. The KKK were raising the devil on every hand. They were especially hard on us soldiers. Once a bunch of them caught me out.
> "Where were you born?" they asked me.
> "Franklin," I replied.
> "You are the very Negro we want. You belong to that Union League, and we are going to kill you."
> "No sir, Mars's, I don't belong to no league, and I am a good man, I work for Ole Mars' and Missus and do whatever they tell me to."
> "You will have to prove this," they told me. They took me to a man that knew me, and he told them that I was once a soldier. This made them madder than ever. I denied that I had ever been a soldier, and when they tried to make me march I pretended not to know how. One of them stuck a pistol to my nose and asked me what church I belonged to.
> I said, "None." They told me I had better pray and made me get down on my knees. They had caught and killed a lot of Negroes that they found out to be old soldiers. I was good and scared.
> When I wouldn't pray, one of them started to praying for me and said, "Lord have mercy on this poor Negro that is coming home in about five minutes."
> I jumped up and said, "White folks, I just can't stand it no longer." They jerked me around for a while and made like they were going to kill me, but after a while they let me go. I took off my hat and ran like a deer. It is a wonder I didn't run into a tree and kill myself.

Franklin Riot of 1867. On July 6, 1867, a political rally on Franklin's public square turned violent. The first election in which Black men could vote was scheduled for August 1 and former Confederates had been largely stripped of that right. A group of Radical Republicans, made up of White and Black men – many former federal soldiers – were marching in town as part of a group called the Loyal League. Some of Williamson County USCT veterans participating were Pvt. Ben Swanson, 12th United States Colored Infantry and Pvt. Bob Caruthers, 44th United States Colored Infantry. Joe Williams, a Black Conservative and former 1st Sgt of the 13th USCT, spoke to a large crowd at the old Court House. The throng grew angry, tempers escalated, and two White men – one Loyal and one Conservative - fought. Soon after, as the Loyal League marched through town to conclude the day's event, shots were fired, and a White member of the Conservatives was killed.

Following the violence that day, Governor Brownlow sent a state militia company, made up of Black soldiers, to Franklin to keep the peace. While they were here, they recruited another company, Company K. Many

of the men who enlisted were former Williamson County USCT soldiers, including Calvin Swanson. Swanson had served as 1st Sgt in the 44th USCI and was appointed 2nd Sergeant in Company K of the state militia.

Over the next several decades, Williamson County's USCT veterans forged a variety of paths as they embraced their freedom. Some decided to leave the region in search of new opportunities – many settled in Kansas and Missouri. Others chose to remain where they had been born.

Several died in Williamson County. Three USCT veterans are buried in Franklin's historic Toussaint L'Ouveture cemetery with USCT headstones. Others are interred in Williamson County with civilian headstones or in unmarked graves. Research thus far has identified two of Williamson County's USCT veterans who died after the War and were buried in the Nashville National Cemetery with USCT headstones.

Headstones of USCT Veterans in Franklin's Toussaint L'Ouveture Cemetery. Pvt. Freeman Thomas 12th USCI, Pvt. Peter Ratcliff, 15th USCI, John Dubuisson, 100th USCI. Photo by Dr. Sam Gant.

Below are the stories of two of Williamson County's USCT veterans. The details contained in the records of their lives help paint a richer and more complete picture of the history of Williamson County.

Pvt. Freeman Thomas (1845 - 1936), 12th USCI. Pvt. Freeman Thomas was enslaved in the Cool Springs area of Franklin by the James Carothers family. Late in his life, he gave an interview to researchers at Fisk University that provides a detailed description of his experiences as a young boy in bondage in Williamson County. The narrative depicts his clothing, food, and religious beliefs, as well as slave trading and punishments.

Thomas explained how he enlisted in the 12th United States Colored Infantry: "I ran off from my master when I was about fifteen years old and joined the army. I was in the field shucking corn on the Murfreesboro Pike. All at once I heard a band playing. Everybody in the field broke and ran. Not a man was left on the place. We all went and joined the army. The

captain asked what we wanted, and who our master was. We told him … that we had come to join the army."

Initially Thomas was put to work as laborer and helped construct Fort Negley in Nashville. On August 12, 1863, along with 50 other men from Williamson County, he enlisted in Nashville in the 12th USCI. They were sent to Tullahoma for training where Thomas pronounced that, "This was the biggest thing that ever happened in my life. I felt like a man, with a uniform on and a gun in my hand."

Thomas was shot in the leg during the Battle of Nashville but survived. During his recovery, he was granted a furlough and he returned to Franklin where he confronted James Carothers' widow: "I went to see my mistress on my furlough, and she was glad to see me. … She said, "And now you are fighting me!" I said, "No'm, I ain't fighting you, I'm fighting to get free."

After the War, Thomas married, raised a family, and settled in Franklin. He owned a house on Franklin Road that still stands. Freeman Thomas died on his 91st birthday. His funeral was held at the First Missionary Baptist Church on Natchez Street in Franklin where his casket was draped in an American flag. Patton Brothers funeral home handled the arrangements and veterans of the Spanish-American War and World War I served as pallbearers. Thomas was buried in the Toussaint L'Ouveture Cemetery with a United States Colored Troop headstone.

Negro, Once Slave, Dies at Age of 91

Funeral services for Freeman Thomas, 91, Negro, a former slave and veteran of the Civil War in the Union Army, will be held at the First Colored Baptist Church in Franklin at 1:30 o'clock Wednesday afternoon. The Rev. L.E. Coleman, the Rev. J.R. Stratton and the Rev. J.T. Patton will officiate and veterans of the Spanish-American War and World War will serve as pallbearers. Burial will be in Toussaint L'Overture Cemetery. Thomas, a lifelong resident of Williamson County, died Sunday morning, on his ninety-first birthday, at his home, 108 Church Street, Franklin. He was industrious and prosperous man widely respected by whites and Negroes alike in Williamson County. He is survived by a daughter, a son, a sister, and several grandchildren.

Obituary of Freeman Thomas found in his pension application file. National Archives.

Cpl. Abraham McGavock (1842 - 1869) 14th United States Colored Infantry. Abraham McGavock was born in Franklin around 1842. Cpl. McGavock was the son of Dafney and Daniel Perkins, both of whom were born into slavery in Virginia. McGavock, his mother Dafney, and his siblings were enslaved by the family of Nicholas Tate Perkins on the west side of Franklin. His father Daniel was held in bondage nearby on Thomas "Hardin" Perkins' Meeting of the Waters plantation on Del Rio Pike. Dafney Perkins described late in her life in a statement that, "I had thirteen children. … Three died and 8 were sold south long before the Civil War and are gone from me entirely."

When Abraham was about five years old, he was taken from his parents and siblings and sold to James McGavock who lived where the Forrest Crossing subdivision is in Franklin today. He was put in the care of an enslaved young woman named Julia McGavock who had previously been held nearby at Carnton.

During the Civil War, Cpl. McGavock's father Daniel died. His mother Dafney described in an interview how, "I became free by the coming of United States Troops into our county in 1863 by leaving and coming to Nashville alone."

On November 15, 1863, her son Abraham enlisted in the14th United States Colored Infantry along with 11 other men from Williamson County. The 14th was organized in Gallatin, Tennessee. According to his

comrade Benjamin Ashworth, "Abraham McGavock stayed at his mother's all the time he had to spare, doted on her. She washed his clothes and cared for him as only an old mother could do, and he left her as the Regiment moved south for Stevenson [Alabama]."

After Cpl. McGavock's Company was sent to Alabama, according to Ashworth, Abraham wrote to Dafney and sent for her to come stay with him there for several weeks. Ashworth recalled that Abraham was, "quite proud of his old mother in showing her around and introducing her to his comrades." During the War, "Corporal McGavock would often speak of her after and have letters read he got from her and send her letters at Decatur, Chattanooga & other points our Regiment lay and one at these places."

Cpl. McGavock and the 14th USCI were involved in their first combat at Dalton, Georgia (August 1864). Within weeks they were fighting again, at Pulaski, Tennessee, against a cavalry force led by Nathan Bedford Forrest. Next, they were then sent to Decatur, Alabama where they headed into combat on October 28, 1864, against John Bell Hood's Army of Tennessee. After this series of engagements, the men marched back to Chattanooga.

On November 29, 1864, they were summoned to Nashville to fortify the city in advance of what would be the Battle of Nashville. They arrived to a terrible ice storm and they would be hunkered down for two weeks. Benjamin Ashworth, Abraham's comrade recalled that he and Abraham went to find his mother Dafney Perkins: "She . . .was still living on Cedar Street [today called Charlotte Avenue] Nashville, and she washed and cooked for us. Corporal McGavock made her house his house and helped provide for her."

During Hood's Retreat, Cpl. McGavock and his comrades marched through Franklin. Eventually the regiment was sent back to Chattanooga where they went into Winter Headquarters. The 14th USCI was tasked with tracking down deserters, collecting forage and guarding public property. Abraham McGavock was engaged in a running fight; he was shot in the shoulder and taken to the regimental hospital in Chattanooga. According to reports in his pension file, the bullet wound did not "go cleanly through" his shoulder. While he was recovering there, his mother Dafney made her way by train from Nashville to Chattanooga to care for her wounded son and Abraham made provisions for her to stay in the camp. Abraham McGavock mustered out of the Army on March 26, 1866, in Nashville with his regiment.

When McGavock was discharged, he moved in with Dafney at the house he rented for them in Nashville. Soon after he went to see the woman who helped raise him on James McGavock's plantation in Franklin. Julia McGavock Hughes was still living in Franklin at what she called her "slave home." In a statement she described their reunion this way: "I remember it was 1866 and I was as glad to see him as a mother and I groped him and swung him around."

Cpl. McGavock appears to have suffered from an infection of his gunshot wound received in service. He died about April 2, 1869, at the age of 27 and was buried in the Nashville City Cemetery. His indigent mother Dafney pursued a pension as his dependent. About 1886, when she was 76 years old, Dafney Perkins moved to Topeka, Kansas. She lived with her grandson Peter Bailey and died in Topeka in 1890.

More than 150 years after these local men served in the United States Colored Troops, Williamson County has taken steps to publicly honor and remember them with the installation of "March to Freedom." In many cases, the details of their lives have been lost. However, the new statue has brought their legacies home.

Editor's Note:
Tina Jones is a local historian whose research, into the genealogy of Black families from Williamson County, revealed a vast number of men who enlisted in the United States Colored Troops, during the Civil War. This research inspired a group of local citizens to tell a "Fuller Story", about the role of Black men and women, during one of the most tumultuous periods in American history. To learn more, visit Tina's website - www.slavestosoldiers.org.

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Blog Post: 14th USCI
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Blog Post: Freeman Thomas, 12th US Colored Infantry

http://usctwillcotn.blogspot.com/2016/06/freeman-thomas-1845-1936-usct-veteran.html

Blog Post: John Dubuisson, 100th US Colored Infantry
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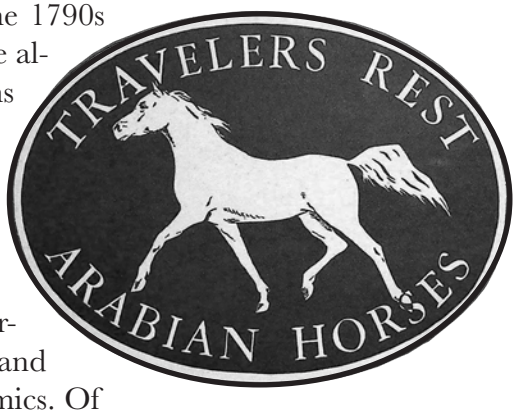
Portrait of Gen. George H. Thomas, courtsey Library of Congress.

Travelers Rest of Williamson Co.

World Renowned Arabian Horse Farm

Caneta Skelley Hankins

From Williamson County's early settlement in the 1790s until the last quarter of the twentieth century, the almost totally rural landscape was defined by barns of various shapes, sizes, and functions. Far more numerous than houses, barns were required for tobacco, hay, grains, dairies, and livestock, including stables for the county's many equine residents. Today, both modest and impressive stables continue to support the area's long and significant tradition. Each stable and corral encloses stories of the cooperative efforts of people and animals for work, transportation, pleasure, and economics. Of stables built in the county and across the state and nation in the early twentieth century, few were larger or more impressive than the stone and frame barn built on an historic farm specifically for the prized Arabian horses of Jacob McGavock Dickinson. The story of the people and horses linked to the barn and its surroundings, still a working farm off Del Rio Pike, is multi-layered, international in scope, and pivotal to the history and survival of the ancient and respected breed known as the Arabian horse.



Logo of Franklin Travelers Rest with Nasr as the classic Arabian. This image is still recognized by breeders of Arabian horses.

Travelers Rest was the name given by John Overton to acreage he purchased in 1796 as well as to the house he built circa 1799. Overton, a farmer, attorney, and supreme court justice for the new state of Tennessee, established his farm and residence on what was eventually 2000 acres south of Nashville just off the Franklin Pike (U.S. Highway 31 South).[1] Married to Mary McConnell White May in 1820, the family lived in the two-story white clapboard home surrounded by livestock and field crops. The work of the large farm depended on slave labor and generations of enslaved persons built and maintained the property as did some of their freed descendants. Overton, along with his former law partner, Andrew Jackson, and James Winchester are known for founding Memphis. The lives of Judge John and Mary Overton and their heirs who continued to live at Travelers Rest until 1945, are well-documented in Tennessee history sources and at the historic site which interprets the house, acreage, and all peoples who lived in that place.[2]

Among the notable progeny of John and Mary Overton is their great-grandson Jacob McGavock Dickinson. In the 1930s, he would make the name of both his ancestral home, Travelers Rest, and his later acquired and same-named Williamson County property known through-

Travelers Rest, 1930s home of Jacob McGavock Dickinson, Nashville, Tennessee.

out the world for the breeding, sales, and promotion of the Arabian horse. Dickinson was born in 1891 in Nashville to Martha Maxwell Overton and Jacob McGavock Dickinson. His mother was the third generation to live at her family home and his father was a native of Mississippi. The elder Dickinson, who at 14 joined the Confederate Cavalry, built an impressive law practice in Nashville, serving on the Tennessee Supreme Court from 1891 to 1893, was Professor of Law at Vanderbilt University, and an attorney for the Louisville and Nashville Railroad. He and his family moved to Chicago in 1899 where he continued his career as, among other duties, the general solicitor and later general counsel for the Illinois Central Railroad and president of the American Bar Association from 1908-1909. He was appointed Secretary of War by President William Howard Taft from1909-1911.[3]

The younger Dickinson attended schools in Nashville and Chicago and later boarded at Hotchkiss Preparatory School in Connecticut. This school's students often went on to nearby Yale and Dickinson followed that path. He then studied law and graduated from Harvard University. Returning to Chicago, he practiced law with his father.[4]

In June of 1916, Dickinson and Margaret Adams Smith of Cincinnati were married. In that same year Dickinson was commissioned a captain in the First Regiment Field Artillery of the Illinois National Guard. With the entry of the United States into World War I in April of 1917, Captain Dickinson reported for duty on June 30, 1917. He was with the 42nd Rainbow Division, so called because it was made up of National Guardsmen from 26 states and the District of Columbia. Its ranks included men of many races and nationalities; some were first generation Americans. Activated in August of 1917, the soldiers arrived in France in November of that year.The Chief of Staff of the Rainbow Division, and the person who gave it the colorful name, was Colonel Douglas MacArthur who would gain greater fame in World War II. During the course of his service, Dickinson, like so many of his fellow soldiers, was gassed and his eyesight was somewhat impaired throughout his life.[5]

In March of 1917, just before Dickinson assumed his commission, his mother died in Nashville and Margaret gave birth to their first child, John

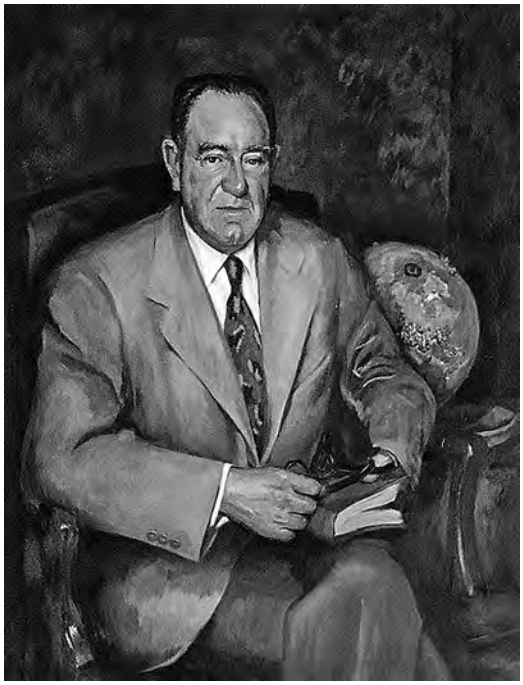
McGavock Dickinson. Margaret Adams "Peggy" was born the following year. After the "Great War" ended on November 11, 1918, Dickinson returned to Chicago where he and Margaret lived while he resumed practicing law with his father. A second daughter, Martha Maxwell "Maxie" Dickinson, was born in 1927. The elder Dickinson died in Chicago in 1928 followed by twelve-year-old John in 1929. These deaths, along with the overall economic situation, perhaps precipitated the major change in the direction of Dickinson's location, vocation, and lifestyle—changes that continue to reverberate after eight decades in the world of Arabian horse racing and breeding.[6]

Jacob M. Dickinson Sr.
1851 - 1928

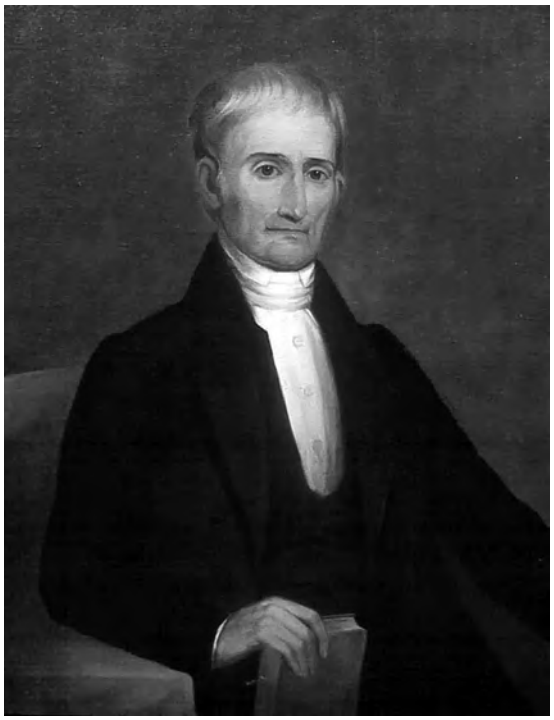
Though much of his life was spent elsewhere, Dickinson's roots were deep in Tennessee and his passion for horses innate and enduring. While the Overton family continued to live and farm at Travelers Rest through the nineteenth and into the twentieth century, the original acreage of Judge John Overton's property had decreased substantially by the 1920s. As the reality of economic variables affected the successive owners, the city grew steadily south and tracts of land were sold for residential development and to the railroad. In 1929, Jacob McGavock Dickinson purchased his mother's ancestral house and the remaining 183 acres from relatives and moved with his family from Chicago to Nashville.[7]

Equine livestock was a constant commodity at Travelers Rest. American Saddle Horses, Morgans, and Thoroughbreds enjoyed the pastures and sheltered in the barns. Dickinson's uncle, May Overton, lived at Travelers Rest and managed the famous Hermitage Stud for several years beginning in the late 1800s and until his death in 1920. Hermitage Stud was located on Franklin Road and May's brothers, Jesse and Robert, along with their close neighbor, John Thompson, and Van Leer Kirkman were part of a syndicate that owned the 1400-acre horse farm that produced saddle horses and harness horses for racing but also for buggies and carriages. The stock of Hermitage Stud is considered part of the foundation of the Tennessee Walking Horse.[8]

Jacob M. Dickinson Jr.
1891 - 1963



While expanding his knowledge of horses and learning from his experienced relatives, friends, and employees, Dickinson first chose to breed Saddle Horses. Then he discovered that his great-grandfather John Overton had once owned, likely as part of a syndicate of investors headed by John Harding at the Belle Meade



John Overton
1766 - 1833

Stock Farm, the Arabian stud, Bagdad. The stallion was bred in Syria and imported to the United States in 1822. Dickinson further encountered a reference to his great-grandfather's Arabian mare, Santa Fe that was sired by Bagdad, which Overton brought to Travelers Rest in 1827.[9]

Partially inspired by his great-grandfather's admiration for a breed almost unknown in the United States in the early nineteenth century and which was still few in number in the United States in the twentieth century, Dickinson began to formulate a plan. His vision was supported by his study and personal knowledge of the attributes of the breed, emboldened by his desire to continue the traditions of horse breeding at the farm, and fueled by his goal of building a viable and successful economic enterprise.

In a few short years, Dickinson would establish an Arabian stud farm that would meet and exceed his goals and accomplish the dual purposes of (1) preserving the purity of the breed and (2) making the breed, known for its intelligence and stamina, available at reasonable and standard prices. His decisions and business acumen promoted the breed for many uses including racing, but also made his farms in Nashville and Williamson County the first commercial Arabian breeding and sales venture of its kind in the United States. Jacob McGavock Dickinson is remembered nationally and internationally for charting a legacy through the breeding and sale of Arabian horses that is perpetuated in the breed's history and bloodlines today.[10]

Arabian horses are an ancient breed and their origin remains a source of some controversy and mystery. What is known is that the horses were bred and lived for thousands of years on the Arabian Peninsula. Bedouins used them as war mounts and they were prized for their speed and endurance in harsh desert conditions. The severe climate required that the nomadic tribes and their horses share food, water, and shelter which in some ways accounts for their intelligence and affinity for people. Bedouins were extremely guarded and selective about preserving pure blood lines resulting in an Arabian horse that today would be recognizable to Ghengis Khan, Alexander the Great, Napolean, and George Washington, all riders of Arab mounts. Today, Arabian horses are primarily linked to Egypt, Poland, Spain, Russia, England, and the United States. In each country, the breeders are passionate about preserving the pure bloodlines and history of the Arabian horses.[11]

With his ever-increasing knowledge and experience, Dickinson wrote often about the breed. For several years, he produced the *Travelers Rest Catalogue* which was one of the first readily available sources on Arabians horses. These catalogues contained both general and detailed informa-

tion about individual horses and their bloodlines and are still in use today. Promoting Arabians in his 1932 Catalogue, he wrote "the typical Arab is an embodiment of beauty in a horse."[12] He goes on to say that beauty, however, "is not the most important characteristic and may be a mere by-product of the efficiency of a type developed through the centuries of fierce intertribal warfare that ruthlessly eliminated the unsound, while developing a tough and companionable horse requiring a relatively small amount of food and care."[13]

Dickinson agreed with the opinion of Dr. George Washington Crile, surgeon and scientist with the Rainbow Division in France during WWI, who explained that there was a balance of energy in the Arabian horse that was unique to the breed and that "endowed it with its unequalled endurance, coupled with high intelligence and gentleness."[14] Dickinson's opinion was that the "registered, purebred Arab horse, as officially recognized in the United States, is an ancient breed and is the only truly 'pure' breed we have. And it is the only breed entitled to the name Arab or Arabian."[15] Dickinson further explained that a "pure Arab must trace in all lines, without a single exception, to stock bred in the desert of Arabi, whether brought to the United States or with credentials from other countries having the same standards of purity."[16]

As Dickinson corresponded with noted horse breeders in other states and countries, he established a diverse network for importing, exporting, and sales based on mutual respect and trust. Among the many letters received by Dickinson from parties in other nations, one from Dr. Ahmed Mabrouk of the Royal Society of Agriculture in Cairo, dated 20 March 1939, offers a cogent opinion regarding the state of breeding of Arabians in Egypt and America. Dr. Mabrouk recognizes and understands "the good treatment and the scientific art of breeding applied to the Arab horse by you and by some other institutes in America." He further reasons that "if you persist you might breed better Arabs than those

Jacob McGavock Dickinson on horseback in uniform.

bred in Arabia now a days, most because the Bedwins are settling and most of them are enjoying sedentary life and even the nomads are no more interested in horses because there is no raids among the tribes as it used to be before the big war… ." [17]

In 1930, Dickinson brought the first of his Arabian horses to his Nashville farm. The initial purchases came from the two primary United States Arabian breeders at the time. W. C. Kellogg, of cereal fame, maintained his ranch in Pomona, California. Kellogg's favorite riding horse was the copper-red stallion Antez which Dickinson purchased for $5000 and shipped to Nashville. Maynesboro Stud of Berlin, New Hampshire, founded in 1912 by William Robinson Brown, imported from England, Egypt, France, and Poland. Horses selected from his farm by Dickinson included Nasr, a white stallion Brown had bought from Egypt's Prince Mohammad Ali in 1932, Aziza, and the Hamida mares. Bazleyd, a chestnut stallion born in 1928 at Maynesboro Stud, was acquired early on by Dickinson to strengthen his breeding program.[18]

Dickinson organized the first three National Arabian Shows in Nashville where his horses won multiple prizes. Bazleyd was named Champion Arabian Stallion of America in 1933. He won in a field of English, Egyptian, and American horses in what equestrian journalist Margaret Lindsley Warden described as 'the greatest assemblage of Arabian stallions ever seen in an American show ring – if not the world."[19]

By 1935, Travelers Rest was the fourth largest breeding operation in the United States. Dickinson's reputation and financial success were se-

Peggy Dickinson Fleming ridding Antez.

cured as sales supplied stock to 40 states and territories and 12 foreign countries. In addition to importing Arabians bred in Poland, Dickinson also was the first to import Arabian mares from South America. Significantly, he was the first breeder in the United States to export Arabian horses to Europe to help in rebuilding depleted stock after World War I.[20]

In its first five years of operation, the swift success of Travelers Rest Arabian Stud had exceeded not only Dickinson's expectations but also the acreage and outbuildings available at the Nashville farm. Larger expanses of pasture were needed as were more stables and other supporting buildings for the ever-increasing herd that at its peak numbered 600. Just a few miles away in Williamson County, Dickinson found just the right property.

River Grange, with significant Harpeth River frontage and more than 300 acres, was once a wheat farm and thus its name. The main two-story brick house was built by Nicholas Tate Perkins for his daughter Mary Tate Perkins and her husband Thomas Moore in 1826 on land that adjoined his own property.[21] After purchasing River Grange from Otey Walker in 1937, Dickinson moved his family, and much of his stock and staff to the property on Del Rio Pike. He renamed his second farm Travelers Rest and proceeded to develop it into the largest Arabian horse operation in the country.[22]

With sufficient acreage now available at the Williamson County farm to realize his vision, Dickinson launched building projects to support his equine business. The focal point of the second Travelers Rest farm was a magnificent stable measuring 300 feet long and 44 feet wide. The well-appointed stable provided appropriate shelter for the prized horses and space for tack, feed, tools, and work areas, along with quarters for grooms and stable hands. In her book which records much of the history of the farm at this time, Maxwell "Maxie" Dickinson disclosed the local builder's name noting that "Talented black carpenter, Henry Ewing, built architecturally graceful and operative stables for the Arabians … ."[23] Smaller yet equally well-built stables were sited further down the farm lane beyond the original and extant spring house. Remains of foundations and chimneys indicate this area was likely the location of earlier slave housing which continued to be used for years afterwards along with the twentieth century housing built for farm workers.

Henry Ewing Sr.
1875 - 1958

The farm was visited regularly by breeders, buyers, and dignitaries from across the nation and other countries as well as farmers, ranchers, and pleasure riders who sought affordable and pure Arabian horses. For example, Franklin's *The Review-Appeal* reported in an article on December 5, 1940, that James Roosevelt, son of President Franklin D. Roosevelt, came to Travelres Rest and bought several horses. From the beginning, Dickinson approached his commercial equine enterprise in a manner that differed from other breeders in the states. Several issues of the *Travelers Rest Catalogue*, beginning in 1932, included the statement that "It is the policy

Travelers Rest Farm stable located at River Grange, Williamson County, Tennessee.

of Travelers Rest Farm to breed stock coming from choice blood lines and superior individuals; these to be sold as young stock at reasonable prices, rather than to develop and train and sell as finished show horses at high prices."[24] This method apparently met with some criticism which Dickinson addressed on several occasions. He noted that offering Arabs of the highest quality at moderate prices seemed to cause some skepticism and doubt as to whether the horses were indeed pure bred Arabians. He goes on to state that "we are determined to provide horse lovers in the United States with the finest possible specimens of this rare breed at prices commensurate with costs."[25]

Dr. George H. Conn praised Dickinson's business acumen when he wrote that it was his impression that "Gen. Dickinson has the most sound and practical ideas about the commercial production of Arabian horses of any breeder in the United States up to this time." He then went on to summarize that "Dickinson's ideas in general were that you should breed

good Arabian horses and sell them honestly and fairly to the most satisfactory buyers you could find."[26] In doing so, Dickinson set a standard price for colts ($400.00) and fillies ($600.00) at weaning time. Dickinson was adamant that the set price would not change even though some horses may appear to have shown greater quality than others. Because of his reputation and the reasonable, and standard prices, many of Dickinson's buyers were working ranchers and farmers. Throughout his nearly two decades of breeding and selling Arabian horses, Dickinson, in speeches, letters, articles, and his farm catalogues, did not waiver from the hope that every Travelers Rest Arabian horse would prove to be satisfactory and worth far more than the buyer paid for it.

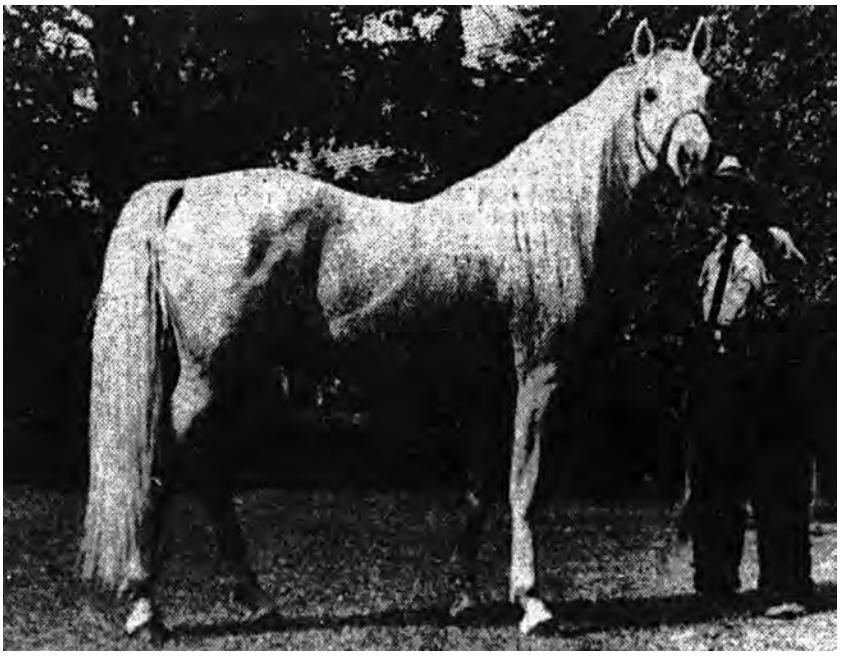
While operating from both farms from 1937 to 1946, Dickinson continued to build his business through searching for and purchasing excellent stock in the United States and in countries traditionally associated with Arabians. When expedient, and to underscore that his efforts were not just

Arabian colts from the "Travelers Rest Farm Catalog of Arabian Horses" 1943, Franklin, Tennessee.

a hobby, he also sold mature stallions and mares over the course of the years. This is no more obvious than when he sold Antez in 1934 and shipped the winning race horse to Poland where he continued to race successfully and breed exceptional stock. The trust built between Dickinson and Polish breeders and owners, as well as those of other countries, would become significant to Dickinson's herd and also to the preservation of Polish Arabian horses during and after WWII. The Franklin farm became the home of at least six grey mares imported from Poland in 1937 and the stallion, Czubuthan who arrived in 1938. With this horse came a further twelve Polish Arabian mares, all purchased from Count Julius Dzieduszycki. This stallion's first foal arrived in 1940 and Czubuthan is credited with siring the largest number of purebred Arabian horses from 1940-1948.[27]

Not only did Dickinson promote the attributes of pure Arabians as working and pleasure horses, he was a "primary contributor to the growth of the breed's population in America as well as a pioneer of a racing sport that did not exist officially until 1959," acknowledges Andra Kowalczyk, author of *Tennessee's Arabian Horse Racing Heritage*.[28] While devoting the first chapter of her book to Dickinson's life and his Arabian horse legacy, she reinforces what Dickinson often said and wrote that it was his practice while preserving the pure bloodlines of the Arabian breed to test his stock for racing attributes which could be a general sign of good health, endurance, and reliability. Kowalczyk regards Dickinson's efforts as the "foundation of Arabian horse racing."[29]

Sandy Hughes "Uncle Sandy", as he was known to the Dickinson family and friends, is holding Czubuthan.



An enterprise as large and involved as the Travelers Rest farms required many workers, both those with specialized skills and those in more menial jobs. All were necessary to keep the farm and the equine business running smoothly while also providing an accustomed lifestyle for the Dickinsons and necessities of food and shelter for the farm workers. Trainers, grooms, stable hands and blacksmiths were part of the work force along with those who kept the grounds, cared for other live-

stock, cooked, laundered, cleaned, planted and harvested field crops. Because tenant farming was a frequent agricultural practice in the county and state for both blacks and whites, some workers who lived at Travelers Rest farms likely labored within that arrangement while others were paid wages. The names of these men and women were not well recorded, but from the many photographs and reliable sources, it is readily apparent that grooms, trainers and handlers -- those closest to the horses and providing their daily care -- were African-Americans. Through generations, enslaved men had elevated their status through their knowledge of and work with horses. With emancipation, these skills afforded an opportunity to make a living for themselves and their families. While African-Americans did most of the jobs associated with horses, including becoming jockeys who won 15 of the first 28 Kentucky Derbys, they were not allowed to show horses at this time.

Walter Jones - photo courtesy of Maxwell Dickinson.

Sandy Hughes is one African-American whose name appears often in Travelers Rest sources. Born a slave in Nashville in 1862, Hughes was a constant presence with the Overton-Dickinson families for over eighty years and became the head groom and trainer. Though small in stature, about five feet, 2 inches tall and thin, he was acknowledged by all as the undisputed boss of the barn and the Arabian horses, remembers Maxwell "Maxie" Dickinson, the third child of Jacob and Margaret. Her respect and regard for "Uncle Sandy" from childhood on is evident in her memoirs, and to him she dedicated her 2006 book. She recounts that Hughes lived in a log cabin, had no refrigerator, and stored food in the spring house just down the hill from his dwelling. He wore oversized pants, with turned-up cuffs, suspenders, and a clean shirt along with a patched overcoat on cool days. He preferred and was rarely seen without a felt hat. A nondrinker and nonsmoker, he was a wise and generally cheerful man who gave and received respect. His superb knowledge and horsemanship were recognized by the Dickinson family and by breeders, owners, and visitors who came to know him through his many years at all three of Dickinson's farms. As skilled with children as with horses, he taught each of the Dickinson children how to ride and to care for horses, along with lessons in living. He expected excellence from his riding charges and from the workers he supervised.[30]

Sandy Hughes was the chief stud groom at Travelers Rest and had held that position since the first Arabian horse arrived at the farm. In this photo, the log office and River Grange can be seen in the background.

Walter Jones was a teenager when he came to work for the Dickinsons. According to Maxie, her mother hired Jones, because she knew and respected his parents. He was a quick study and adjusted to his new life with serious attention. Banned from attending the local black school because he stuttered, Mrs.

Brigadier General Jacob M. Dickinson, Tennessee Home Guard.

Dickinson trained him to serve at table and in the house, relying on his excellent manners to help receive and entertain the constant stream of dignitaries, friends, and family. Maxie recalled Walter's sense of humor and his uncanny ability to anticipate the needs of guests and family. Walter was one of the few employees, along with Sandy Hughes, who later made the trip to California with some of the horses. There he worked somewhat reluctantly in the stables while also continuing his duties as butler. Maxie recounted several stories of Jones in her book and reflected that, "People like Walter are rare and unforgettable."[31]

Mary Goins, the cook, is mentioned often by Maxie and was with the family throughout the Nashville and Franklin years. Mrs. Goins did not much care for children coming into her domain and "messin' up her kitchen" but told the children if they felt lonesome they could come in and the good smells would make them feel better.[32]

Maxwell (referred to only by this name) lived in a three-room cabin down the lane near the spring house with his wife, children, and his hounds. The ground around the doorstep was worn smooth from the feet of children, chickens, dogs, and daily sweeping with a broom. Maxie confides that she and Maxwell were both named for her ancestor, Jesse Maxwell, who blended and served the famous coffee at the original Maxwell House Hotel in Nashville. Maxwell was in charge of the work mules and haying at Travelers Rest and would allow the children to ride on the backs of the slow-moving animals.[33]

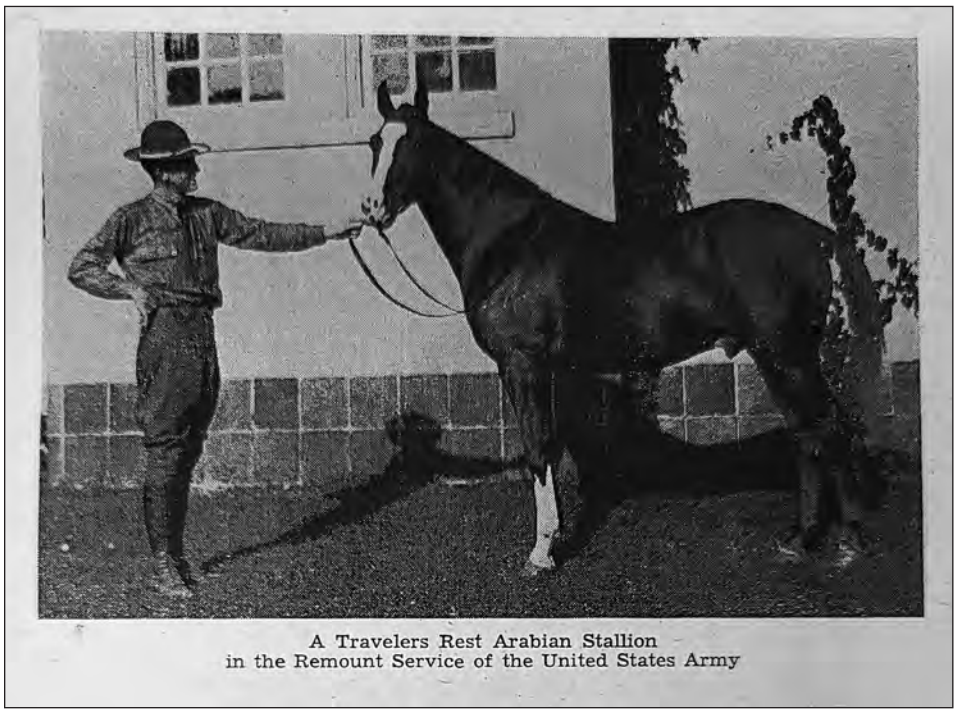
While managing the two farms with their national and international clientele and producing reference books and catalogues, Dickinson's reputation as a skilled attorney and businessman kept him in demand. He was appointed commissioner of Finance and Taxation by Gov. Gordon Browning. Afterwards, he continued to work as director of the franchise and excise division of the Department of Finance and Taxation. He was also a member of the Tennessee Bar Association. During WWII, Dickinson was assigned by Gov. Prentice Cooper to head the Tennessee Home Guard in place of the absent National Guard and was promoted to Brigadier General. He was also the chairman of the Williamson County Selective Service.[34]

Dickinson at his desk displaying a globe of the world marked to show the many places he exported Arabian horses worldwide. He moved his Travelers Rest stables to River Grange in Williamson County and there remained from 1938 - 1946.

During World War II, in addition to his own person-

al involvement in the war effort locally and at the state level, Dickinson supported the U.S. Army Remount Service, a program established just after WWI. At the time, though, there were only 362 registered Arabian horses in the states and thoroughbreds were easier to obtain. By 1941, largely through the efforts of owners and breeders such as Brown, Kellogg, and Dickinson, the army was convinced that Arabians were capable of carrying more weight for longer periods of time on less food and water than other horses. The army, however, continued to favor thoroughbreds for their history with the cavalry and also because they were more numerous.[35]

At this juncture, each director of the Arabian Horse Registry, along with Kellogg, a past Registry Director, decided to donate one or more Arabians to the U.S. Remount. This was done not only as a gesture to support the war effort, but also, and more importantly for the future, to sustain the Arabian breed which was being seriously threatened in Europe. A stallion, seven broodmares (six in foal), one nursing filly, and three two-year-old fillies found a home at the Remount Depot in Fort Robinson, Nebraska. Additionally, Kellogg assisted the program by acquiring the stud he had previously given to the State of California along with 97 purebred Arabians. Dickinson's contribution was Babolna, a mare imported from Poland in 1938 and her son, Mazeppa, born in Tennessee. He later donated Bataan, sired by Czubathan and another Polish imported mare, Ba-Ida. Dickinson also selected from his herd, as did other owners, suitable horses that could be purchased for the U.S. Remount Service. By 1943, Arabians were more numerous in the U.S. Army than any other breed except Thoroughbreds.[36]



A Travelers Rest Arabian Stallion
in the Remount Service of the United States Army

World War I had nearly destroyed Arabian horses and centuries-old breeding programs in the Middle East and in Poland, particularly, leaving only a few surviving horses and fillies from which to rebuild. This made the transactions of Arabians between the United States, Egypt, and Poland during the years between the wars even more significant to the preservation and rebuilding of the breed. Mark Kirkman notes that with the exception of importations by Dickinson and a few others, most Americans did not

acquire Polish Arabians until after WWII.[37]

With the coming of WWII, Russians removed some of the finest horses and Polish horsemen hid and protected as many as they could. As Germany began its destruction of Poland in 1939, most of the fine horses were confiscated and disappeared into the Nazi war machine. Because of his familiarity with the breed and his network, Dickinson assisted the U.S. Army in processing Arabian horses which were liberated from the Germans at the end of the war. Not only did Dickinson assist equine survivors but because of his connections in Poland and across the United States, he helped relatives to relocate displaced persons.[38]

In the years immediately following the end of the war, Dickinson sold and shipped horses to support breeding, training, and racing programs in Poland, England, France, and Egypt whose equine populations had been decimated in the long years of fighting. The horses, then, which had been imported to the United States in the 1930s and their offspring, including those at Travelers Rest in Williamson County, became a significant part of a small base of Arabians that rebuilt the breed and the industry worldwide after two world wars.

In 1946, after owning and breeding Arabians at his two farms, Dickinson elected to sell his Tennessee properties and move his family and selected horses to Santa Barbara, California. The Dickinson family and a few employees including Sandy Hughes and Walter Jones, who traveled by train for six days with the 60 horses chosen for the move, struggled with inferior pastures, stables, and housing. Dickinson continued with the business for another two years, but it was in certain and almost immediate decline. The marriage of Jacob and Margaret also deteriorated and, after their divorce in 1947, she remained in California with four of their children and later remarried. After dispersing his studs to various buyers, Dickinson returned to Nashville and Franklin, remarried, and worked as a tax administrator in the Tennessee Department of Finance. Dickinson died at age 72 in Franklin in March of 1963, and is buried at Mt. Olivet Cemetery in Nashville.[39]

Sandy Hughes, when his beloved horses were all sold to new owners and with his decades of work for the Overton-Dickinson family completed, was most anxious to return home to Tennessee and his family. Maxie Dickinson accompanied Hughes, her friend, teacher, and mentor, on the one airplane ride of his life and saw him safely home where he died in 1949.[40]

Some of the horses from the California ranch were acquired and returned to Tennessee by eldest daughter and noted equestrian, Peggy Dickinson Fleming. She lived at historic Antrim, on the Pulaski Pike south of Columbia, for over seventy years and continued to preserve some of her father's prized bloodlines. She owned and operated Travelers Rest Arabian Horse Farm and Travelers Rest Riding Camp for many years, continuing the traditional name and the family's legacy of owning Arabian horses.[41]

Fleming thoughtfully and generously donated many items, includ-

ing hundreds of photographs, annual catalogues, correspondence, bloodline and sales documentation, books, and memorabilia of her family's long association with Arabian horses, to Travellers Rest Historic House Museum in Nashville where the invaluable "Dickinson Era Collection" is being accessioned and digitized and has already attracted researchers.

The historic site and museum, which is open to the public for tours, events, educational activities, and research, was deeded to The National Society of The Colonial Dames of America in the State of Tennessee in 1954. Through their funding and support along with private donations and grants, professional staff are responsible for the ongoing restoration, preservation, and interpretation of the house, outbuildings, remaining almost nine acres, and the history and lives of people of this place including prehistoric Native Americans, the enslaved, and the Overtons and their descendants.

In Williamson County, what was Travelers Rest Farm from 1938-1946 survives as a more than 300 acre working farm only minutes from ever-expanding Franklin and retains the rural and agricultural character of the county's disappearing heritage. Though changed by the passage of over 80 years, the grand barn, where once Arabian horse buyers from throughout the world came to view Dickinson's stock, continues to be a dominating presence on the farm's landscape. Other stables, dependencies, remains of residences, foundations, dry stone walls, the spring house, historic farm lanes, and fields are extant as is the 1826 brick farmhouse.

For most of the years since Dickinson sold the property, it was

River Grange completed in 1826, was built as a wedding gift from Nicholas Tate Perkins to his daughter Mary Tate Perkins Moore and her husband Thomas Moore. Federal in design, the house was remodeled in the 1890s. The windows and front door were replaced with those of a Victorian style. In 1937, Jacob McGavock Dickinson purchased the house and land for his Williamson County Travelers Rest Arabian farm. His Arabian horse-breeding operation remained here until 1946 when he moved his family, staff and horses to Santa Barbara, CA.

owned by the late Livingfield More and his wife, Agnes Fort More, who reinstated the name River Grange. With the assistance and collaboration of the staff at Travellers Rest Historic House Museum, the Williamson County Historical Society, and other preservation professionals and volunteers, the current owner is taking measures to keep the working farm intact, viable, and protected.[42] The family gratefully acknowledges that they are the current stewards of this historic landscape, architecture, documents, associated stories of people and animals, and the overall legacy of this landmark which is a local, national, and international treasure. Through Jacob McGavock Dickinson's vision and the labor of many people, this Williamson County farm was home to hundreds of Arabian horses who lived in comfort and style before taking their place throughout the world to perpetuate the bloodlines of the most ancient horse breed.

Author's Note:
All images, unless otherwise noted are from the Dickinson Era Collection at Travellers Rest Historic House Museum in Nashville. I am most grateful to the museum staff for their encouragement and enthusiasm, and I especially appreciate the assistance of Jennifer Butt, Collections Manager, who helped me to work through this remarkable yet somewhat daunting collection. Visit the museum in person or at https://historictravellersrest.org. The hospitality and support of the current owner of River Grange made this project even more of a pleasurable learning experience. Thank you for respecting the fact that this farm and all within its boundaries is private property. Portraits of Jacob M. Dickinson Senior and Junior are courtesy of the Tennessee Portrait Project, The National Society of The Colonial Dames of America in the State of Tennessee.

Editor's Note:
Caneta Skelley Hankins, a native Tennessean and seventh generation resident of Williamson County, has authored numerous articles in professional journals and several books including "Hearthstones: The Stories of Rutherford County Homes"; "Barns of Williamson County" with Rick Warwick; as well as "Barns of Tennessee"and "Plowshares and Swords: Tennessee Farm Families Tell Civil War Stories", both co-authored with Michael T. Gavin. Until her retirement, Hankins was the Deputy Director of the Center for Historic Preservation at Middle Tennessee State University where she taught graduate students and worked across Tennessee for nearly four decades. One of her areas of special interest is Scots-Irish resources in Tennessee. This led to projects and consultancies for over two decades with the Department of Education in the Republic of Ireland and the Museums of Northern Ireland (UK). She also directed the Tennessee Century Farms program for several years and continues to work with the Williamson County Century Farm families.

Endnotes

1. "Travelers Rest" appears to be the spelling most often used by the Overton-Dickinson family. This article will use that spelling except when referring directly to "Travellers Rest Historic House Museum" which adds an "L" to its official name. Other spellings, such as "Travelers' Rest" will be cited as they appear in a specific source.
2. Travellers Rest Historic House Museum, "Nashville: From Frontier to Home of the U.S. President, 1796-1833," (historictravellersrest.org).
3. "Jacob McGavock Dickinson, 1851-1928." https://history.army.mil/books/Sw-SA/Dickinson.htm; and "Jacob McGavock Dickinson 1851 – 1928." Tennessee Portrait Project (tnportraits.org)
4. (Nashville) The Tennessean. "Gen. Dickinson Rites Today." 16 March 1963, 20.
5. Harold Stanley Johnson, Roster of the Rainbow Division (Forty-Second) General Wm A. Manning Commanding, (New York: Eaton & Gettinger, Inc.), 1917, 109, https://archive.org/details/rosterofrainbowd00johnrich; and wwvets.org, "The 42nd 'Rainbow' Division," https://wwvets.org/veterans-of-world-war1/42nd-rainbow-division; and Maxwell Dickinson, You Kin Do It, Chile (You Can Do It, Child), (iUniverse, Inc. Lincoln, NE, 2006), 5; (Franklin) The Review-Appeal, "Who's Who – In Williamson," 5 December 1940.
6. "Legacy Genealogical Charts," Travellers Rest Historic House Museum, Dickinson Era Collection.
7. Kevin Smith and Susan Knowles, "Travellers Rest National Register of Historic Places Nomination Form," 1 August 2018, 24; and Travellers Rest, "Changes in Land and Economy Define the Emerging New South 1875-1935," historictravellersrest.org.
8. Perky Beisel and Rob DeHart, Middle Tennessee Horse Breeding, (Charleston SC, Arcadia Publishing, 2007), 38-41; Travellers Rest National Register Nomination Form, 24; Travellers Rest, "Changes in Land," historictravellersrest.org.
9. J. M. Dickinson, Travelers Rest Farm Catalogue, 1932, 1-2, Dickinson Era Collection; Arabian Horse Trust, A Catalog of Travelers Rest Arabian Horses, (Westminster, Colorado, 1988) 6.
10. Dr. George H. Conn, "Travelers Rest," Western Horseman, July 1951, unnumbered pages, https://cmkarabians.com; Andra Kowalczyk, Tennessee's Arabian Horse Racing Heritage, (Charleston SC, Arcadia Publishing, 2007) 8; and (Franklin) The Review-Appeal. "Travelers Rest Arabian Stud Near Franklin Is Very Noted Establishment," 4 February 1943.
11. Arabian Horse Association, Arabian Horse History and Heritage, https://www.arabianhorses.org/; J. M. Dickinson, "Arab Has the Stuff to 'Sell Himself,'" The Hereford Journal, 15 June 1939, 106-107; J. M. Dickinson, lecture delivered at Vanderbilt University June 8, 1939.
12. Travelers Rest Farm Catalogue, 1932, 7-8.
13. Ibid.
14. Ibid, 7.
15. Ibid, 8
16. Ibid.
17. Dr. Ahmed Mabrouk, Royal Society of Agriculture, Cairo, Egypt, to Jacob McGavock Dickinson 20 March 1939,Travellers Rest, Dickinson Era Collection.
18. Conn, Western Horseman; Kowalczyk, Tennessee's Arabian Horse, 12.
19. Margaret Lindsley Warden, "Travelers' Rest Bazleyd Is Champion Arabian Stallion," Nashville Banner, 14 September 1933, 18.
20. Maxwell Dickinson, You Kin Do It, 50; and historictravellersrest.org.
21. Virginia McDaniel Bowman, Historic Williamson County, (Franklin, TN, Territorial Press,1971, republished, Sovran Bank, Franklin, TN 1989), 99.
22. An announcement in the Nashville Banner of 16 July 1938, 9, noted that "Mr. and Mrs. J. M. Dickinson and family will move the middle of September to their farm in Williamson County. Mr. and Mrs. Silliman Evans have leased Travelers' Rest, the Dickinson home on Franklin Pike."
23. Kowalczyk, Tennessee's Arabian Horse, 12.
24. Maxwell Dickinson, You Kin Do It, 33.
25. Travelers Rest Farm Catalogue, 1932, inside back cover.
26. Ibid, 19.
27. Conn, Western Horseman.
28. Ibid.; Kowalczyk, Tennessee's Arabian Horse, 21; and Maxwell Dickinson, You Kin Do It, 53.

29. Kowalczyk, Tennessee's Arabian Horse, 8.
30. Ibid.
31. Maxwell Dickinson, You Kin Do It, 32, 35-36, 40.
32. Ibid, 31-32.
33. Ibid, 27.32,33
34. The Tennessean, "Gen. Dickinson Rites Today.".
35. "Arabians in the U.S. Army," Trowbridgesltd.com.
36. Ibid.; Kowlaczyk, Tennessee's Arabian Horse, 42-43; (Franklin) The Review Appeal, "Franklin Man Gives 2 Horses to U.S. Army, 23 October 1941
37. Mark Kirkman, Polish Arabians, Arabian Horse Association, www.ArabianHorses,org.
38. Ibid.; Kowalczyk, Tennessee's Arabian Horse, 45.
39. Maxwell Dickinson, You Kin Do It, 173; The Tennessean, "Gen. Dickinson Rites Today."
40. Maxwell Dickinson, You Kin Do It, 1,178.
41. Columbia Daily Herald, Margaret "Peggy" Dickinson Fleming, 14 March 2014, https://www.columbiadaily-herald.com/article/20140312/OBITUARIES/303129891.
42. River Grange was recently inherited by the More's daughter, Ellen.

St. Philip the Apostle Church
Celebrates 150 Years

Margie Thessin

Author's Introduction

St. Philip Church was dedicated on November 6, 1871. The church's membership was quite small until the 1960s and was often a "mission" church rather than a parish, in that it could not support itself from its own members and had to rely on the diocese for support. There were many periods of time that there was no resident priest. Church records are spotty. Additionally, some church records burned in the 1950s. The following is compiled from newspapers, reminiscences, court records, diocesan records, a 1971 history as well as extant church records.

After Franklin's founding in 1799, following Tennessee's statehood in 1796, Middle Tennessee enjoyed rapid growth as settlers from North Carolina and other points east poured into what was then the western frontier. However, there were few Catholics among them. The first Catholic Mass in Franklin was reported in 1820 when Kentucky missionary priest Father Robert Abell celebrated Mass for two Catholics families in town, the Dwyers and the Sheehans. While Tennessee's Catholic population was slight, Kentucky, on the other hand, had a relatively large one as it was the destination for many Marylanders looking to resettle after the Revolutionary War. A writer noted that Tennessee's, "inland location and peculiar civil history" prevented it from profiting by the tide of immigration that would lead to a larger Catholic population.[1]

Tennessee was thus part of the diocese of Bardstown, Kentucky, a vast diocese that also encompassed Ohio, Michigan, Illinois and Indiana. Itinerant missionary priests served the far-flung Catholic population until 1837, when the diocese of Nashville, covering all of Tennessee, was established and the bishopric filled by Right Reverend Richard Pius Miles in 1839. Bishop Miles noted he could not find more than 300 Catholics in the entire state of Tennessee and just one church. That church, long gone, had been built by Father Abell on what is now Capitol Hill in downtown Nashville. The catalyst for building the church came from Irish Catholic iron workers who had migrated south from Philadelphia to construct the first bridge across the Cumberland River in Nashville and refused to stay without a church for worship.

Franklin's newspaper, the *Western Weekly Review* noted on August 21, 1840, a visit from another Kentucky priest who came not just to minster to his flock but to evangelize to non-Catholics. "Roman Catholic Rev.

Spalding of Kentucky preached at the Masonic Hall on Tuesday evening August 25th at early candle light, all denominations were invited." Father Spalding, a native Kentuckian who later became bishop of the diocese of Bardstown, Kentucky (and is a distant ancestor of Nashville's current Bishop Mark Spalding), was a gifted lecturer and preacher. He assisted the diocese of Nashville in its mission work.[2]

Father Martin Spalding 1810 -1872

Bishop Miles took the first step for a permanent presence in Franklin in 1843, when two Catholic men in town named Hugh Dempsey and James McLaughlin gave him a building lot at Five Points where the Williamson County Archives stands today. In 1847, Bishop Miles exchanged that lot for the lot where the current original church stands near the corner of Main Street and 2nd Avenue South. The other party of the land swap was Reverend A. N. Cunningham, a Presbyterian minister who was the head of the Franklin Female Institute. Apparently, the Five Points lot was more valuable than the 2nd Avenue lot, because the Institute paid $400 and the Diocese $1 toward the purchase.[3]

The property sat unimproved for over 20 years. The small number of Franklin Catholics combined with the later economic disruption wrought by the Civil War, made it impossible to proceed with building plans.

Finally, in 1868, Bishop Patrick Feehan assigned Father James L. Orengo, an Italian missionary priest, to oversee construction of a church for Franklin's Catholics. By that time, more Catholics were living in the town, and a church was a priority for the Irish Catholics who had come to work on the railroad and decided to settle in the area. Either Father Orengo or Bishop Feehan hired McAlpin & Vaughn, a local Franklin brickmaker, to provide the bricks and labor for the project.[4] [5]

Before the project was completed, Father Orengo fell ill and returned to Italy. Construction was completed under the direction of Father Francis Thomas Marron whom Bishop Feehan assigned the first pastor of Saint Philip Church, although there was no rectory, and the church was officially a mission, not a parish.

For unknown reasons, the dedication of the church did not take place until late in 1871. Under Catholic church rules, the church could not be used for Mass or other sacred rituals.

A musical band, four religious societies, the cathedral choir and numerous Nashville Catholics filled eight train cars and rumbled to Franklin on November 6, 1871 to join Bishop Feehan as he dedicated the church.

The *Nashville Union and American* reported the event on Tuesday,

November 7, 1871, detailing the procession, dedication, Mass and dining arrangements of the participants:

> **The Procession on Sunday—Dedication of St Philip's Church at Franklin—"The March Through Town"**, according to the announcement made in the *Union and American*, the several Catholic and benevolent societies met in their hall at half past seven o'clock Sunday morning, and at eight o'clock they were in line on Cedar and Summer streets, St. Joseph's Total Abstinence Society band being in the lead, followed by the remaining members of the Society, with their beautiful banners; St. Mary's Sanctuary Society came next; then the Society of St. Vince(nt) de Paul, and the St. Mary's Orphan Association; and last, the Hibernia Society, with their very handsome banner, and all clothed in their regalia.[6]
>
> To the excellent music of St. Joseph's Band, the members of these societies marched through Summer to Ash, thence to Cherry, and the Decatur depot, where eight cars were awaiting them, and all were soon well filled, a goodly number of ladies being interspersed through the train.[7]
>
> The whistle blew, "all aboard!" was shouted, and the train moved off. In less than one hour we arrived in Franklin, and after marching through the principal streets of the town, astonishing the citizens with the fine music, and the long and imposing procession, we proceeded to the church—a small building, of brick, with plain exterior and interior. Of course, not one-tenth of the people could gain admission into the church, which was already nearly filled with citizens of Franklin and their families.
>
> The dedication services being ended, Mass was commenced, the Cathedral choir adding to the solemnity by their exquisite music, Mr. Beaman presiding at the organ, which was kindly furnished for the occasion by Jas. A. McClure, and sent out in charge of our handsome young friend Charley Doherty. The Bishop preached the dedication sermon, and a very able and edifying one it was, and was listened to attentively by the crowded congregation, about one-third of who were standing. The services were concluded about 1 o'clock, and the congregation dismissed.
>
> The hunt for refreshments now commenced, and all Franklin was ransacked for dinners. Frank Graham, formerly of Nash-

Bishop Patrick Feehan 1829 -1902

ville, fed a small multitude, and several other citizens dispensed their hospitalities to all comers. The hotels were eaten out, and temporary refreshment stands did a flourishing business. Of course "the oldest inhabitant" was there, looking hearty as a Jack, and lively as a "three year old." He invited a big crowd to dine with him, and we hear he treated them like, "Lords and Ladies fine." This venerable gentleman – a volunteer at the battle of Waterloo - Mr. Tim Sheehan, has been a citizen of Franklin some twenty years, and accumulating a snug little fortune. May he live long to enjoy it.[8]

[Franklin physician] Dr. [Daniel] Cliffe and his amiable lady [Virginia] also contributed liberally toward the pleasures of the trip, and further we hear that Mrs. Cliffe furnished all the ornaments for the altar—vases, flowers, etc., besides chairs for the sanctuary, etc.[9]

At 3 o'clock, the Societies were called together by music from the band, and at sundown we arrived in Nashville, and the Societies were dismissed at their respective places of meeting.

The structure was (and remains) a simple one-room one-story rectangular-shaped stuccoed brick building with a steeply pitched roof. A wood cross sits atop the peak of the roof above the front door. Beneath the cross is a Gothic window over the front door. Three Gothic-style clear-glass windows on each side provided light and, at the time, cross-ventilation on hot summer days. A big pot-bellied stove warmed the building on cold ones.

Seating and kneelers were wood. In later years the kneelers were padded. An altar and altar rail graced the front of the church. Capacity is about 100, which was entirely sufficient for the Williamson County Catholic population for the next 80 years.[10]

In 1872, Father Eugene Gazzo, who, like Father Orengo, was Italian, replaced Father Marron. Father Gazzo recorded the first baptism at Saint Philip, that of Daniel Shea, on August 11, 1872.

"Last Sunday morning Father T.C. Abbott held service in the Catholic church in this place. There was a good number of the members present, and a fine sermon was preached to them. In the afternoon, we had the pleasure of an acquaintance with him, and enjoyed an hour's conversation with him. He is a very pleasant and interesting young man, a profound thinker and an eloquent speaker."

Franklin Review and Journal, 1883

Daniel Shea's family was one of the founding families of the church. Other names of early members are Hagerty, Reilly, Kelly, Finn, Kernahan, Dwyer, Dempsey, Sheehan, Curly and Mulloy. Martin Mulloy was a member of the above-noted Hibernian band that came from Nashville for the church's dedication, where he met Margaret Shea. They married, together had 11 children and lived across Main Street from the church.

Building the church was costly, especially in the difficult financial times following the Civil War. From 1871 to 1898, St. Philip was a mission church without a resident priest. Priests rode the Nashville & Decatur railroad to the "railroad churches" rotating among Nashville, Franklin, Columbia and on down the line on Sundays.

In the years following, there was talk of selling the church to pay off mounting debts. Father Timothy Abbott, the first Tennessean to be ordained as a priest, was named pastor. Father Abbott, a good business manager, was able to pay off the church's debts and save St. Philip from

the auctioneer. An 1883 blurb in the *Franklin Review and Journal* described Father Abbott as a, "very pleasant and interesting young man, a profound thinker and an eloquent speaker" and also noted that Mass was celebrated only monthly.

Father John Nolan arrived in 1898 and the church's status soon changed from mission to parish. After designing a rectory for his living quarters, he worked alongside his parishioners on its construction. For the church itself, he hand-carved a new altar and wood frames for the color prints he ordered from Rome of the Stations of the Cross, 14 representations of Jesus Christ on the day of His crucifixion. He also carved for the rectory a mantel, a mirror and a rack as well as another fireplace mantel that was eventually moved to the convent at St. Bernard's Academy in Nashville.[11]

Around the same time, the church purchased a Reed pump organ played by Nelle Shea. Father Nolan was fortunate in that he lived across the street from the Sheas. He took all his meals with the family, all 10 of them.

Churches raise operating funds both from their members' donations and events, and St. Philip was no different. Father John Francis Hayes kept a diary and noted on January 1, 1911, that 10:00 a.m. Mass attendance consisted of 21 adult Catholics, five children and two non-Catholic adults. Offering $9.00. On October 1, St. Philip's collection had jumped

Construction on Saint Philip Catholic Church was begun in 1868. The consecration ceremony was held in 1871.

Father John Hardeman
1878 -1953

to $14.50. Christmas Day saw Father Hayes on the move. He offered Mass at 6:00 a.m. in Pulaski ($58.00), 9:00 a.m. in Columbia ($17.00) and noon in Franklin ($37.50), taking the train among these three towns.

Norine Reilly and Winifred "Tim" Hagerty remembered events such as a square dance in 1895, with a beauty contest between "city gals and country gals" and a "guess the weight of a watermelon" contest - take unknown. A later ice cream social raised $25 for church funds.[12]

In the early 1900s, church fund-raising projects included a boat ride up the Cumberland River, and a euchre game which drew 200 guests at the Catholic Club building at Assumption Church in Nashville.

A "Summer Fete" launched in 1911 raised $339.74. The annual June event continued into the 1970s, the 1971 one raising $1,700.

In 1921, the church celebrated its Golden Jubilee with its new pastor, Father John V. Cunningham, who remodeled the interior of the church for the celebration. To mark the occasion, Father John Hardeman donated a tabernacle for the church. Father Hardeman was a Williamson County native who converted to the faith while serving in Cuba in the Spanish-American War. Parishioners donated the stained glass windows, replacing the original clear glass. Many names of founding members of the church can be found on the stained glass.[13]

During the Great Depression of the 1930s, the church struggled but managed to stay afloat until 1939 when a drop in church membership necessitated the church's return to mission status. By 1946, the church recovered its standing as a parish and has remained the same ever since.

Father Francis Reilly, recently returned from WWII, recollected his time at St. Philip from 1946-48. He commuted between Murfreesboro and Franklin on Sundays to say Mass in both places and particularly remembered that "Highway 96 from Franklin to Murfreesboro was really rough then!" During his pastorate, St. Philip celebrated its 75th birthday:

> The celebration was quite a gala affair. A solemn High Mass by Bishop (William) Adrian, large gathering of priests, big informal picnic and carnival on the church grounds. To make money for the occasion, I raffled a beautiful antique cedar chest donated by Mrs. Emily Gerber Edwards (God love her, she was quite a gal…) had a beautiful Mt. Vernon style home on a beautiful farm, back of the Baptist Orphanage on Franklin Road. I remember giving the principal address on Memorial Day, 1946, on the Franklin Square from the Court House. They said it was one of the largest crowds ever assembled on the square. World War II was just over and the world thought we had won the war to end all wars!

Fathers Joseph and Allan J. Cunningham, uncle and nephew, successively led the church from 1948 to 1971 and oversaw a period of great change. Growth came to Franklin after World War II, albeit slowly. In the mid-1950s, the church integrated as several local Black families from the community converted to the faith and were baptized in and attended St. Philip. In the 1960s, in what was the first full corporate move to Franklin, CPS Industries, formerly Chicago Paper and String, packed up and left Chicago for Franklin. Several of the CPS employees who moved with the company joined St. Philip. Things were just starting to heat up.

From the previous 80-year period where the original 11 families comprised the entire membership, now the church roster swelled to over 200 families. The ongoing concern to keep the church's "parish" designation as well as a full-time priest, indeed, staying afloat, ended. The church had now outgrown its home.[14]

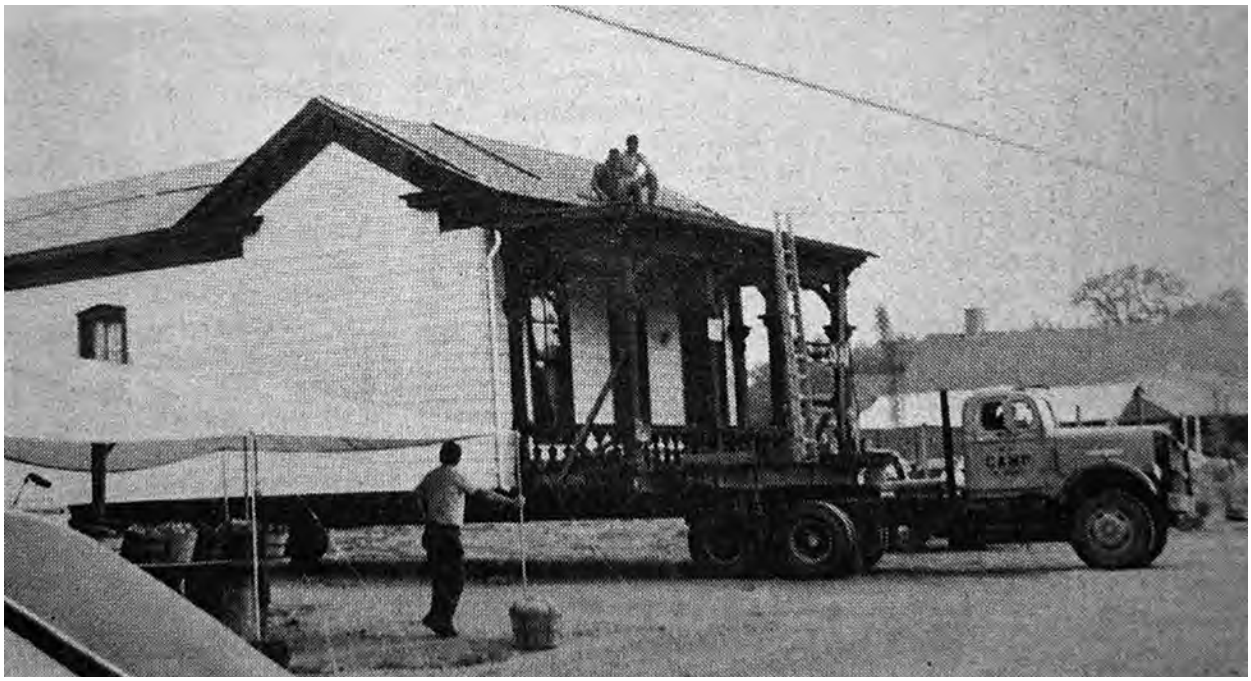
Sunday morning religious education classes were held at Harpeth Academy, the Masonic Lodge and Harpeth National Bank at the corner of Main St. and 4th Avenue. For the Centennial celebration in 1971 the Masonic Lodge kindly accommodated the overflow crowd who viewed the ceremony on remote television. The physical plant was inadequate and something had to change. [15]

In 1967, the diocese, anticipating growth, had already purchased 23 acres on New Highway 96 West near Boyd Mill Pike, directly across the street from what is now Freedom Intermediate School. A road was installed called St. Philips Drive. However, the project stalled.[16]

In 1971, new pastor Father James N. Miller surveyed his burgeoning congregation and determined that the best solution to the overcrowding was to move—to Brentwood. In 1970, 82% of the Catholic population of Williamson County lived two miles from the center of Brentwood. Growth in Brentwood was twice the national average, while Franklin's was slightly above the average. It seemed logical that the church should move its physical location to the area of its greatest membership and growth.

Father Miller purchased the Mulloy house next door to the church and renovated it into a parish center in 1972.

Father Miller engaged a real estate agent who brought him for consideration, Brentwood properties on Wilson Pike, Concord Road and Granny White Pike. Wide disagreement within the church over leaving Franklin and moving to Brentwood scuttled the plan. So in 1972, Father Miller purchased the Mulloy house next door to the church and renovated it into a parish center, classrooms, meeting rooms and social space. The church first purchased the property in 1867 because it adjoined the property that



Moving day for the Malloy House which was relocated from East Main St. to New Highway 96 West.

was intended for the church. However, by 1877, the lot was sold to the Shea family, who in 1880 conveyed it to their oldest daughter Mary Shea Mulloy where the family built their family home.[17]

The new parish center was sufficient—for a while. But growth continued and by 1975, the need to expand was apparent. So new pastor Father John C. Henrick proposed removing the house and constructing an all-purpose parish center in its place with a larger sanctuary and more classrooms.

The Mulloy house, nearly 100 years old, aroused the interest of "historic-minded" people in the community who wanted to see the house saved. Battle Ground Academy Headmaster John Bragg stepped forward and arranged to have the house moved to a piece of property he owned on New Highway 96 West, thus saving both the house and the expense of having it demolished.[18]

The new all-purpose room accommodated 300 for Mass; the room then transformed into six "mobile" classrooms. Also added were a kitchen, two permanent classrooms, a sacristy and nursery. Father Henrick then oversaw the renovation of the original church. Parishioners removed the interior plaster, exposing the beautiful brickwork, sanded floors, refinished pews, installed carpeting, and gilded the frames on the Stations of the Cross. Since then, the original church has been used for daily Mass, baptisms, small weddings and other rites of the church.

This expansion sufficed for less than half a decade. When Father Edward Arnold arrived in 1979, he saw an immediate need for more space for the continually growing parish and purchased an old metal building on the south side of the Masonic Lodge. It was used for worship until 1985, when Father Arnold made plans for a massive expansion, requiring the

removal of the rectory to the right of the old church. A large multi-purpose room accommodated 700 for Mass and the 1979 church was converted to religious education classrooms. Instead of a separate rectory, Father Arnold lived in an apartment inside the church.

Growth continued apace. As foreshadowed by the CPS move two decades earlier, much of the surge in population came from the North, and many of those northerners were Catholic. When GM announced that its new Saturn line of cars would be manufactured in a new plant in Spring Hill, many Michiganders, Ohioans and others followed. St. Philip's membership now consisted of 2,000 families.

In 1989, Brentwood finally got its own church when the diocese of Nashville spun off about 800 families for the new Holy Family Catholic Church. The loss of the Brentwood parishioners eased crowding only temporarily, because by 1992 further expansion continued with the addition of nine new classrooms and a community center. Mass, however, remained overcrowded, and there happened to be an empty bank building right next door, on the corner of Main Street and 1st Avenue.[19 20]

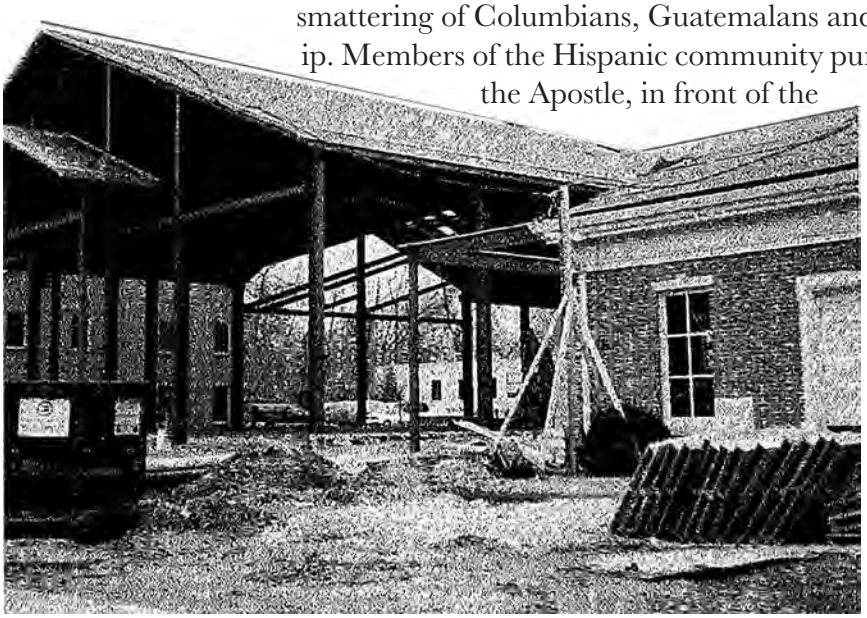
Father Arnold purchased the building and "banking on faith," oversaw the renovation of the building and additional construction of a 1,000-seat sanctuary that was dedicated in 1997. The original bank is now the narthex, or anteroom, of the church. The new sanctuary is connected to the earlier building by a set of stairs, as the 1st Avenue location is about five feet lower in elevation than the 2nd Avenue side. The metal building on

The rectory shown to the rear and right of Saint Philip Catholic Church.

2nd Avenue was torn down and replaced with a two-story brick religious education building named for Father Arnold.[21]

Williamson County's growth continued, this time south. In the first decade of the 21st century, sleepy neighbors Spring Hill and Thompson's Station began to experience massive population surges. Spring Hill's 1990 population of 1,400 soared over 400% to 7,700 by 2000. By 2010 its population jumped to 29,300 and 48,300 in 2020. It was time for another spin-off, and Church of the Nativity was established in Thompson's Station, like Holy Family drawing mostly from St. Philip.

Many of St. Philip's new members continued to arrive from the North, but now growth came from all directions, especially south. A large and growing Hispanic population, originating mostly in Mexico, with a smattering of Columbians, Guatemalans and Venezuelans, joined St. Philip. Members of the Hispanic community purchased the statue of St. Philip the Apostle, in front of the original church, from a statuary maker in the Mexican state of Jalisco and annually celebrate the feast of Our Lady of Guadalupe as they did in their homelands.



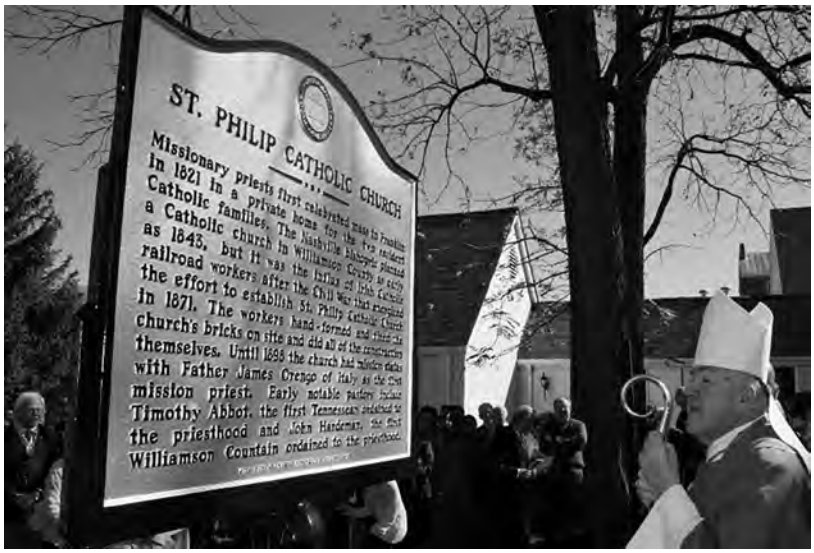
Religious Education Building named in honor of Father Arnold located on 2nd Avenue South.

During the 2010s, Indian Franciscan priest Father Bala Showraiah led the church for 12 fruitful years. Father Bala oversaw renovations to the education building as well as the entrance to the main church, making it handicap-accessible. The floors in the original church were replaced with period planks. Father Bala oversaw the purchase of a historic marker on Main Street, which was dedicated by Bishop David Choby on November 6, 2011 - the 140th anniversary of the church.

Father Edward Steiner, appointed pastor in July, 2020, formed a 150th anniversary committee that planned a year's worth of activities, leading off with a gala on November 6, 2021. As with the 1871 dedication, Nashville's bishop celebrated Mass. Unlike the 1871 "ransacking" of Franklin, dinner was served on site to a sell-out crowd of 280. Mayor Ken Moore presented a proclamation from the City of Franklin.

St. Philip, from its simple beginnings, through its sometimes-threatened existence to its sustained presence on Main Street, has witnessed, reflected and directed some of the trends that have formed and molded the community. In the 1960s the church established a Christmas basket program, taking Christmas to just six families. The program now delivers baskets to 400. Women of the church joined with women of other denom-

inations to form the Churchwomen of Franklin, which later transformed into Graceworks. St. Philip has participated in Meals on Wheels for decades and was a founding member of Habitat for Humanity. Internationally, St. Philip has built and supports churches in Haiti and India. The first 150 years presented challenges no one could have imagined at the time. The church members ably rose to meet them.



Williamson County Historical Society marker on Main Street. Dedicated by Bishop David Choby.

Special thanks and acknowledgement to Valere B. Menefee, author of, "A Short History of Saint Philip Church," 1971 and Brian Laster, editor of the journal.

Editor's Note:
Margie Thessin is the founder of Franklin on Foot, historic walking tours and a long-time member of St. Philip Church.

Names of those associated with the first Catholic families in Franklin are Curly, Dempsey, Dwyer, Finn, Hagerty, Kelly, Kernahan, Mulloy, Reilly, Shea, and Sheehan. Pictured in the photo are Elnora Mulloy and Nelle Shea. Nelle was the church organist in the late nineteenth century.

Endnotes

1. Jas. T. Lorigan, *Catholic Encyclopedia,* "Diocese of Nashville," 1913.
2. Predecessor to the old Franklin *Review-Appeal*
3. Many church writings refer to a "donation of $400 from the Franklin Female Academy for the purchase of the lot." I thought this quite unlikely, given the strong religious bent of both parties. It appears clear that this was an arms-length transaction.
4. A lawsuit filed over the non-payment of the bricks and labor refers to Father "Ringo." The lawsuit asked the court to determine ownership of the property since Bishop Miles had died and the property, as was common in the Catholic church at the time, was in the name of the individual bishop, and not the diocese. But what the plaintiff did not know was that a deed had been filed transferring ownership of the property to the succeeding bishop. Not to be found is any follow up documentation about the outcome of the lawsuit. Ostensibly, the suit got the attention of the diocese and the bill was paid.
5. A tradition passed down in the church relates that the Irish railroad workers made the bricks in a brick kiln onsite and performed the labor themselves. In fact, during a renovation, when the rectory was removed, a brick kiln was found with several dozen unused bricks. These were formed into the shape of a cross and installed on the ground near the entrance of the church. The bricks were removed as a trip hazard about 2015, and then were piled up near a back entrance of the building. A visual comparison of these bricks to the bricks in the 1871 church leads the author to believe that this was not the source of the bricks for the church. A visual comparison of the brick to the adjacent Masonic Temple's brick, built in 1823, reveals a close match.
6. The St. Joseph's Total Abstinence Society was an alcohol "temperance" organization. Many of these sprang up in the 19th century as a result of the industrial revolution, in which many men left subsistence farming for factory work. For the first time, workers had cash money that they spent in saloons— to the detriment of their families. In fact, the first major temperance organization was the Anti-Saloon League. A good resource is, *Last Call, The Rise and Fall of Prohibition*, Daniel Okrent, Scribner, 2011.
7. Nashville street names have been changed over the years. For example, Summer Street is now 5th Ave.
8. "Ransacked" either had a different meaning in the 19th century or the author was taking license.
9. Dr. and Mrs. Cliffe were not Catholic but lived directly across the 2nd Avenue from the church for many years. His medical office was the tiny brick building on Main Street between 2nd and 3rd Avenues.
10. Altar rails were removed from Catholic churches as a result of the changes wrought by Vatican II, 1962-65.
11. Father Nolan was an artist of some note. In addition to the carvings for St. Philip's Church and rectory, he carved a wooden, life-sized statue of a woman holding a torch that was exhibited at Nashville's Centennial Exposition in 1897. The Centennial Exposition may properly be called Centennial Plus One because it was delayed one year over financial troubles.
12. "Interesting Parish Anecdotes as imparted by Misses Norine Reilly and Winifred Hagerty (Two of our Senior Parishioners"), Documented by Mary Ann Rhodes, 1971
13. Father Hardeman was a member of a prominent, large and early founding Williamson County family. Today his surname is found on a new housing development in Triune.
14. Catholic churches traditionally number their membership by family, not individual.
15. Now Battle Ground Academy lower school.
16. It really was new at the time.
17. The agent noted in his report: "Williamson County is in a state of turmoil in all fields, not just with respect to the church, due to rapid growth for which the County was not prepared. Williamson County has long been drowsing along as a rural community with low taxes immediately adjoining a County undergoing an industrial revolution. They have been suddenly jerked out of their quiet reflections upon the late Civil War and are not ready for it."
18. "St. Philip's keep growing, retains historic site, building," *Williamson Leader*, March 23, 1975
19. Catholic churches do not "split" in the common parlance. The churches are owned by the diocese and members do not have the authority to acquire, dispose of, or otherwise control church property.
20. Originally First Franklin Federal Savings & Loan, the institution was acquired by Metropolitan Federal Savings & Loan, which went into receivership with its assets acquired by Union Planters Bank. The latter was the seller of the property to St. Philip.
21. Banking on Faith was the name of the building fund drive.

A Horse Named Duplex

How a Community Got its Name

Michael Hoover

"Mr. J.W. Lee of Duplex, Williamson County is here today. His post office is named after his celebrated horse Duplex." – *Columbia Daily Herald* - August 30, 1892

Previous page: Duplex - drawn by Robert Dickey for the "Horse Review." Courtesy of the Harness Racing Museum & Hall of Fame in Goshen, NY. The community of Mt. Carmel in Williamson County, TN changed its name to Duplex in honor of its most famous, home grown equine.

A Duplex is usually defined as a house with two separate apartments. Someone travelling on Lewisburg Pike through the community of Duplex (formerly Mount Carmel) of Williamson County may have wondered where the Duplex was that gave the community its name. In this instance the area actually got its name from a champion race horse named Duplex owned by John Wills Napier Lee. Lee lived at the Maplewood Farm built by his father Samuel B. Lee, which still stands on Duplex Road, about a half mile west of the Lewisburg Pike, but is difficult to see from the road. Very visible on the other hand is the Lee Family Cemetery that many people drive past every day, surrounded by a chain link fence and directly on the south shoulder of Duplex Road. John Lee was a former Confederate soldier who rebuilt the family farm following the Civil War.

Duplex was born in 1882 according to most published sources but he is listed as being born in 1883 in the ATR (At the Races) system. He was bred by Whit Coffey in Belfast, TN in Marshall County. The story of how he came into the possession of John Lee is an interesting one. John Lee travelled to Mr. Coffey's farm to buy a donkey from him but Mr. Coffey said he would only sell the donkey if Lee bought a three year old horse with him for $800. Lee left not wanting either animal but not far down the road he changed his mind and went back to buy both animals. Lee quickly realized there was something special about Duplex and his investment would pay off. A year later he sold the donkey for $1,000 and Duplex would earn him a lot of money on the race track.

Duplex was a Bay Horse having a brown coat with a black mane, tail, and legs. Duplex was a pacer, meaning he lifted the front and back leg on each side at the same time and rocked side to side as he moved. As opposed to a trotter, that lifts its left front/right rear and vice versa as it moves making a steadier gait. The 1890 *Breeders and Sportsman* said, "Duplex is not only a natural pacer, but has not a drop of trotting blood in him,

Samuel B. Lee house built prior to the Civil War. Samuel's son John W.N. Lee inherited the house from his father. When John purchased Duplex he brought him back to this farm.

and unlike most pacers, is not inclined to trot." His Sire (father) was Bay Tom Jr., which is well documented and easily found on any horse pedigree. Tom Bay Jr. was born in Nashville and held a 2:30 record for the mile. Duplex's Dam (mother) is unknown.

John Lee sent Duplex off for training at the Akin Farm in Columbia, TN. The farm sat on Mount Pleasant road between modern day James Campbell Blvd. and the Graymere Country Club. His trainer's name was Edward Franklin "Pop" Geers, who was an up and coming trainer/rider at the time. Geers did not ride on Duplex's back on a saddle. Duplex was a harness race horse and Geers rode in a two wheel cart behind him called a sulky. Pop was once a resident of Spring Hill.

Geers added Duplex to his string (horse team) in 1887 and began competing on the Grand Circuit north of the Ohio River. Duplex did not disappoint. At a race in Detroit, MI on July 21, 1887, Duplex set his fastest record time in 2:17 ¼ for the mile. His name and time were published in newspapers across the country. Duplex was never able to top this record but he usually was able to run pretty close to this time in his other races. At Hartford, CT on August 30, 1887, he finished with a time of 2:18.

John Wills Napier Lee 1844 - 1922, Duplex's owner that eventually sent him to train for the race track.

One of the toughest competitive horses in the US in the late 1880's went by the name of Roy Wilkes. In a write up of Roy Wilkes in the Sportsman and Breeder magazine in 1889, they detail three races against Duplex. At Cedar Rapids, IA in June 1887, in six heats Duplex won three of six and Roy Wilkes only placed higher than him in one heat. A week later in Marshalltown, IA Roy Wilkes lost again and was described as playing "second fiddle to Duplex." In Pittsburgh, PA in 1888, Duplex won three of seven heats with Roy Wilkes only winning one heat. Ed Geers stated in his biography, "Roy Wilkes, whom I knew to be a dangerous competitor, for I had on several occasions met and defeated him with Duplex." In the 1887 season Duplex competed in nine races with a record of 1st Place four times, 2nd Place four times, and 3rd Place once.

Edward Franklin "Pop" Geers 1851 - 1924.

Duplex's success in 1887 helped out the people in his life. John Lee claimed he made $2,300 in winnings that year, about $66,000 in today's currency. Lee immediately began receiving offers to buy Duplex, which he finally sold for $15,000 ($428,000 in today's currency) and still retained half interest in him. Lee paid Geers $2,000 for his services. Lee realized amazing profits for his $800 investment in two

animals he initially did not want. Besides bringing in winnings, Duplex brought in money as a stud (breeding male), and his offspring could be sold for a higher price. Duplex's offspring, typically referred to as a "Duplex" horse, could be found in horse sales ads throughout the country. Ed Geers' career took off following success of his string that year and he went from an unknown trainer to one people were actively seeking out. About the time of Duplex's champion run, the community of Mount Carmel in Williamson County, where Duplex lived, was renamed in his honor.

Duplex went on to compete in the 1888, 1889, and 1890 Grand Circuit seasons. It does not appear he ever enjoyed the same success that he had in 1887, though he still won races. In the March 1891 issue of Sportsman and Breeders it was announced that Duplex would not be competing on the Grand Circuit that year. His spot was taken by his 4 year old son Complex. Duplex's racing career was over but he continued to be a Stud until at least 1904, the last time he is documented as producing offspring.

A newspaper article in the "The Blackfoot Optimist" newspaper in Blackfoot, ID stated in 1913 that Duplex had over 50 foals. Many of them were able to beat their father's record time.

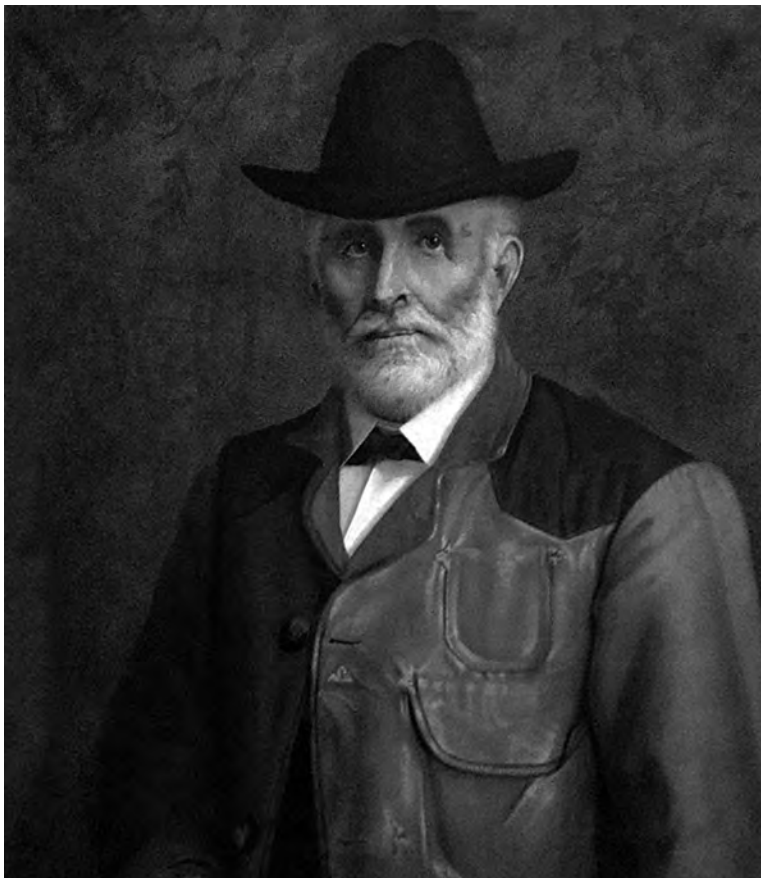
Ada Star Plex
Adelane Duplex 2:16 ¾
Complex 2:14 ½
Due Hal 2:15 ½
Duke
Dupointer
Dute 2:19 ½
Evangeline 2:10 ¼
Flax Hal
Governor Nichols
Hal Duplex 2:17 ¼
Hal Lee
Hallena Duplex 2:08 ½
Hallie Duplex
Halplex
Helen Trix 2:12 (born 1904)
Index
Kitty Kitrell
Lady Plex
Lee Ward 2:14 ½
Lex
Lizinksa 2:13 ¼
Louplex 2:20
Lucille S. 2:15
Odalene Duplex 2:17 ¼
Perdita
Reflector 2:07 ¼
Rena Lee 2:27 ¾
Robert Baron 2:09 ¼ (born 1904)
Ruth Wildman 2:14 ½
Sally Morgan 2:21 ½
Star Plex 2:10 ¼
Teddie 2:13 ¼
The Outlaw 2:12 ¾
Thetto
Triplex
Wildflower
Windsweep 2:15 ¼

In 1897, Duplex was for sale at auction and he was purchased by McCoy "Mack" Campbell of Cleburne Farm, located near the railroad tracks west of Spring Hill. The April 16, 1897, issue of the *Daily Herald* states he was sold for $1,250 or about $38,000 in today's currency. From there Duplex's story is relatively unknown. He is documented as being the

father of Helen Trix and Robert Baron, both born in 1904, and the last documented offspring he fathered. Ed Geers states in his autobiography that Duplex had been ridden in Fox Hunts while Ed himself still lived in Tennessee, so previous to 1892, and he could have still been useful in that regard. *The Horse Review Harness Racing Guide* and *Trotting and Pacing Breeders* states that Duplex died in June 1906 at the age of 24. Assuming he was never sold again, he is probably buried on the old Campbell property in Spring Hill.

Ed Geers was offered a very high paying job in Buffalo, NY as a horse trainer in 1892 and moved away. He would later move to Memphis, TN but always considered Columbia his home town. Though he is not a household name anymore he was huge in the Horse Racing world at the time. Geers sadly meet his end on a race track in Wheeling, WV on September 3, 1924. While racing, his horse tumbled and flipped the harness Geers was riding on. After landing on the track another rider ran him over. He died three hours later. Geers is buried in Rose Hill Cemetery in Columbia and in 1926, the City of Columbia erected a monument in his honor. The monument is on 7th Street in Pop Geers Park. As a testament to Geers career success at the track, at the time of his death Geers was a millionaire. To show how much that was for even back then, according to the IRS the average annual wage in the US in 1924 was $2,196.

Edward Franklin "Pop" Geers sits in a sulky driving his trotter toward the finish line at Driving Park when he broke his first 2 minute mile on August 18, 1916. Courtesy of the digital collection of the Columbus, OH Metropolitan Library.



Portrait of McCoy "Mack" Campbell 1838 - 1906, the last known owner of Duplex. Portrait is in possession of his granddaughter, Alicia Fitts.

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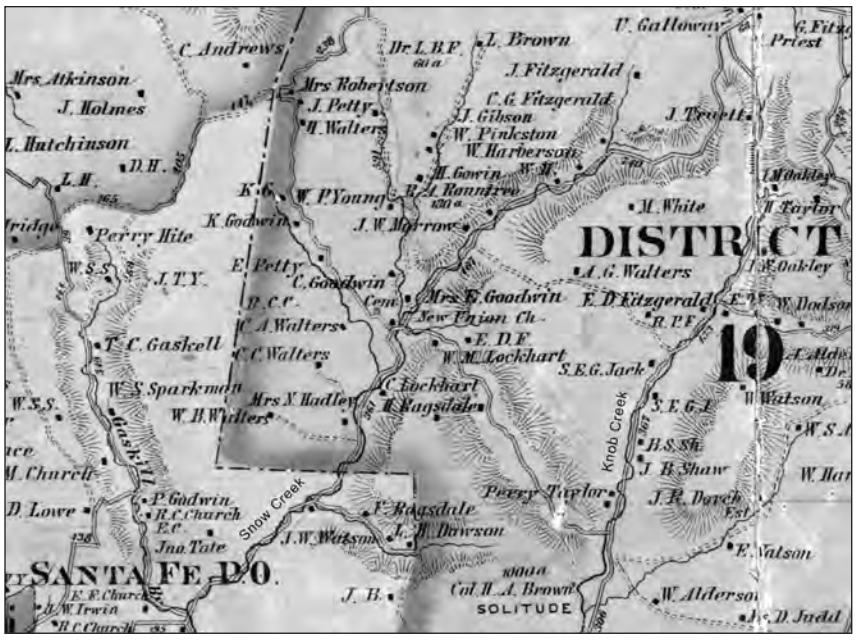
My Life
From Farm Boy to Middle Tennessee Industrialist

Oscar Lawrence Dortch

Editor's Introduction

The following personal account was written by Oscar L. Dortch on August 9th 1935, in Columbia, Tennessee. He would live only five years longer. Although the memoir is short, it is concise - giving us glimpses of what he wanted us to know and what was important to him. The narrative ends abruptly and has an unfinished quality about it. This handwritten, previously unpublished reminiscence, was no doubt intended for family and friends. The legal size, yellow notebook paper, on which the memoir was written, was found along with other family documents by his granddaughter, Louise "Weezie" Green. She has graciously shared it with us.

O.L. Dortch was born on July 19, 1871, in the home of his Aunt Sally McCoy (his mother's sister) in a frame house located on the ridge between Snow and Knob Creek in Maury County, Tennessee. After the death of his father in September 1872, his mother moved in and lived with her brother, Francis M. Ragsdale on Snow Creek until she married Charles W. Galloway in November 1877. In December of the same year, the family moved to their little farm near the Col. Allen Brown farm on Knob Creek.



Maury County map by D. G. Beers published in 1877 showing the 19th Civil District. Notice the location of the homes of Ragsdale on Snow Creek, Brown and Dortch on Knob Creek.

O.L. Dortch received but little schooling, mostly in the fall of the year, at the district school for a little while between times crops was laid by and time to gather same. The school was named Mt. Zion School house, which was a one-room, log schoolhouse with one door in the end, and one window on each side. Split puncheon slabs hewn on one side with a broad ax with peg-legs and no back were used for benches. The hours in school were from eight in the morning till four o'clock in the afternoon. Most of the learning O.L. received was

Louise Yoest Dortch

during a three-months fall term, during which time *Ray's Third Arithmetic* was mastered and also a blueback spelling book. Spelling matches were held every Friday afternoon. During such practice O.L. became a foremost speller, the second best in school, his sister Nora being first. Sewell McKnight was the teacher. O.L.'s time was spent working the farm. Part of the time he worked as a day-laborer at 50 cents per day which was the customary wage scale at that time and sometimes work could be had for self-wagon and team at $2.00 per day. The customary hours to work was from sunup till sundown.

The farm life was a reasonably happy life and most of the time we had plenty of good food, except the panic year of 1882, when we had cornbread three times a day, but we had biscuits on Sunday morning for breakfast. Corn was grown on the farm and when needed a turn or sack of shelled corn was carried by horseback to the community grist mill and ground into meal. So, we had plenty of good cornbread, milk, and butter.

O.L. Dortch with daughters Ernestine and Louise.

O.L. left the farm to work as a clerk in the James Andrews & Co. hardware store at a salary of $25 per month for the year 1893 and most of the year 1894. The salary was then raised to $35.00 per month and later to $45.00 and finally the salary was raised to $65.00 per month, which was more than any other received because O.L. was now head salesman. In the late fall of 1898, O.L. secured a few days' vacation and slipped off to Louisville (having never been farther from home before than Nashville, TN) and secured a job with Belknap Hardware Co. to travel in the State of Mississippi during the year of 1899, at a salary of $75.00 per month and all expenses paid. Belknap at the time travelled 54 men. O.L., by hard work, soon forged to the front so that in August his rank

was 4th in sales; September his rank was 3rd, October his rank was 2nd in sales, and November his rank was 1st in sales.

Gray & Dudley Hardware in Nashville, TN heard of O.L.'s success as a salesman and about September 1899, employed him to open up the territory of Mississippi for them at a salary of $2,100 per annum, with all expenses paid. The contract was to run for three years, beginning January 1, 1900. After said contract was made, O.L. felt secured to get married and his marriage to Louise T. Yoest of Columbia, TN, was consummated on November 5, 1899.

Lawrence Dortch

O.L. continued to travel in Mississippi making Columbus his headquarters. As he stated, "We secured a delightful place to board in the home of Mrs. Sue Hudson, who lived in one of General Stephen D. Lee's palatial southern homes."

In 1901, O.L. spent several weeks that fall in a Columbus hospital, stricken with malaria or bilious fever. As soon as he recovered sufficient to travel, he and Louise returned to Columbia, TN, where within about 4 weeks the first baby girl was born but died shortly after birth. O.L. decided soon after that his headquarters were to be thereafter maintained in Columbia, but he continued to travel to the Mississippi territory where lucrative sales were had. On January 23, 1903, baby Louise was born, who soon developed into a most beautiful curly-haired, blue-eyed, intelligent baby, who could talk fluently at ten months old, and before she could walk. On October 3, 1904, sweet little Ernestine was born. She was always an angel in the home and grew up to become a most beautiful Grecian-type woman.

In 1904 and 1905, O.L.'s health was bad, so he quit traveling and took a position as sales manager in the office of the Gray & Dudley Hardware Company, where he remained until September 5, 1907. At this time, the position of general manger of the Independent Phosphate Company was offered and accepted at a salary of $3,600, which was soon raised to $4,000 per annum. The family then moved from Nashville back to Columbia in the fall of 1907, where they have since remained. In 1910, O.L. was made Tennessee Manager of the International-Agricultural Corporation and for that year served as manager for both companies. The salary being $5,000, which was later raised to $8,000 per year - after both companies' operations were put on a profitable earning basis. In the fall of 1909 and early part of 1910, the family home on the Hampshire Pike near the Columbia Military Academy was built.

Mrs. Dortch, being a great lover of gardening and flowers, devoted much time and talent beautifying the place with flowers and shrubbery and made of it one of the most beautiful homes in the city of Columbia. Lawrence Dortch was born in the northeast room of said home about 4 o'clock a.m. on the morning of January 21, 1914.

In the year 1919, O.L. bought an interest in the Jacobs Stove

Edward S, Criddle

Works, located in Bridgeport, Alabama, and immediately placed in charge of the same as superintendent, his nephew G.O. Stanley, the son of his sister Mrs. Nora Dortch Stanley. In the year 1925, said stove plant was moved to Nashville, Tennessee, where operations were carried on in the state penitentiary, where prisoners were employed for laborers. When the move was made to Nashville, the name of the corporation was changed to the Liberty Range Works. The officers of the company were: O.L. Dortch, President; W.T. Moody, Vice President; G.O. Stanley, Secretary; T.F. Lance, Treasurer.

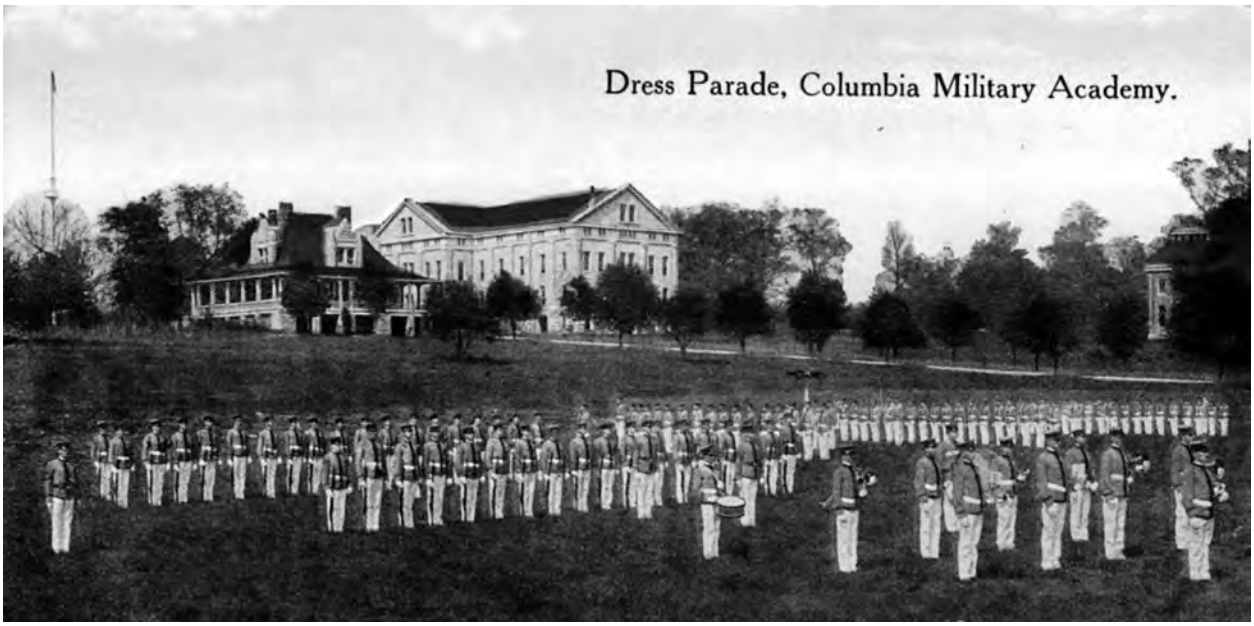
On the 18th of September 1928, Ernestine Dortch was married to Edward S. Criddle, a most worthy and talented young man, and the son of William S. Criddle. of Nashville, TN. Ernestine and Mr. Criddle made their home for a few months in California, where Mr. Criddle was connected with a large banking establishment. O.L. could not bear having his "sweet baby" Ernestine living so far away from home therefore, he persuaded Mr. Criddle to accept the position as first vice president of Liberty Range Works in charge of sales of the company.

In December of 1932, O.L. bought at public auction for $80,000 cash under foreclosure sale the Allen Mfg. Co. Stove Plant in Franklin, Tennessee. This plant had been built about two years earlier at a cost for plant and machinery at about $485,000. Some improvements were promptly added, and the Liberty Range Works moved plant operations to the new plant in Franklin, with the corporate name changed to the Dortch Stove Works, with officers as follows: O.L. Dortch, President; Edward Criddle, active Vice President; G.O. Stanley, Secretary & Superintendent, and T.F. Lance, Treasurer.

Ernestine Dortch Criddle

O.L. continued to devote a large part of his time as manager of the Tennessee Phosphate Rock Mines of the International Agricultural Corporation, a company which he helped to organize in the year 1910 and in which he owned considerable stock interests.

In the year 1930, O.L. became President of the Columbia Military Academy and at this writing still holds said position.



Oscar Lawrence Dortch and his son Lawrence served on the board of directors' for the Columbia Military Academy for many years.

No. 225-48
Standard Finish
Square, with High Closet
Improved Dump Grate for Coal or Wood

Number	Size of Oven	Covers	Cooking Top, Inc. Shelf	Height of Cooking Top	Size of Pipe	Shipping Weight
225-48	16x15x10¾ in.	Four 8-in. and Two 5-in.	23x32½ in.	30½ in.	7 in.	325 lbs.

Royal Diamond stove manufactured by the Dortch Stove Works Franklin, Tennessee. Coal and wood burning stoves were the first to be produced. Electric models were added as more households were added to the electric grid.

O.L. Dortch Obituary
The Review Appeal
Franklin, Tennessee
February 22, 1940

Oscar L. Dortch, 69, founder, chairman of the board and chief stockholder of The Dortch Stove Works of Franklin, died Saturday afternoon at 1:30 o'clock in The King's Daughters Hospital at Columbia, following a cerebral hemorrhage, of Friday night from which he never rallied.

He was a son of the late John and Penelope Dortch, was born, reared, and educated in Maury County and was connected with many of its successful enterprises. At the time of his death, he was Chairman of the board of directors of the Columbia Military Academy and of the Tennessee Orphans' Home at Spring Hill. For 30 years he was manager of the Tennessee Phosphate Department of the International Agricultural Corporation with headquarters in Columbia. He also held business connections for several years in Nashville with Belknap Hardware Company and Gray & Dudley.

Mr. Dortch was most charitable in his nature and did much good. He was an elder in the Church of Christ in Columbia. He leaves three children, Mrs. E.S. Criddle, Miss Louise and Laurence Dortch, and two grandchildren, all of whom live in Columbia.

The force of the Dortch Stove Works attended in a body the funeral services held Monday morning at the residence in Columbia, conducted by Elder Ben F. Harding, minister of the Columbia Church of Christ, assisted by Rev. Thomas R. Thrasher, pastor of the Episcopal Church. Interment was in Rose Hill Cemetery.

Among the pall-bearers were Oscar and Howard Stanley and Whit Criddle of Franklin.

Dortch Stove Works
Modern and Well Equiped

N.S. Phillips, *Williamson County News,* August 5, 1935

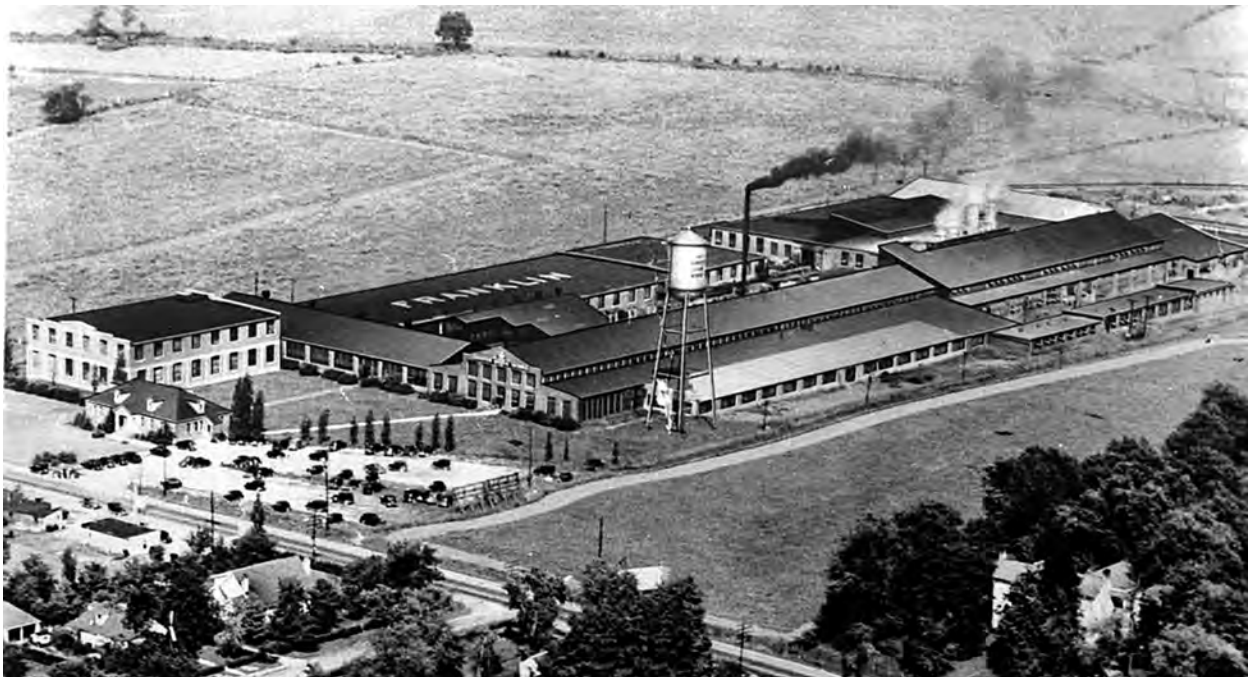
From the days of the nineties and over the fire cooking, there has been progress; marked progress. Housewives then sweltered over the hot fireplace to prepare the family meal. Today, they can buy the most modern of stoves manufactured in the entire world, and these stoves are made right here in Williamson County.

The Dortch Stove Works has been in the business of perfecting and making the finest of wood and coal stoves. And a few years ago, they moved their plant from Alabama to Franklin, attracted by the advantages offered here. Officials of the company stated the first reason for moving here was to secure the, "most modern and best equipped stove manufacturing plant in the United States."

In the plant, they are able to turn out seventy-five to one hundred thousand of unexcelled quality stoves annually, these being sold across the breadth and length of the United States wherever the best stoves are in demand. This output means about a million dollars yearly rolling into Franklin, to be expended for labor and raw materials used in the manufacture of the popular product.

Between three hundred and four hundred people are employed regularly, the majority of these being Williamson County people, and rep-

The Dortch Stove Works, Franklin, Tennessee



Dortch African American foundry workers were part of a 450 men workforce. Photo courtesy of Thelma Battle.

resents labor of a much higher average than ordinary. This means a payroll expenditure alone of more than $250,000 per year.

Their stoves are advertised as the Royal Line which is the most complete line manufactured in the country. It includes more than 200 different types and models of stoves for wood and coal consumption.

They attribute the better quality of their stoves to having the most modern plant in the United States, ideally suited to the manufacture of stoves. Depression and shutdowns have had no effect on Dortch. Throughout their operation here, the doors have not closed and there have been no shutdowns.

The company is headed by O.L. Dortch, Columbia, Tennessee, one of the state's most outstanding businessmen. He is also manager of the International Agricultural Corporation's operations in this section and president of the Columbia Military Academy.

Edward S. Criddle, vice-president, also resides in Columbia while T.F. Lance, treasurer of the company, lives here in Franklin. Mr. Criddle has been with the company, which started in Bridgeport, Ala. In 1919, for several years. Mr. Dortch has been head of the company since its inception and Mr. Lance, the efficient treasurer, has been with the stove concern for 15 years. G.O. Stanley, secretary, boasts of a record of service almost continuous since the company began operation.

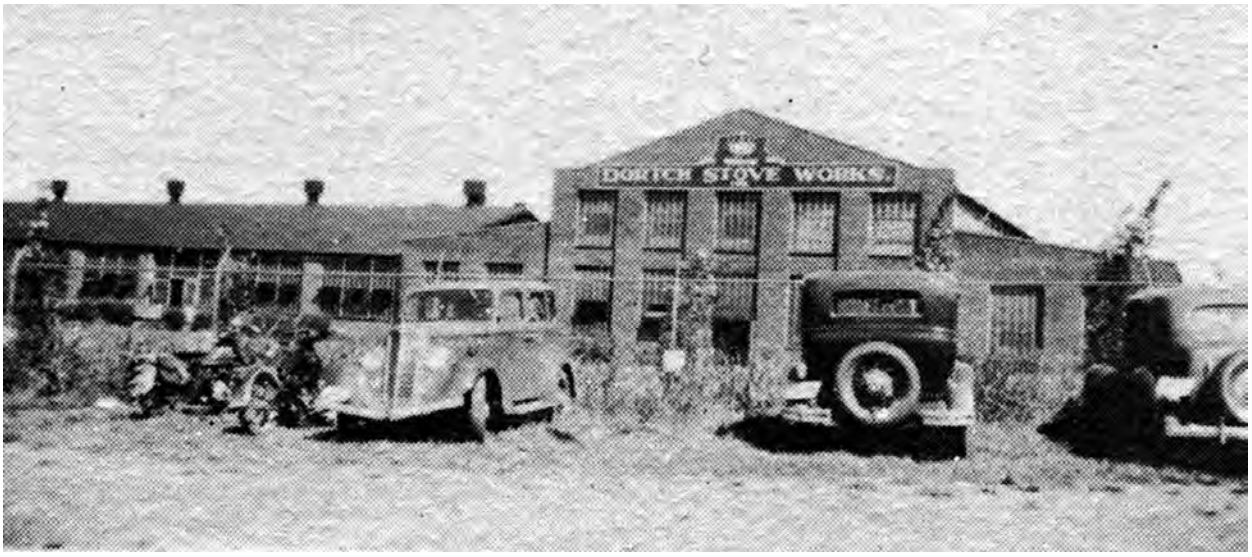
The officials of the company are loud in their praise of Williamson County as an ideal location for the manufacturing concerns. Their reason for this belief is on account of the high type of labor and citizenship and the

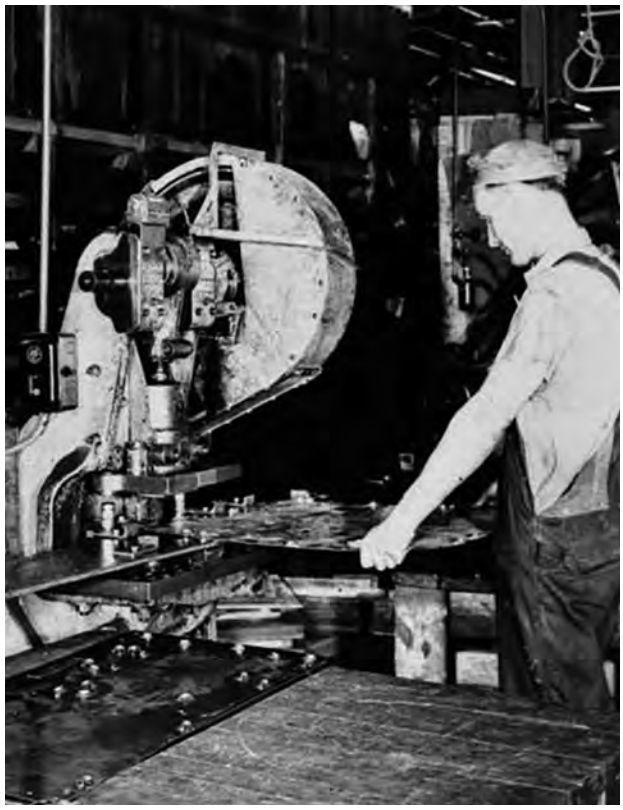
fact that railroad facilities as well as power are ample. Too, they state the climate is very favorable.

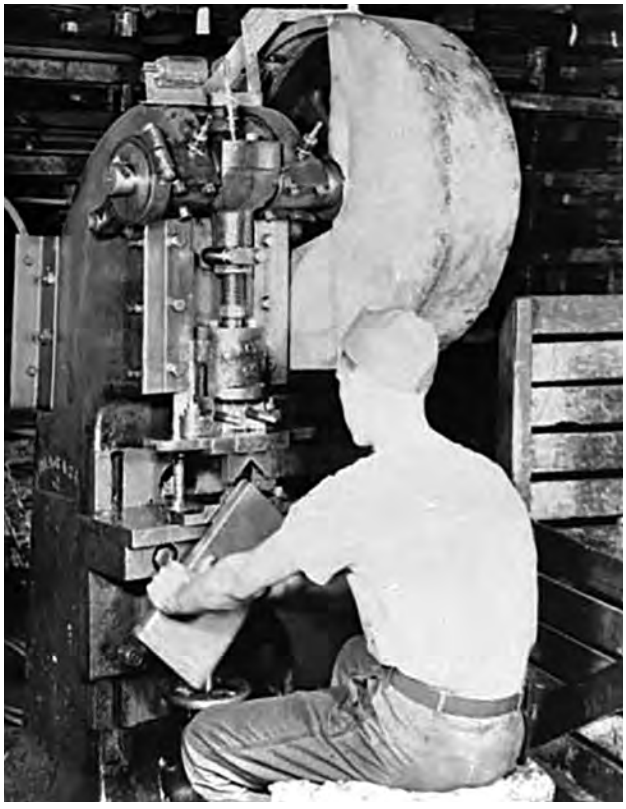
The Dortch concern has men on the road throughout the United States and Mr. Criddle and Mr. Lance spend a part of each year on the road covering certain territory in selling Williamson County made stoves.

A cordial, friendly spirit has always existed between the Dortch Stove Works and the people of Williamson County. This friendly cooperation has made it both pleasant and profitable to do business here.

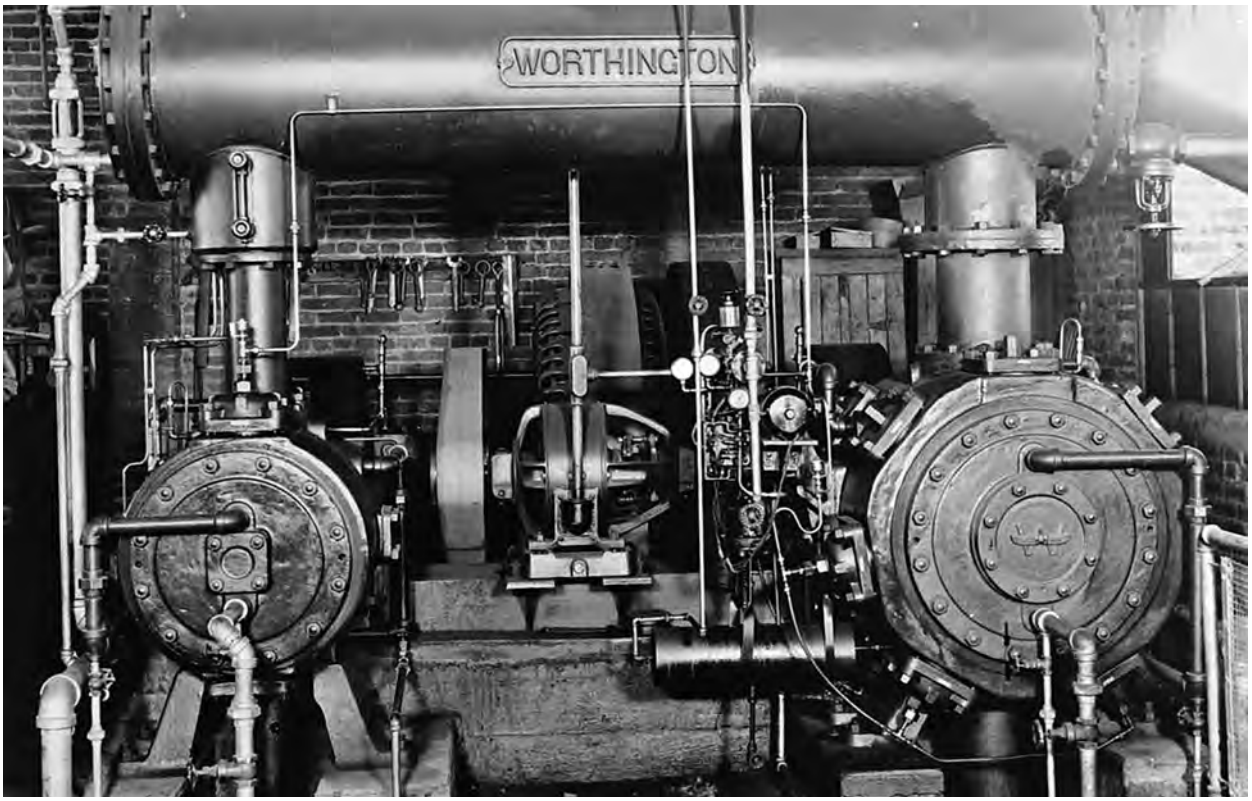
Dortch workers with Royal Line Range.







Above: Men at work.
Opposite Page Above Right: Dortch porcelain enamel-workers.
Opposite Page Below Right: Dortch steam-engines powered the plant.


WORTHINGTON

Dortch worker at press.

Franklin City Hall
A Home for the Peoples' Business

Brian Laster

Franklin city leaders have begun the process of exploring conceptual designs for construction of a new city hall. There are those who say this will be Franklin's first commissioned city hall building. After all, in recent memory the city hall has been located in the old Bethurum Funeral home and presently in a building constructed as a shopping mall. Since memories are short and often "runneth not to the contrary", a brief recounting of past city offices would help to set the historical record straight.

In 1799, the Tennessee General Assembly appointed five commissioners, "for regulation of said Town of Franklin, vested with full power and authority for that purpose." It was not until 1815 that the Town of Franklin was incorporated and seven aldermen were elected by popular vote. The aldermen decided who among them would be mayor. It was also their task to appoint a recorder, high constable, treasurer, and patrolmen. The only alderman to be compensated for his time was the recorder, who received five dollars per year. The mayor did not receive a salary.

Fire wards and a fire company with water access was mandated as a condition of the city charter. One of the most dangerous threats to a 19th century city was fire.

Early city leaders met in rented or borrowed offices in the county courthouse or a nearby building. The first courthouse was made of logs and the second was a brick structure with a cupola. Both structures in succes-

Franklin Volunteer Fire Brigade pose for a photo during an organized fire drill in 1910. The buildings directly behind the firefighters were demolished in 1966 to make way for the Harpeth Square Mall. This is the current location of Franklin's City Hall.

1878 D.G. Beers' map of Williamson County showing the footprint of the 1st city hall.

sion were situated in the center of the town square.

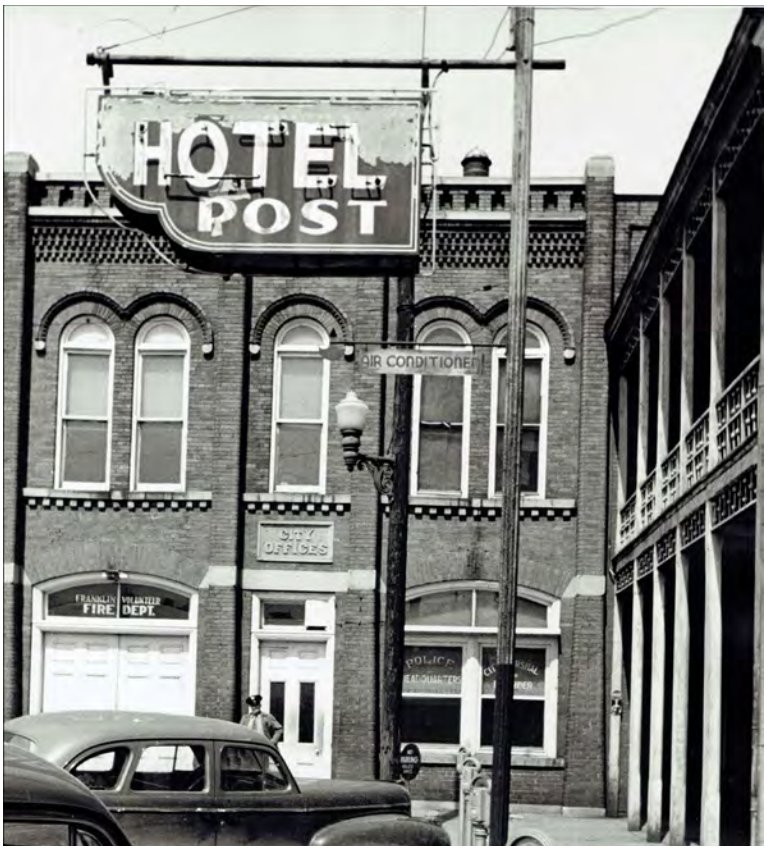
In 1868, William O'Neal Perkins, for the sum of $750, sold to the Town of Franklin, "a lot or parcel of land…being the same grounds on which the county offices used to stand", in the northeast corner of the square. The site had been the former county court clerk's office constructed of brick and said to be "fireproof". Park Marshall who was the city's mayor for 18 years and local historian, wrote an article in the *Williamson County News* explaining that after Perkins purchased the lot and building from the county, he tore down the former county offices and used the brick and stone in the house he was building on South Margin. Afterwards, he sold the lot to the city. The house he had constructed is known as the Perkins-Winstead home and today is part of Franklin Grove.

Between 1868 and 1878, the City of Franklin built its first official city hall building in the northeast corner of the town square, where Onyx and Alabaster is located today. Its size and shape are depicted on the 1878 D.G. Beers' map of Williamson County.

In 1883, the City Recorder reported to the mayor and aldermen that all city minute and warrant books had been destroyed by fire. Consequently, there are no minute books in existence from the founding of Franklin up to August 1883. This is the probable year the first city hall burned.

The 1888 2nd city hall building can be seen in the image background between the tower and corner of the town square. The tower was part of the opera house.

A committee to construct a new city hall was formed in 1888 consisting of H.P. Fowlkes, W.J. Bennett and J.C. Wells. They hired architect G.H. Boyles of Nashville to design the new building. It was constructed on the same lot as the previous structure. The builders were A.B. and Neal Vaughn who finished the building at a cost of $5,740. To off-set this expense, the city rented the second floor of the new city hall, to a group of



Above: Julius G. Zwicker 1865 - 1923, photo by Otto Giers. He was the architect of the 1892 Franklin City Hall and also designed the Silver Dollar Saloon in Nashville, Tennessee.

Left: 3rd Franklin City Hall. (photo 1940s)

businessmen who established an opera house.

Green Williams owned and operated a lumber planing mill and joiners' shop on East Main Street. It was located within one hundred feet of the new city hall. On an unseasonably dry, windy October day in 1891, sparks from the planing engine ignited hay in a nearby stable. The fire quickly spread to the piles of seasoned lumber stacked all around. Within the span of two hours, 17 houses and commercial buildings were consumed by fire, including the Franklin City Hall and opera house. The *Daily American* newspaper reported the, "hand pumping fire engine was set to work early in the action but could not avail against the wind, the fire and the drought."

By July 1892, the city had cleared away the burned debris, hired a new architect, Julius G. Zwicker and chosen Green Williams & L.R. Williams to begin construction on a new city hall. The footprint of the building was reduced in size and a portion of the existing lot sold. The 1888 building had been insured for $4,000. The total cost to rebuild was $4,084. Again, the second floor was rented out but this time to the Knights of Pythias.

The 1892 City Hall is easily recognized today nestled in the corner of the town square in-between the Roberts Building and Fifth Third Bank. On the parapet is the date "1892" and on the front of the building, located above the front door, are the words "City Offices". In 1965, the city sold this building for $10,000 and it has been privately owned since then.

Photo taken on West Main at new city hall. ***1st row:*** *Johnny Smith, Clare Lunn, Roberta King, Biddy Jamison, June Baker, Jane McMillan, Morton Fisher, Bob Kin,* ***2nd row:*** *Coy Smith, Jaco Whidby, A.H. Lamb, Arvis Thompson, Harris Irwin, Oscar Garner, Marshall Liggett,* ***3rd row:*** *Fuller Arnold, Frank Murrey, Ed Woodard, Mayor Frank Gray, Billy Henry, Richard Sparkman, C.M. Ballard, Robert Moore.*

"For the first time in many years, the city will have adequate space for its business transactions and services", reported the *Review-Appeal* in November 1958. The city, having outgrown its town square space, purchased a building on West Main Street for $40,000. The house was built for the residence of Louisa Perkins Gordon in 1911 but had been purchased in 1929 for use as a funeral home by Regen, Bethurum and Padgett. It would now house city offices, the police and fire departments, city court and a jail. One modern convenience added during renovation was air-conditioning. The new city hall would officially open to the public in January 1959.

In 1979, the city once again experienced the pressure that accompanies growth in population and staff. When a city employee was asked why the city needed a new city hall he exclaimed, "It's cramped…and it leaks". Harpeth Square Mall had been built on Third Avenue South in 1976 to bring a new shopping experience to Franklin. It boasted 80,000 square feet under roof. There were a number of retail stores leasing space in the mall including Castner Knott, one of its anchor tenants. However, it had not been the success expected. Civic minded individuals suggested

that the city purchase the property and relocate city offices to the mall. Although controversial, the city purchased the property during the last months of 1979 for $1,650,000, a large sum of money at the time.

The city planned to use approximately 13,000 square feet and to lease the remaining space to current tenants. As the city was moving into their new mall space, Castner Knott decided not to renew their lease. The large space they were occupying was made into smaller office spaces for service type tenants. In time, as staff and need for city office space increased, the city took over the mall and the entire building became the Franklin City Hall. It is used for this purpose today.

In 2007, many city leaders suggested that the mall building was inadequate, in need of expensive maintenance and outdated. The solution was to build a new city hall. However, the "Great Recession" of 2008 put the idea on hold and the momentum lost its steam. Last year, the Franklin Board of Mayor and Aldermen asked for bids from architectural firms to design a new city hall, one that would complement the architecture of downtown Franklin. In surveys conducted by the city, responses from the

Harpeth Square Mall was located on Third Avenue South. The building has been home to the Franklin City Hall since 1980.

public overwhelming supported keeping the city hall on the town square. The architectural firm of Studio 8 Design was selected to develop a preliminary master plan which is still in its conceptual stage. During an April 2022 work session of the Board of Mayor and Alderman, it was stated that the estimated low-end cost, including incidentals, for a new city hall building would amount to approximately $70,000,000.

Over the past 207 years, since the city of Franklin incorporated, there have been three city halls commissioned by the Board of Mayor and Aldermen, two existing buildings purchased and unknown others occupied and used as city offices. The proposed new structure will be the fourth commissioned city hall building. It will also be the largest and the most expensive. During public meetings about the need for a new building the comments of yesteryear have been resurrected, "It's cramped…and it leaks". If the past is an indication of the future, these words will, in 50 to 100 years after the new building is completed, be heard again.

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Photo of Julius G. Zwicker, courtesy of TSLA
All other photos courtesy of WCHS

Nolensville Historical Society

Preservation Awareness and Success in Nolensville

Bob and Betty Haines

The Nolensville Historical Society was started in 2003. It was formed to promote knowledge and awareness of the historical heritage of Nolensville and the surrounding areas and to promote the preservation and restoration of historic sites in and around the Nolensville community.

In the early 1930's, parents in Nolensville asked the county school board for a centrally located school but they were turned down due to poor economic conditions caused by the depression of the 30's. Williamson County agreed to build a school if Nolensville would buy the land. To raise funds for the school in 1934, the town had its first annual Nolensville Horse show which was followed by bake sales and other fundraisers so that in November of 1935 the town was able to purchase five acres of land for a school site.

By August of 1937, construction was underway of the 4-room Rosenwald School and it was completed by the fall of 1937. The completed

Interior of the restored Nolensville Rosenwald School for white children.

school started with grades 1-10 with an enrollment of 73 students. After World War II, in 1948, the community purchased a surplus Army Air Force classification building for $150.00, disassembled it, and brought it to Nolensville where it was reassembled under the guidance of Williamson County. The county funded, and Nolensville citizens built, one of the first indoor brick gyms with the first stage in the county. Of course, indoor restrooms and a cafeteria for hot lunches were welcomed.

In 1966, integration came to Nolensville and the black students from their school on Rocky Fork Road joined their white friends in a centralized school in Nolensville.

In 1972, the new elementary school was built next door and the Nolensville Recreation Board leased the building to expand their athletic program and for community events. The "Rec Center", as it was known, closed it's doors in 2009 and sat waiting for repairs and upgrades. It was later in 2009 that the historical society leased the "Rec Center" to begin work on restoring it and creating a community center and museum.

The Nolensville Historical Society's work culminated by being honored and the school placed on the Tennessee and the National Registry of Historic Places in 2012. So, what makes the Nolensville School unique? It is the only documented white Rosenwald School design that reflects the advanced educational facilities of the historic Rosenwald Community Plans. In addition, the unique social heritage story of the dedicated Nolensville Community's involvement from planning to the present day was thought

1937 Nolensville Rosenwald School, now a museum and the offices of the Nolensville Historical Society.

Morton-Brittain house saved from demolition and moved from Nolensville Road to Sam Donald Court.

to be of significant importance.

In 2019 the Society took on a larger project called the Morton-Brittain House Project, which ultimately would save, move, and restore the house listed on the National Register of Historic Places. The home was about to be destroyed to make room for a commercial building and the only way to save it was to find another location to move it to. It took three trucks to move the home from its old location on Nolensville Road to a safe permanent site in the historic district on Sam Donald Court. The move was made in the evening hours on February 4, 2019. Renovation work continues to this day through the dedication of the Morton-Brittain committee.

Much has been accomplished including footings/foundation; walls and piers were constructed; paneling, sheetrock, insulation and old wiring taken out; a replicated metal roof was installed; and the three original chimneys were preserved and over 1,000-1,500 original bricks pressure washed, chiseled and cleaned to be reused.

Since 2009 through the present, the Historical Society has provided a venue for community events. This includes a Farmers Market begun in 2014 on Saturdays; classes in canning and card making; training our young people for basketball, wrestling, fencing, and painting; plays and evening concerts. The facility is also used as a place for meetings for the local Boy Scout troops and churches. There have also been auctions held, library book sales, and rentals of the facilities for various programs and events.

The Nolensville Historical Society has benefited from fundraising events such as the Buttercup Festival, Antiques Collectibles and Garden Show and a tour of historic homes.

The Historical Society has been active from the beginning of the annual Buttercup Festival in Nolensville featuring music, games, and food. In fact, the homemade cobblers (cherry, peach, etc.) handmade by members are very popular and always sell out. The Antiques, Collectibles and Garden show is also a very popular show. A recent tour of historic properties called "Experience Nolensville Then & Now" was a fundraiser for the Morton-Brittain house and well attended.

KINHECHE
Caroline Dudley, Franklin Artist

Park Marshall, *Review-Appeal* - February 18, 1932

I have read the very interesting and intelligent account of the picture of Kin-he-che given by *The Independent* of St. Petersburg, Florida, by my cousin, Miss Mary Bright of that city, and at your request I will attempt to give such other facts as I may know that would possibly be of any interest to us here in Williamson County.

The small portrait of Kin-he-che in possession of Miss Mary Bright of St. Petersburg, Florida was painted by Caroline Dudley, daughter of Col. Guilford Dudley and his wife, Anna Bland Dudley, who settled six or seven miles south of Franklin, and near Columbia Pike and West Harpeth in or about the year 1808. Later, the family moved to Franklin. Caroline Dudley was an aunt of Mrs. Ordway, Mrs. Park, Mrs. Robert J. Gordon, and my mother, Mrs. John Marshall. She was artistic by nature. She died at the age of about thirty years, unmarried.

Watercolor, miniature portrait of Kinheche (2 3/4" x 2 1/4") painted by Miss Caroline Dudley at Franklin, Tennessee in 1830.

But as to Kin-he-che and how he happened to be at Franklin and to have his miniature painted. The Chickasaw held the country of north Mississippi from the river eastward to Mussel Shoals within the northwest part of the present Alabama and all the Tennessee west of the Tennessee River in Tennessee and Kentucky. By Treaties they sold the United States parts of their territory from time to time, in 1818 selling all of West Tennessee - that is, extinguished their title thereto by treaty. That left them some 6,422,000 acres in Mississippi. In 1830 the U.S. incited the Chickasaws to join them in another treaty looking to adjusting some questions between that tribe and the Choctaws and looking to the removal of the Indians to the Indian Territory. This treaty was held in Franklin in the old Presbyterian church building which then stood just north of the old cemetery. The treaty was signed on August 30, 1830, and is said to have been actually signed on a table under a locust tree in the yard of John H. Eaton's dwelling house which was on the lot now occupied by the Catholic Church. The original tree died long ago but a sprout grew up from the root and is still standing

Caroline Dudley 1802-1832, was born in North Carolina and died in Franklin, Tennessee at the age of 30. She is buried in the old Franklin City Cemetery.

at the place. I got this particular fact from Dr. D.B. Cliffe, who died about eleven years ago, aged over ninety years. No doubt it was a pleasant place to thus close the entertainment. I believe Dr. Cliffe came to Franklin in 1834 when he was eleven years old, that was between three or four years after the treaty.

The Secretary of War had empowered Robert P. Currin of Franklin and William B. Lewis of Davidson County to conclude the treaty, but Lewis was not present at the time, for Currin signed Lewis' name as agent and attorney-in-fact.

John H. Eaton, I think, was present in person as Secretary of War. His name does not appear on the document, but he certainly visited Franklin about that time and it is natural to infer that he made it a point to be here on that day.

Though Eaton owned the residence, he was not living at Franklin just at that time, and indeed the residence had been leased to his brother-in-law, Dr. Edward Breathitt, who was occupying it at the time.

The names of the Indians who signed the treaty are shown by the following record in the County Court Minute Book for 1830, made October 30, 1830. It seems to have required about six weeks to send the treaty to Mississippi for ratification by the Nation, and get it back to Franklin.

"An agreement between Robert P. Currin and William B. Lewis by his agent and attorney-in-fact, Robert P. Currin, of the one part, and Levi Colbert, James Colbert, George Colbert, William McGilivery, Issac Alberson, To-rul-ka, Ish-te-ya-kubbe, Ish-te-he-che, Im-me-houl-io-tubbe, Ish-te-ya-kubbe, Ah-to-ka-wa, Oo-kla-na-ya-ubbe, In-he-yo-chit-tubbe, Im-mo-la-subbe, Hush-ta-labe, In-no-wa-ka-che, Oh-he-cubbe, Kin-he-che, and J.M. McLish, Representatives of the Chickasaw Nation of Indians of the other part, is produced in court for probate, the execution thereof is duly proven by the Oath of Preston Hay, a subscribing witness thereto, and the same is ordered to be so certified."

All of the "parties of the second part" were probably Indians, some with adopted names, English or Scotch, and some were half-breeds, as were the Colberts. Levi Colbert was probably the head chief at the time.

In Goodspeed's History nearly all these Indians names are misspelled, and the whole thing badly muddled up. It even says that this was the acknowledgement of a deed of conveying land, though nothing whatsoever gives any indication that way.

Kin-he-che's name appears at the very end, except for McLish, who, I understand, was a kind of agent or advisor for the Indians.

This treaty, after being duly signed and acknowledged, was forwarded to Washington for approval by Congress, but was there pigeonholed and never took effect. In the published book of treaties, it is found only in the Appendix, with the statement that is was not acted on by Congress. I think that was because it contained a clause stating that the western lands should be as good as the Mississippi land to be surrendered which

would have given rise to great contention in the future. In any event, a new treaty was made at another place within two years under General John Coffee, which does not contain that provision.

The miniature was painted while the treaty, signed August 30, was being negotiated hence must now be about one hundred and a half years old. It was said that Miss Caroline intended to present it to Kin-he-che, but the head chief present advised her not to do so, saying that the Indians were not prepared to take proper care of it and could not, or would not, do so; she took his advice.

Referring back to the last signers, I have heard that the word "cub-be" (sometimes "tub-be," "Sub-be" etc. for euphony) means son, so that Che-he-cubbe would mean Che-He's son, similarly to Johnson or Harrison in the English language.

The late John B. Murrey, who died a few years ago, aged 101, was the only man I ever heard say he saw these Indians. His father brought him from Triune to see them. He said the Indians brought along several boys with little bows and arrows. Citizens would stick up silver dimes and quarters for them to shoot at, and win as prizes if they hit them.

I have often heard the different things so accurately and attractively stated in the article from St. Petersburg *Independent*, except the statement that the Town of Franklin was "the capital of the State of Frankland or Franklin," and was therefore quite a notable place, but in this statement, I think I see the ever-present finger of the newspaper "columnist," or interviewer, who wrote the interesting article. The State of Frankland or Franklin went by the board as early as 1788. After that North Carolina again ceded the Territory South of the Ohio to the United States and Congress accepted it and formed it into its government for about six years. Then Tennessee was admitted as a State of the Union, the proper date therefore being June 1, 1796.

During all of this time, and up to October 26, 1799, the area of the present Williamson County was a part of Davidson, but from its present line at the Brentwood hills, half-way between Nashville and Franklin, it was a wild, unsettled and of course, unorganized, wilderness. There were no officers of any kind, and no administration and no settlers except a very few here and there. In 1799, Abram Maury surveyed the 3,840-acre grant of Anthony Sharpe, within which Franklin lies, and for this service it is said that Sharpe paid him by conveying to him 640 acres, within which Franklin also lies. Or possibly it was given partly as compensation and partly for cash. The deed said that Sharpe sold and conveyed to Maury for $1,500, which is not necessarily incorrect, either way it was done. It is also said that there was an agreement that Maury was to locate a town site, on this 640-acres. This he proceeded to do by making a plan for the town, with proper streets, public square, etc., which was approved by the Legislature at Knoxville, October 26, 1799. At the same time the county was cut off from Davidson County, but its real organization could not be

Miss Mary Bright 1874 - 1961 Born in Fayetteville, Lincoln County, Tennessee. She served as a librarian in St. Petersburg, Florida for 28 years. In retirement, she moved to Knoxville, Tennessee and lived with her niece, Miss Mary B. Wilson. At her death the watercolor miniature of Kinheche was inherited by her family and eventually bequeathed to the Lincoln County Museum in Fayetteville. It was sold at Case Auction, Knoxville in July 2022.

effected until the early part of 1800. The town, with its streets and square, covered only 112 acres. The lots were 192 in number and (except two previously sold) were offered at $10 apiece by lottery--and drawn out of a hat by numbers after the tickets were sold. Tickets for about one-third of the lots were sold at this time. Twelve years after the State of Franklin died, the town of Franklin was a primeval forest and canebrake. Bear hunting was fairly good in the bottoms now within the town, and one bear is said to have been killed on the public square.

As Franklin is, according to old form of expression, "on the water of Cumberland River," and was part of Davidson County it would, had it been settled much earlier, have been a part of the Cumberland Settlement, never sympathized with the State of Franklin" and never would have anything whatever to do with it, being cut off from Watauga by over 150 miles of mountains and howling wilderness.

A story must have gotten started in some mysterious way that Franklin was once the State capital. I have been asked several times if it were a fact. I have even been asked my opinion whether or not the old "Factory Store" was not the capitol building. It was only built in the year 1827.

County Historian's Note:
As usual, Park Marshall (1855 - 1946), supplies us with interesting, factual-information on the history of Franklin. He served as mayor for over two decades. He also supplies us with more information about the Chickasaws in Franklin and Caroline Dudley in this article written a year and a half before W.S. McGann's article appeared in the Review-Appeal. Mayor Marshall never failed to correct misinformation whenever he had a chance, as he does in correcting the myth concerning the State of Franklin and the City of Franklin. Rick Warwick

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