

United States Department of the Interior
National Park Service



National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Byrns Landing

other names/site number ONM-29

2. Location

street & number Old Landing Road not for publication ^{N/A}

city or town Owenton vicinity

state Kentucky code KY county Owen code 187 zip code 40359

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

David L. Morgan
David L. Morgan, State Historic Preservation
Officer and Executive Director 7-1-97

Signature of certifying official/Title _____ Date _____
Kentucky Heritage Council/State Historic Preservation Office

State of Federal agency and bureau _____

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title _____ Date _____

State or Federal agency and bureau _____

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register. See continuation sheet.
- determined eligible for the National Register See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain:)

Signature of the Keeper

Date of Action

Patrick Andrews

8/19/97

Byrns Landing
Name of Property

Owen County, Kentucky
County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
		buildings
1		sites
3		structures
		objects
4	0	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing)

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions

(Enter categories from instructions)

AGRICULTURE/storage
AGRICULTURE/processing

Current Functions

(Enter categories from instructions)

AGRICULTURE/storage
AGRICULTURE/processing

7. Description

Architectural Classification

(Enter categories from instructions)

Mid-19th Century
Other: heavy timber frame (warehouse & barns)

Materials

(Enter categories from instructions)

foundation STONE
walls WOOD
roof METAL
other

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

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Byrns Landing, Owen County, Kentucky

7. Narrative Description

Site Characteristics

Byrns Landing (ONM-29) is located in Owen County, Kentucky, north of downtown Monterey on the west side of U.S. 127 on the Old Landing Road along the Kentucky River. This entire property consists of 87 acres, however, the area proposed for this nomination consists of 8.75 acres of land and includes the river landing site, one warehouse, and two tobacco barns. The only building that does not remain a part of the original landing is the wharfmaster's residence. That was located about 100 yards west of the warehouse, and was destroyed in the flood of 1937. The three remaining structures on the property are situated on the north side of the Old Landing Road. This group of buildings, together with the old river landing, form a cohesive unit expressing historic integrity in terms of location, setting, design, materials, workmanship, feeling and association while representing a period of significance spanning from 1830 through 1940.

Byrns Landing is accessed from U.S. Route 127 by turning west onto Greenwell Street in downtown Monterey, turning north on Taylor Street, and following the curve of the road down a steep hill. Traveling along this winding, gravel and dirt road, bear left at the first intersection where two barns and one warehouse are situated on the north side of the Old Landing Road. On the south side of the dirt and gravel road, the ground gently slopes into the Kentucky River, providing river access at Byrns Landing.

List of Resources

<u>Code</u>	<u>Description</u>	<u>Date of Construction</u>	<u>Evaluation</u>
1	Warehouse	1830s	Contributing
2	Tobacco barn	late 1800s	Contributing
3	Tobacco barn	early 1900s	Contributing
4	Byrns Landing	1830s	Contributing

Building Characteristics

1 The most prominent structure at the landing site is a two-and-a-half story heavy timber frame warehouse that was built in the 1830s. Situated closest to Byrns Landing on a long and winding dirt and gravel road, this warehouse is four bays wide, 80'-5" long, and 44'-5" wide. A high level of workmanship for this time period is displayed by the four foot high, dry laid stone foundation with hand hewn log sills supporting a raised wooden floor platform on the north side of the structure. Also, dry laid stones, varying in height between one to two feet above the ground, are situated beneath

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Byrns Landing, Owen County, Kentucky

major support columns throughout the warehouse. Sawn timbers supporting the walls and roof are notched to received mortise and tenons and are covered with vertical wood boards on the exterior. Inside, there are two drive through aisles with three platform areas for storing merchandise.

On the south side of the warehouse, which faces the Old Landing Road and the Kentucky River, are a series of openings. One large opening, near the southeast corner, is accentuated with a shed roof supported by two vertical log poles. This extension provided a covered entry for wagons, which would protect items to be dropped off, picked up, and stored. The extension directly accesses the platform area inside the warehouse.

2 The tobacco barn, centrally located between the warehouse on the west and the tobacco barn on the east, is two-stories tall and three bays wide. Vertical log poles which pierce the ground at regular intervals form the framework for this building constructed in the late 1800s. The front facing, corrugated metal, double pitched gable roof is pierced by five square wooden ventilators. This open ended barn has three drive through bays, is 116 feet long and 42 feet wide, and is covered with vertical wood boards. A one-story concrete block addition with a gabled roof, attached to the north side the barn in the early 1900s, was used as a tobacco stripping room. The barn's open wood roof rafter system, three drive through bays, and roof ventilators are indicative of its use as a tobacco barn that was involved in curing, prizing, and storing hogsheads, or barrels, of tobacco.

3 The third building, situated on the eastern end of this road, is another tobacco barn which is two-stories tall and three bays wide. Vertical log poles pierce the ground at regular intervals forming the framework for this building constructed in the early 1900s. It is 36'-6" wide and 49 feet long with a low sloping metal, front gabled roof that is pierced by two square wooden ventilators. Covered with vertical wood boards, three bays are open on the east end with only the central bay open on the west end, allowing access through the building. The open wood roof rafter system and roof ventilators are indicative of its use as a tobacco barn.

4 Byrns Landing is situated on the east bank of the Kentucky River and is located opposite the warehouse and tobacco barns on this dirt and gravel road which ends directly into the river, forming the landing area. In the early days, horse drawn wagons, and later automobiles, traversed this road, hauling merchandise to the landing area to be shipped to Frankfort or Louisville on river boats. Steamboats and ferrys would stop at the landing and extend their gangplank, bridging the distance between the gravel landing area and the boat. Surrounded by shade trees, this gentle sloping grassy land with its river landing remain intact.

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Byrns Landing, Owen County, Kentucky

Byrns Landing, the warehouse, and two tobacco barns form a cohesive unit which portrays the various activities that took place in the 1800s and early 1900s at a river port, such as storing merchandise for shipment down the river on steamboats. This landing made an important economic impact on the growth and development of Monterey, helping to establish it as a tobacco marketing center and major river port. These buildings, combined with their close relationship to the river landing, represent the only river port in Owen County that remains intact. This site expresses the feeling of an operating river port that was active between 1830 and 1940 through its location along the Kentucky River; its setting in an area of low sloping grassy land surrounded by large overhanging shade trees which frame the entrance to the river landing; and by its design, materials, and workmanship of the dry laid stone foundation and heavy timber frame warehouse and the vertical log pole tobacco barns. Together, these elements convey the feeling of what it was like to visit an operating river port. The warehouse stored merchandise from Monterey and surrounding counties while the tobacco barns supported Monterey as the tobacco marketing center in Owen County by being actively involved in the growing, curing, prizing, and storing of tobacco. The presence of these remaining buildings and the river landing retains the quality of association since it conveys the type of activities that were involved in an operating river port site while portraying a feeling of purpose and stability which made a positive economic impact on the growth and development of Monterey.

Integrity Evaluation

Byrns Landing (ONM-29) is being considered for nomination under National Register Criterion A in the area of Transportation. This property is an excellent example of a river landing on the Kentucky River in Owen County. It is the only one that remains intact, with buildings associated with its activities as a river port during the steamboat heyday dating between 1830 and 1940. It has been identified as an area that conveys a strong sense of historic environment. This environment is portrayed by the sites development as a river landing, the juxtaposition of the historic buildings to each other and the landing, as well as their plan type, construction materials and methods, and continued use. This property has the highest degree of integrity in terms of location, setting, materials, workmanship, and association in relationship to the two other Kentucky river ports, Gratz and Perry Park, in Owen County during this same time period.

The property has retained the integrity of location, situated on the northern banks of the Kentucky River, by its direct river landing access, dirt road, warehouse, and tobacco barns. These elements, remaining intact for over 166 years, represent the only surviving buildings associated with a river landing

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Byrns Landing, Owen County, Kentucky

in Owen County related to early transportation on the Kentucky River which directly impacted the economic growth and development of Monterey and Owen County. The integrity of setting has been maintained by the large shade trees which line the property along the river's edge, framing the entrance to the landing. The heavy timber frame warehouse, with its covered loading dock, and the vertical log pole tobacco barns are situated on the north side of the dirt road. A wagon road traverses past these buildings, down a gently sloping grassy landscape, to the river's edge.

The river landing is an important feature of the site since this was where the action took place, the loading and unloading passengers and freight on river boats such as the Falls City II, Sonoma, and Blue Wing. A low sloping gravel road formed the landing area that ended in the river. Steamboats and ferrys put forth their gangplanks, bridging the gap between the boat and land. This river access is still evident today by the location of the road ending in the river which is surrounded by a large canopy of overhanging shade trees.

The wharfmaster's residence, a one-and-a-half story wood-frame structure with a one-story side ell addition, was originally situated to the west of the warehouse. There are no visible remains of this structure today, since it was destroyed in the 1937 flood. Although this residence has vanished, due to an act of nature, four other primary features remain intact: the landing access, warehouse, and two tobacco barns. All of these have retained their original location, setting, materials, workmanship and association.

The warehouse's original materials, such as the stone foundation, exterior vertical wood siding, hand hewn timber sills and floor boards and notched columns and posts, remain intact and display a high level of skilled workmanship which is found in the details used in laying the stone, the platform structure, notching, and roof framing of this massive structure. Rectangular in plan, with wooden platforms and a covered loading dock entry, this building reflects the overall design of the warehouse to be used primarily for storing items. Currently, the warehouse is not being used and is empty.

The central tobacco barn has had one significant modification over the years: the addition of a small one-story concrete block room that was built on the north west corner of the structure circa 1920. This enclosure was added to accommodate the activity associated with tobacco known as "stripping" which is a process of removing tobacco leaves from the stalk, sorting it into grades, and tying it into bundles. Numerous barns throughout Kentucky have similar rooms attached to the sides of tobacco barns, primarily of wood-frame construction. Today, this barn is still being used for curing tobacco.

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Byrns Landing, Owen County, Kentucky

The eastern-most tobacco barn remains intact, covered with its original vertical wood boards supported by vertical log poles which pierced the ground and an open wood roof framing system, allowing its continued use as a tobacco barn. While each building on the site possess its own individual characteristics, these structures, as well as the river landing access, shade trees, and grassy landscape, collectively represent an outstanding cohesive unit comprised of the only surviving buildings that are associated with early river transportation. Its importance in the growth and development of Monterey is evidence of a town that has continued to thrive after the decline of the river boating industry.

Byrns Landing
Name of Property

Owen County, Kentucky
County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Areas of Significance

(Enter categories from instructions)

Transportation

Period of Significance

1830-1940

Significant Dates

1830

1900

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

Kentucky Heritage Council
Frankfort, Kentucky 40601

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Byrns Landing, Owen County, Kentucky

8. Statement of Significance

Byrns Landing (ONM-29) meets National Register Criterion A and is significant in the area of Transportation. The property was evaluated within the context "Transportation in Monterey, 1830-1946" which focuses on the development of methods of transportation in relationship to the growth and development of Monterey. This context was developed as part of the survey of Monterey in 1996 and is included in the Transportation chapter of "Monterey Historic Structures Survey and National Register Nominations Summary Report" on file at the Kentucky Heritage Council in Frankfort, Kentucky. Excerpts from the context "Transportation" are included in the following Statement of Significance. Byrns Landing was significant from 1830 to 1940.

The area proposed for this nomination represents the only surviving Kentucky River landing in Owen County. The property includes a river landing site, one warehouse, and two tobacco barns.

The river landing was named for Captain Dennis Byrns, wharfmaster, who tended the wharf from the 1830s until his death in 1880. He lived on the property in a small one-and-a-half story wood-frame residence which was located 100 yards from the warehouse, on the north side of the road. No physical evidence of his residence remains above ground, since it was destroyed in the flood of 1937. Byrns was instrumental in the continuous operation of the river port and by storing goods in his warehouse. The warehouse is the most prominent building on the property and possesses historic integrity through its intact location, setting, materials, workmanship and association. It represents warehouse construction of the 1830s. The activity associated with the storage of merchandise for shopkeepers in Owen, Grant, and Henry counties, was directly related to the increased growth and development of commerce in Monterey. It also helped to establish and maintain Monterey as an early tobacco marketing center between 1840 and 1920.

Monterey's remarkable growth and development is linked to its location in Owen County. Situated on the banks of Cedar Creek, with direct access to a major waterway, the Kentucky River, this transportation route promoted the town's early growth and development. Since the majority of Owen County's nineteenth century commerce was carried on by riverboats, the wide, flat terrain along the river at Monterey allowed the development of a landing where a wharf and warehouses were located. This wharf was second only to Frankfort's in size (Houchens, 360) along the Kentucky River. Steamboats stopped at commercial centers, such as Monterey, and unloaded their freight at Byrns Landing which is at Sparks Bottom on the Old Landing Road. Hogs, cattle, and tobacco were shipped out from this landing and supplies such as sugar, coffee, and farm machinery brought in were stored in heavy timber warehouses (Derringer interview) which are still visible.

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Byrns Landing, Owen County, Kentucky

Two other river ports were active on the Kentucky River in Owen County during this time period: Gratz and Balls Landing at Perry Park. Of the three ports engaged in using this early major transportation corridor for shipping goods, Monterey figures prominently in the history of Owen County. The following histories of Gratz and Perry Park will describe how these towns developed and have dramatically changed since their establishment in the mid-1800s as river towns in comparison with Monterey.

Gratz

Gratz, located at the intersection of State Route 22 and 355, is a small town of .35 square miles with a 1990 population of 65 residents (Federal Census). Situated on the Kentucky River, the land in the big bend of the river between Gratz and the mouth of Severn Creek is called Brown's Bottom since the Brown family owned extensive acreage in and around Gratz. It is speculated that the town may have been named for Gratz Brown, Senator John Mason Brown's great-grandson. Senator Brown was the first United States Senator from Kentucky and builder of the Liberty Hall in Frankfort in 1796.

The town was first surveyed in 1847 and incorporated in 1885. During the early riverboom heydays, Gratz was a bustling port of egress for the agricultural yield of Owen County and of ingress for the merchandise needs of Owenton and crossroad stores. Boats were congested at this river port and wagons were full of coal, hardware implements, and soft merchandise. Area residents looked forward to the yearly arrival of showboats.

Between the late 1800s and the early 1900s, there were approximately 300 residents in town, which consisted of four churches, two schools, two hotels, a bank, two drug stores, three medical doctors, one dentist, an opera house, a band and ball teams. The resort hotel on Clay Lick accommodated travelers and those wanting sulphur water.

A lead mine, where lead was first discovered at the close of the Civil War, was located two miles downstream. This mine began to flourish in 1900 and was quite productive during World War I. Eventually it was shut down, leaving Gratz with a loss of businesses and a diminished population (Houchens, 351-352). Downtown Gratz terminates at the bridge which spans the Kentucky River into Henry County carrying State Route 22. This steel reinforced bridge, built in 1931 (Houchens, 146), put Gratz out of business by costing the town a loss of \$ 4,000.00 a year in revenue, eliminating the need for the river port ferry and wharf. Gratz never fully recovered as a river town after the closing of the lead mine and the construction of the bridge, as is evident from the decreased population of 300 residents in the 1900s (Houchens, 351-352) to 65 in 1990 (Federal Census). A windshield survey in 1996 revealed the majority of buildings were built in the mid- to

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late-1800s through the early-1900s, with only a handful constructed since the 1930s. Also, no buildings associated with the river landing remain visible. Some of the more prominent extant structures in town today are the Gratz Deposit Bank founded in 1902, the Thomas General Store, Dawson's Garage, three wood-frame churches - Baptist, Methodist, and Christian - one grocery, a post office, several wood-frame homes, and an outstanding home, built in 1898 by William Gales, a merchant. These buildings serve as a reminder of when Gratz was a thriving river port town.

Perry Park

Perry Park, originally known as Lick Skillet, Cleveland (for President Grover Cleveland), then Ball's Landing, is located on State Route 355 between the mouths of two large creeks that empty into the Kentucky River, Mill and Big Twin. The landing was named for James Ball who settled the river landing in 1826 and built a store. Ball served as the wharfmaster for the landing, with his son Cleveland Bob Ball following in his footsteps. The name Ball's Landing persisted until 1933 when it became known as Perry Park.

Some of the early stores include three blacksmith shops, a picture gallery, a millinery and several general stores, one which was operated by James Ball. The post office, located in the drug store, was operated by Jake Ball, the post master. The Star Hotel was noted for good food and comfortable beds for traveling men. The lead mine, operated by a Colorado syndicate from 1899 to 1901, employed a number of miners who shipped the ore on the river (Houchens, 369).

A road ran down to the river landing where freight was loaded on drays or in a warehouse and stored. Some of the boats that stopped at Ball's Landings were Blue Wing, Donkey, Golden Gates, Hibernia, Park City, Enos Taylor, Falls City II, Sonoma, White Dove and Renovah. Showboats heralded people to come to the shore with calliope music.

About a mile up river from Ball's Landing was a small landing, used by the Perry family to ship their hogsheads of tobacco, known as Perry Landing. A Greek Revival residence, known as Glenwood Hall, was built by John Perry's grandfather, Washington Perry, prior to the Civil War. G. Church Minor married Washington Perry's daughter and became the master of Glenwood Hall and his son Perry Minor lived there until John Perry bought the farm in 1932. John Perry, a successful newspaper publisher and industrialist, acquired Glenwood Hall in 1933 (Houchens, 193). That same year, the post office in town was renamed Perry Park for John M. Perry, Sr. whose family owned a considerable amount of land south of Mill Creek (Rennick, 230) since the early 1800s. In 1966, investors purchased the farm and proposed the development of Perry Park Resort. In 1969, it was renamed Glenwood Hall

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Byrns Landing, Owen County, Kentucky

Resort and County Club.

This 2,600 acre development consists of condominiums and homesites on hillsides, lakes, and the river. A championship golf course, Olympic size swimming pool, wading pool, gym, party room, and two tennis courts are some of the amenities. Accessed by a 3,000 foot long airstrip, it has a marina for boating activities, 6 stocked lakes, and a dozen ponds (Glenwood).

A windshield survey in 1996 revealed only a few extant buildings that were associated with Ball's Landing: Glenwood Hall, converted to a clubhouse (Glenwood) with a swimming pool, several historic barns and a silo, the Mount Zion Church, which appears abandoned at the intersection of 335 and 1982 - Squiresville Road, the post office, and a residence.

The decline of Ball's Landing and development of Perry Park is attributed to several factors. The railroad, which took over Kentucky River's freight monopoly combined with the increased use of the automobile traveling over good roads, promoted the relocation of people who had previously needed the river for transportation, to cities and modern life. Also, the Great Depression added to its woes of unemployment and the 1937 flood left little reason for rebuilding destroyed buildings since most of the people had left the area (Glenwood). The development of Perry Park as a retirement community and resort area is an attempt to revitalize a deteriorating community that has lie dormant since the 1930s.

Contextual Evaluation

All three of these Owen County towns once used the Kentucky River as their major transportation route. That travel corridor promoted their economic growth and development in the mid-1800s. The increased use of trains on completed railroad tracks, and the advent of affordable automobiles, caused the eventual decline of river transportation, leaving its mark on each community in different ways. Gratz suffered greatly from lack of jobs due to the close of the lead mine as well as the installation of a bridge in 1931 that provided a new means of transporting goods, creating a decline in the riverboating industry and, therefore, the stagnation of town growth.

Perry Park, on the other hand, has been purchased by investors and developed into a planned community resort and retirement village surrounding the historic Glenwood Hall, erasing its image as a river town since only a few buildings remain in town as well as some barns and a silo. By contrast, Monterey has continued to flourish despite the Great Depression, floods, fires, and decline of river transportation, because it was situated along a major transportation route, U.S. Route 127, which linked it to Frankfort, the State Capitol, and to Owenton, the County seat. Tobacco continued to be grown

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Byrns Landing, Owen County, Kentucky

and transported by more economical and efficient means such as trucks, to major cities, and by railroad, which was located 14 miles north of Owenton, in Sparta. Also, the influx of artisans in the 1970s promoted the revitalization of Monterey's downtown commercial district. The town remains a thriving community today.

TRANSPORTATION IN MONTEREY - 1830-1946

Rivers and Creeks

America's first settlers lived along rivers using water for drinking, cooking, bathing, and transportation. Prior to the twentieth century, rivers were the best mode of transportation in Owen County (Houchens, 67) since it is bounded by the Kentucky River, a branch of the Ohio River, along its western border. Providing a natural transportation highway for people and produce (Houchens, 25), it has had a bittersweet relationship with the growth and development of Monterey, by bring economic stability and wealth to this river town as well as ravaging its buildings when the waters occasionally flooded.

During both the settlement and the ante-bellum periods, the Ohio River was the major transportation corridor of the west, with steamboats rapidly transporting large cargoes up and down the river. Louisville stood at the Falls of the Ohio where all shipments were transported overland around the falls during low water, which was most of the year (Amos).

Steamboats

Although, the first steamboat was built in the United States by American inventor John Fitch in 1787, the first commercially successful steamboat which was operated by a paddlewheel was developed in 1807 by American Robert Fulton (World Book vol. 18, 314-315). Paddlewheel boats, commonly seen on the Kentucky River from the early 1800s (Houchens, 25), helped the state's farms prosper, since farmers shipped millions of tons of livestock and crops produced along the Ohio and Mississippi Rivers (World Book vol. 11, 230f). Packet boats, used most during the last decades of the nineteenth century and the first ten or fifteen years of the twentieth (Houchens, 380-381), made regular trips between Frankfort and Louisville, stopping at several locations in Owen County such as Moxley, Gratz, and Monterey. During this time period, steamboats such as the Falls City II, Sonoma, Blue Wing, and Park City made regular stops with passengers and freight at the Monterey wharf (Tiny) known as Byrns Landing. Located on wide, flat terrain on the Kentucky River, this landing promoted Monterey's economic growth (Monterey Post Office).

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In 1836, the state began to build a series of locks and dams designed to make the river more usable. By October 1842, the stream from its mouth to Frankfort was reported navigable for steamboats of light draught except at certain stages of high water when boats could neither go through the locks nor over the dams (Houchens, 26).

River boat Captain Saunders from Monterey (Johnson) was one of the earliest settlers of Monterey, on the south side of Cedar Creek, and rivermen in Owen County. Saunders was widely known for his ability to navigate the Kentucky River (Tiny). Owen County historian Margaret Murphy sites that according to the 1860 census books, Reuben T. Lucas was also a riverboat captain on the Ohio River who owned more land and cash money than anyone else in Owen County at the time (Houchens, 360). Other well known men of the day were Captains Pat, Frank, and Noble Leitch, Noble Hundley of Gratz and Elisha Wood of Lockport (Houchens, 385-387).

Byrns Landing, named for Dennis Byrns, wharfmaster between 1830 and 1880, who believed his work to be more profitable than saving money in the bank. Goods and merchandise were brought in to the warehouses until storekeepers from Owen, Grant and Henry Counties came to claim it and haul it away (Tiny). Wagons brought goods to the wharf at **Byrns Landing**, such as hogs, tobacco, cattle. All other supplies, such as sugar, coffee, and farm machinery shipped in here, came down the Ohio River from Louisville and Cincinnati, passing through only two locks on the Kentucky River - Lockport and Worthville - to reach Monterey.

After Dennis Byrns died in 1880, Lee McGraw continued on as wharfmaster until the early 1900s followed by Bishop Wilhoite through the 1930s (Murphy & Hawkin's interviews). It was during this time period the two tobacco barns were constructed. This landing was also used as a ferry crossing to Gestville -now Gest- in Henry County. Barney Webb lived across the river in Gest and ran the ferry boat back and forth across the river. Monterey residents remember the ferry crossing being used by hearses and automobiles until 1940 (Hawkins interview). Although the wharfmaster's residence no longer exists, the river landing, warehouse, and two tobacco barns remain intact today as evidence of the early major transportation route that served Monterey promote commerce until 1940.

Between 1840 and 1920, Monterey was known as a tobacco marketing center. Early farmers found this fertile soil produced the cash crop, tobacco, which played an important part in the town's commercial development. Tobacco was brought to town on wagons, graded, and stored in warehouses until it could be shipped down the river from **Byrns Landing** to big markets.

The availability of water transportation to carry the heavy hogsheads,

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barrels stuffed with tobacco, enabled Owen County to become an important tobacco market during the years of the Civil War. Federal census reports show that tobacco production rose from 746,871 pounds in 1849-1850 to 2,153,307 pounds a decade later (Houchens, 25).

At tobacco marketing time many farmers arrived from distant places with their wagons full of tobacco and waited to board a boat. Sometimes the boat was full of cargo and so farmers simply had to wait days to be unloaded. The farmers were concerned about getting their crops to the warehouse before markets closed for the Christmas holidays (Houchens, 380).

In the 1860s the Steamboat Age was rapidly coming into its own on the Kentucky River making it more possible to ship marketable produce down the river to the Ohio and thence to big city ports even as far as New Orleans (Houchens, 67).

Passenger travel on the river involved signing in each traveler by the head clerk on the boat while another clerk filled out the freight manifests on land. Deck crews passed crates onto the boat in a fluid motion. Shortly before the last load was hoisted onto the boat the bell rang sending relatives ashore. The second bell signaled let-go the shore line, hoist the stage, and get under way. Numerous landings were made and locks were passed through. In small towns, crowds of people lined up on the bank to see the boat come in (Houchens, 387).

The most luxurious boat in the early days was the Blue Wing commanded by Captain Jack Russell and the best known Kentucky River steamboat was the Falls City II (Houchens, 387), which stopped at the Enos Hardin Farm and Byrns Landing to pick up merchandise and tobacco stored in their warehouses. The Falls City II, purchased by W.D. Hardin, Dr. G.W. Lawrence and Captain J.N. Abram in 1900, ceased operation in 1908 (Murphy b, 15). It was one of the last Kentucky River packets to carry hogs heads of tobacco (Derringer interview) on the Kentucky River and carry on competition with the railroads for freight and passengers travelling from Louisville to Valley View between 1898 and 1908 (Murphy interview).

Over the years, Monterey has been plagued by several floods that crept up from the low lying wharf area reaching the plateau of downtown Monterey in 1883, 1913, 1937 (Hawkins) and 1989 (Derringer interview). The flood of 1937 destroyed the wharfmaster's residence at Byrns Landing and caused property damage in Monterey forcing residents to permanently move out of town. Despite these natural disasters, property owners worked together to salvage their possessions and many decided to continue residing in their repaired homes today.

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Byrns Landing, Owen County, Kentucky

Around the bend from Byrns Landing is Lock # 3 on the Kentucky River, adjacent to the Wingate-Hudson Farm. The gatekeeper, who provides boat access to the river, lives in the two-story wood-frame home dating from the mid-1800s which is surrounded by several tobacco barns. Mrs. Leota Derringer recalls people came and camped at the large sandy beach to watch boats travel through the locks since there was no landing (Derringer interview). Today, the gate to the sandy beach is monitored and opened for boat access to the river for a nominal charge. The lock keeper's house is located directly opposite the river in Gest, Kentucky.

The decline of riverboat transportation

Riverboat transportation for passengers and freight declined after the second decade of the twentieth century due to the increase in automobile production and improved highways making the transport of goods more economical and efficient (Houchens 116-117). Mass production of Henry Ford's Model T, costing as much as \$ 850 in 1908, were reduced to \$ 290 in 1924. Some farmers used the Model T to perform a number of mechanical chores around the farm. Truck production increased from 700 in the United States in 1904 to 250,000 by 1918 making it easier and cheap to take produce to markets more quickly (World Book, vol. 18, 378-380). Automobile production increased from 8 million nationally in 1920 to 23 million by the end of the 1920s. The general use of cars and trucks created an urgent need for good highways (Houchens, 132). The first improved highway was built between Gratz and Owenton in 1916 and by 1923, U.S. Highway 227 from Owenton Cemetery to the Scott County line was started. In 1926, this highway was completed all the way from Worthville to near Georgetown, giving Owen Countians a quick outlet to Central Kentucky. (Houchens, 132). Bus transportation was also available that year from Owenton to Frankfort (Hawkins interview).

Despite the Great Depression, the 1930s brought even better roads which facilitated travel within the county and beyond its borders (Houchens, 146). The Old Frankfort Pike, now U.S. Route 127, which began as a dirt and gravel road, extended from Owenton to Frankfort, passing through downtown Monterey. This road was resurfaced in 1931 (Murphy b, 16) and continues to be the major transportation artery through Monterey today. In the summer of 1939, the streets of Monterey were macadamized (Murphy, 177) and by 1940, the increased use of the automobile combined with the web of interstate railroad network systems, caused the final decline of significant and competitive commercial transportation on the Kentucky River (Amos).

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Section number 9 Page 1

Byrns Landing, Owen County, Kentucky

9. Bibliography

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- **Historical Maps**
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Property Identification Maps: 1990
- **Archival Resources: Articles:**
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"Marshall Thompson's Rising Moon Pottery Shop Teaches Youth Classes." Article, no date or author, Vertical Files, Owen County Public Library, Owenton, Kentucky.
"Monterey, an Owen County River Town, Has Colorful History." The News-Herald, Owenton, Ky. 8-5-76.
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Murphy, Margaret A. Karsner, Gerald T. Kemper, Dana Peters. "Historical Background Origin and History of the Monterey Community Park." Article: September 22, 1990.
"Tiny Monterey Has Glorious Past - Owen Co. River Town Once Hosted Numerous Steamboats, Much Industry. The Kentucky Explorer: 10-91; Reprint from The News-Herald, Owenton, Kentucky, 5-2-57.

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Section number 9 Page 2

Byrns Landing, Owen County, Kentucky

• **Newspapers:**

Owen County News-Herald: 1937 to present

• **Owen County Courthouse**

Deeds, Tax Card Records

• **Secondary Resources**

Arnold, Mrs. Ira. A History of Owen County Baptist Association and It's Churches. 1970s, p. 241-243. Chapter "A Brief History of the Old Cedar Baptist Church by Mrs. Viola Smith Patton, compiled 1964-1965.

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Rennick, Robert M. Kentucky Place Names. Lexington, Kentucky: The University Press of Kentucky, 1984.

World Book Encyclopedia, Vols. 11, 18. Chicago, Illinois: Field Enterprises Educational Corporation, 1967.

• **Volunteers:**

Mayor Becky Albaugh
Mrs. Leota Derringer
Mrs. Lela Maude Hawkins
Mrs. Margaret Karsner Murphy
Mr. Bill Hardin

Ms. Kathy Tingle
Mr. Jim Hudson
Mrs. Bettina Sommerville
Mrs. Reva Kemper
Mr. & Mrs. Johnny Ballard

Byrns Landing
Name of Property

Owen County, Kentucky
County and State

10. Geographical Data

Acreage of Property 8.75 acres

UTM References

(Place additional UTM references on a continuation sheet.)

1	16	6814	41210	412	514	61310
Zone		Easting		Northing		
2	16	6814	71010	412	514	71510

3	16	6814	81010	412	514	61710
Zone		Easting		Northing		
4	16	6814	51110	412	514	61010

() See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Donna G. Logsdon, Historic Preservation Consultant

organization Logsdon & Logsdon Architects date 3/11/97

street & number P.O. Box 177 telephone (502) 528-4698

city or town Hardyville state Kentucky zip code 42746-0177

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional Items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Jewell D. & Della Chesney

street & number 2145 Highway 355 telephone

city or town Gratz state Kentucky zip code 40327

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

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Continuation Sheet

Section number 10 Page 1

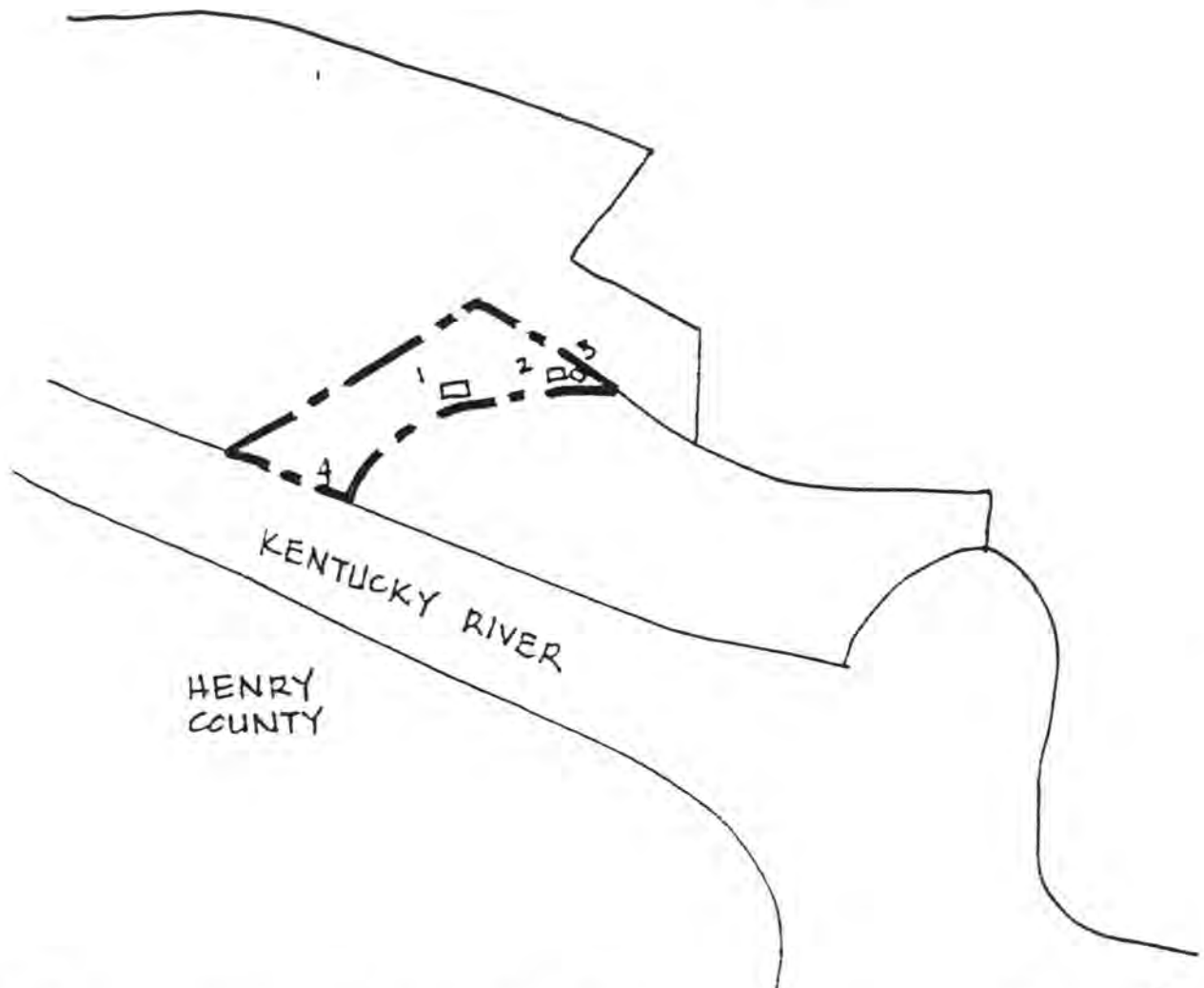
Byrns Landing, Owen County, Kentucky

10. Verbal Boundary Description

Byrns Landing (ONM-29) is located on Property Identification Map 40, block 23, in Owenton, Kentucky. The parcel is 8.75 acres and is bound on the north by the Elsmere Sportsmen's Club, on the east by farmland, on the south by the Kentucky River, and on the west by farmland. See attached map.

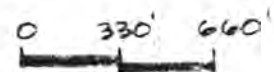
Boundary Justification

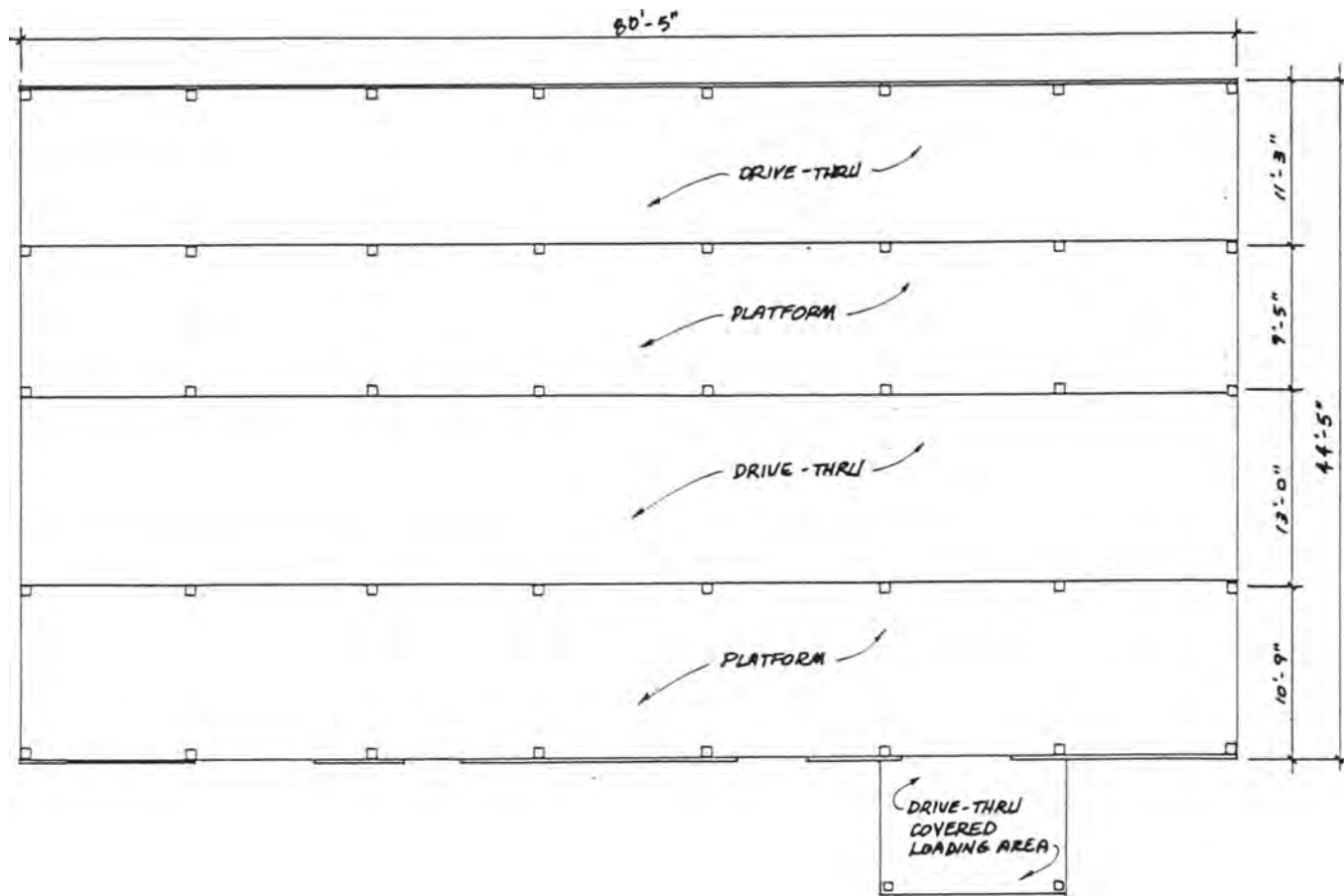
The boundary chosen for this property designates a cohesive group of buildings representing a historic river landing with a period of significance from 1830 through 1940.



- DISTRICT BOUNDARY
- | BUILDING/SITE NUMBER
- BUILDING

BYRNS LANDING
OLD LANDING ROAD OWENTON, KY. 40359





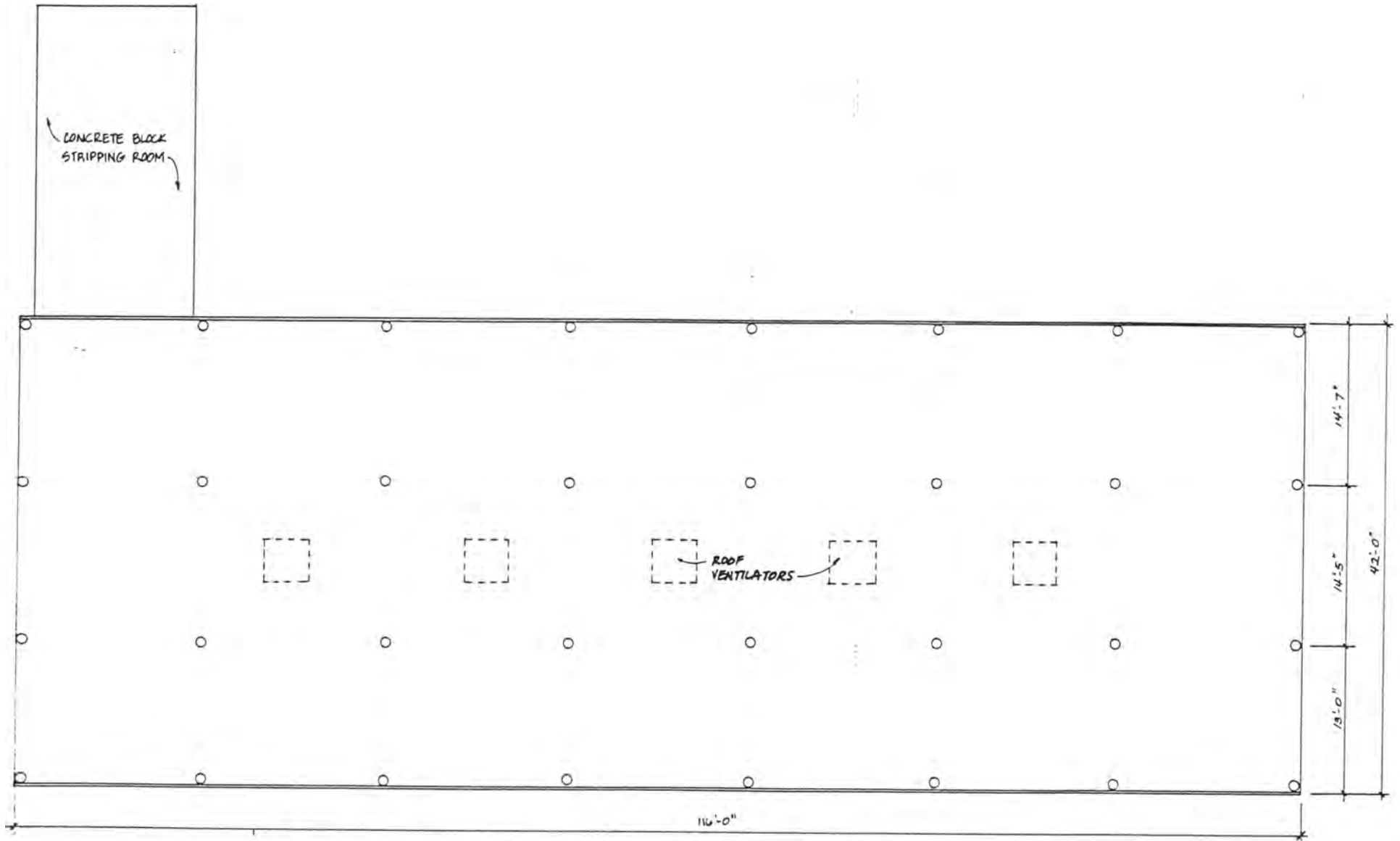
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WAREHOUSE #1 BYRNS LANDING
 OLD LANDING ROAD OWENTON, KY. 40359



2

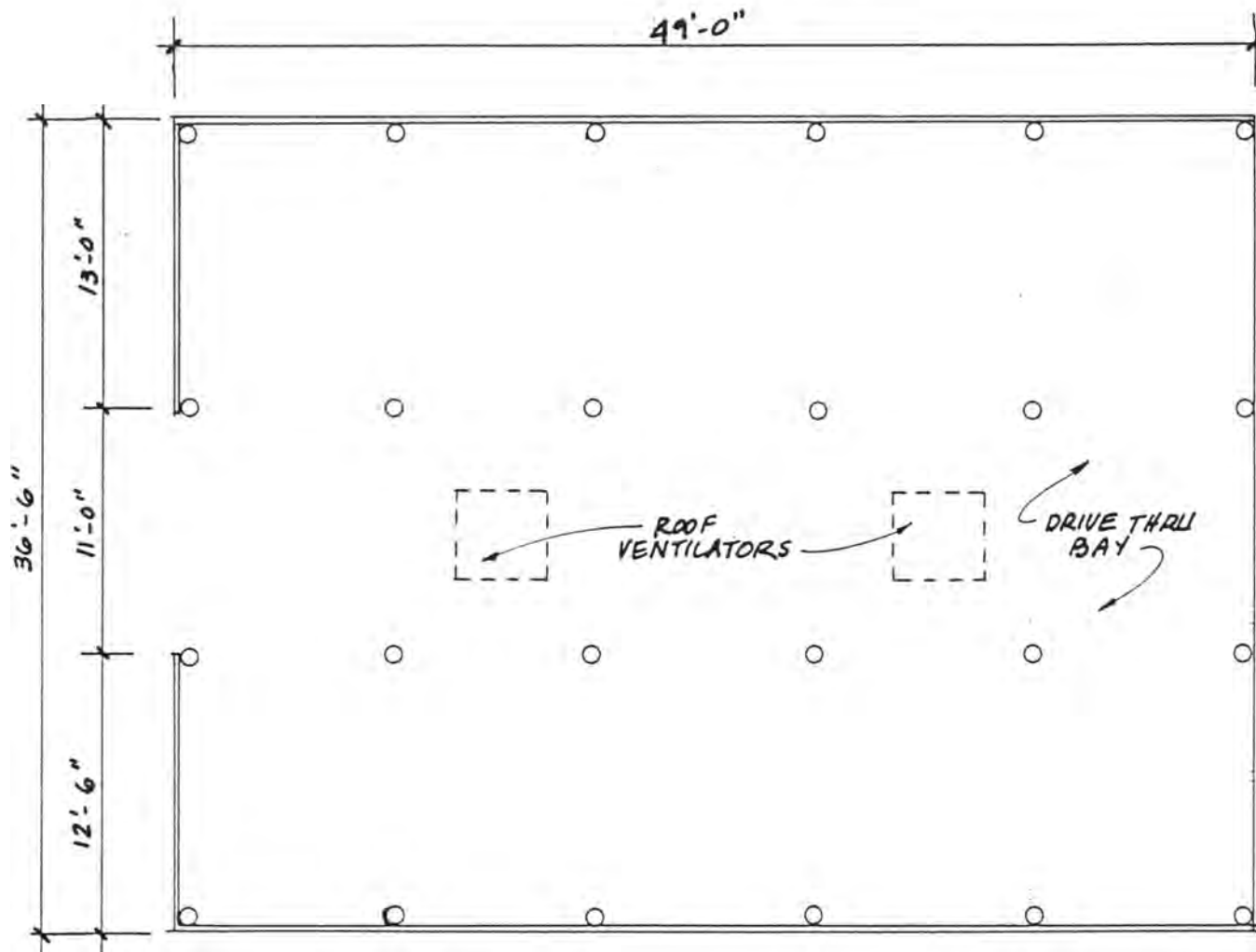


TOBACCO BARN #2 BYRNS LANDING
 OLD LANDING ROAD OWENTON, KY 40359



3

4



7

TOBACCO BARN # 3 BYRNS LANDING
 OLD LANDING ROAD OWENTON, KY 40359



**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number _____ Page _____

Photographs Byrns Landing, Owen County, Kentucky

The following information is the same for all photographs.

3. Donna G. Logsdon
4. 1/96
5. Kentucky Heritage Council
300 Washington Street
Frankfort, Kentucky 40601

Photograph #1

6. South and West facades of Warehouse #1

Photograph #2

6. Partial South facade of Warehouse # 1. This is the covered entry for dropping off and picking up items directly accessing the platform area inside the warehouse.

Photograph #3

6. Interior of Warehouse # 1 facing East showing platform on a dry laid stone foundation and heavy timber frame construction.

Photograph #4

6. South and East facades of Tobacco Barn # 2.

Photograph #5

6. South and West facades of Tobacco Barn # 2.

Photograph #6

6. South facade of Tobacco Barn # 2.

Photograph #7

6. South facade of Tobacco Barn # 3.

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SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 97000865 Date Listed: 8/19/97

Byrns Landing Owen KY
Property Name: County: State:

Multiple Name _____

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Patrick W. Andrus
Signature of the Keeper

9/16/97
Date of Action

Amended Items in Nomination:

This SLR makes a technical correction to the form. In Section 8 (Number of Resources within Property) the two barns are classified as "structures;" under National Register definitions, barns are classified as buildings. The resource count is changed to 3 contributing buildings and one contributing site.

DISTRIBUTION:

National Register property file
Nominating Authority (without nomination attachment)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Byrns Landing

MULTIPLE NAME:

STATE & COUNTY: KENTUCKY, Owen

DATE RECEIVED: 7/07/97 DATE OF PENDING LIST: 7/22/97
DATE OF 16TH DAY: 8/07/97 DATE OF 45TH DAY: 8/21/97
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 97000865

NOMINATOR: STATE

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT _____ DATE

ABSTRACT/SUMMARY COMMENTS:

*historically significant riverboat landing site
with associated warehouse and barns*

RECOM./CRITERIA accept A

REVIEWER Patrick Anderson

DISCIPLINE Historian

TELEPHONE _____

DATE 8/19/97

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

463





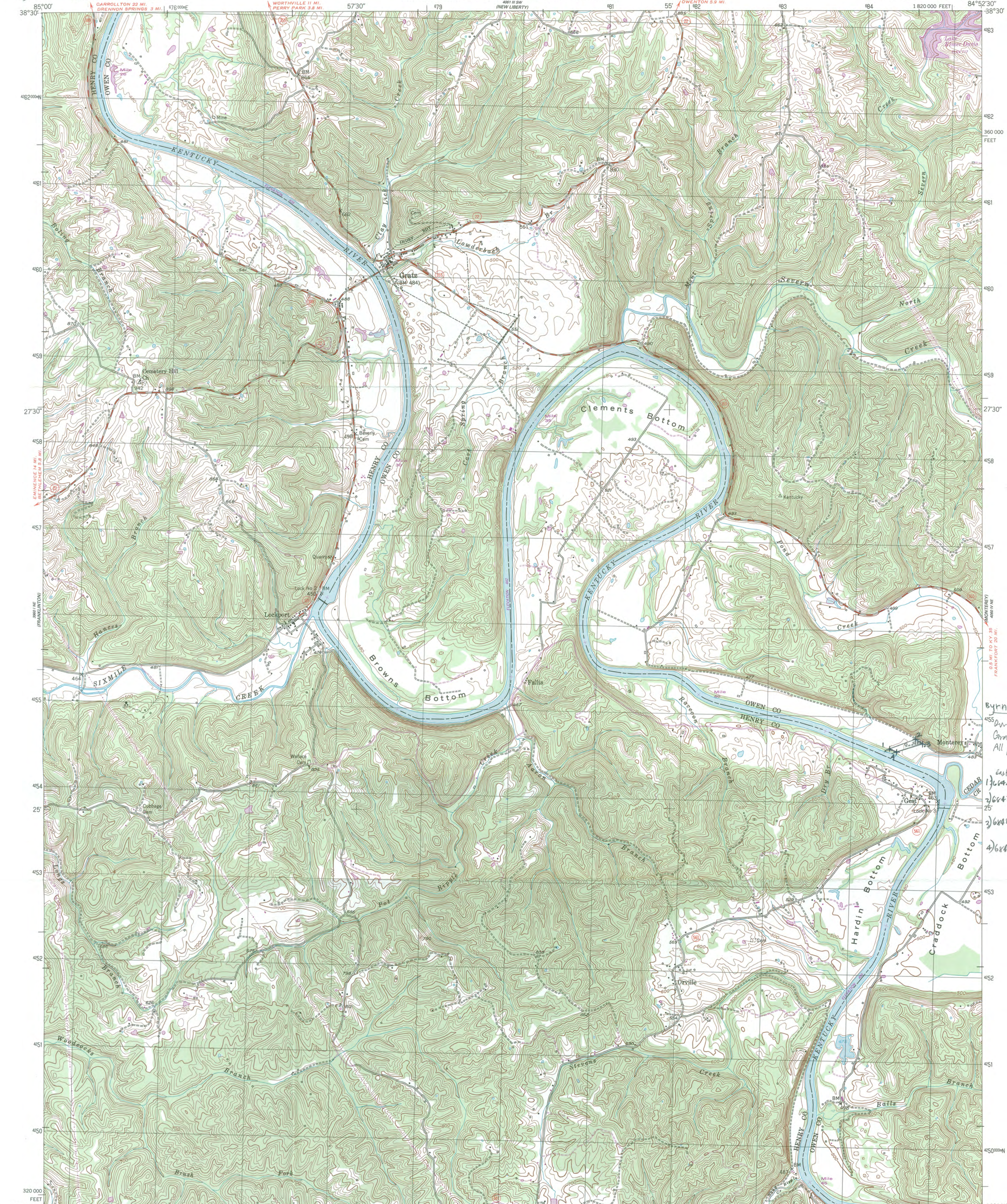












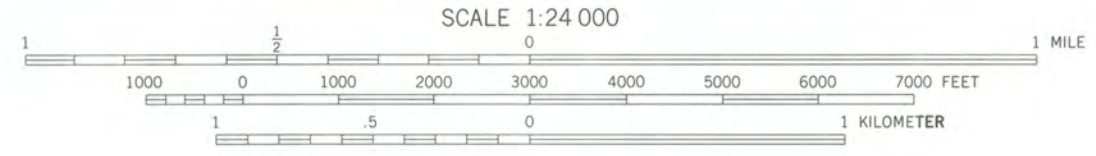
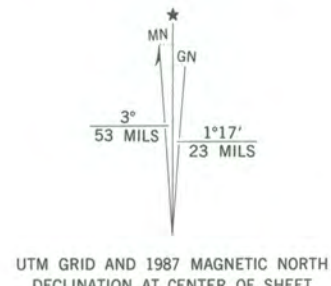
Byrns Landing
Owen Co. 16y
Gratz Road
All points Zone
16
East North
1) 66420/4254630
2) 66470/4254750
3) 66410/4254670
4) 66450/4254600

Mapped, edited, and published by the Geological Survey

Control by USGS, USC&GS, and USCE
Topography from aerial photographs by multiplex methods
Aerial photographs taken 1952. Field check 1953

Polyconic projection. 10,000-foot grid based on
Kentucky coordinate system, north zone
1000-meter Universal Transverse Mercator grid, zone 16
1927 North American Datum
To place on the predicted North American Datum 1983
move the projection lines 4 meters south and
5 meters west as shown by dashed corner ticks

Revisions shown in purple and woodland compiled in cooperation
with State of Kentucky agencies from aerial photographs taken 1984
and other sources. Contours adjusted adjacent to certain photorevised
hydrographic features. This information not field checked. Map edited 1987



CONTOUR INTERVAL 20 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929



ROAD CLASSIFICATION

Heavy-duty	4 LANE 16 LANE	Light-duty
Medium-duty	4 LANE 16 LANE	Unimproved dirt
U.S. Route		State Route

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80226 OR RESTON, VIRGINIA 22092,
KENTUCKY GEOLOGICAL SURVEY, LEXINGTON, KENTUCKY 40506,
KENTUCKY DEPARTMENT OF COMMERCE, FRANKFORT, KENTUCKY 40601,

GRATZ, KY.
NW/4 LOCKPORT 15' QUADRANGLE
38084-D8-TF-024

1953
PHOTOREVISED 1987
DMA 4060 IV NW-SERIES V853