

# Civic Covington

By H. W. JENISCH

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LIKE Topsy of Uncle Tom's Cabin fame, Covington was "not borned" it just "grewed."

And in this growing it developed many worth-while characteristics and edifices that are worth knowing.

Covington is essentially a city of homes, some 70% of its citizens owning their own homes, which is largely due to the thirty-three Building and Loan Associations that are located in Covington and that have so ably assisted thousands in owning their homes.

Where is there another large city anywhere that has never had a bank failure or whose post office was built within the allotted appropriation and part of the money returned to the Government at Washington, or that has a church of the size to accommodate only three worshippers or has a larger and more beautiful natural park, a gift of 550 acres of the Devou family to Covington?

The unique little church mentioned above is known as the Monte Cassio Church erected by the Brothers of the Monte Cassio Monastery on the hills in the southern part of Covington. It is the smallest Catholic Church in the world and accommodates only three worshippers at one time and could very easily be set in the doorway of the magnificent St. Mary's Cathedral which is located in the heart of Covington.

This St. Mary's Cathedral claims wide distinction, is a million dollar structure patterned after the famous Notre Dame in Paris and is one of the finest examples of Gothic ar-

chitecture in this country. It contains the second largest stained-glass window in the world, depicting two scenes of mammoth proportions. The sculptured group above the main arch and entrance is by Clement J. Baruhorn and in the

of this Cathedral has drawn visitors from all parts of the world.

Only Brooklyn exceeds Covington in the number of churches in proportion to its population. The wide range of denominations is represented with thirty-seven structures.

Fraternally, Covington is also well taken care of, practically every organization being represented by large memberships.

Educationally, Covington is well equipped, having forty-two public and parochial schools. Holmes High School, situated on a magnificent, twenty-six acre campus, in the southern part of Covington with accommodations for more than 1,000 students, might well be taken as a model for others to follow. It has 28 classrooms, auditorium seating 1,400, modern gymnasium, swimming pool and stadium.

In the heart of the city, we find, in a modern, up-to-date building, a well-equipped Y. M. C. A. with a membership of more than 1,100.

This Y. M. C. A. is and has been the life-long hobby of Senator Richard P. Ernst who has been its President for 33 years and to whom credit for the growth and prosperity of the institution is due.

Just one block further north we find the bankers have a monopoly in that on every one of the four corners of Sixth and Madison there is a strong, financial institution. In addition to those four banks and trust companies, Covington has eight other financial institutions



MOUNT CASSIO, COVINGTON, KY.

This is said to be the smallest Roman Catholic Church in the world, seating only three worshippers.

chapel are four large paintings by Frank Duveneck, both Covington men and internationally famous in art circles. The Stations of the Cross are Mosaic work. The beauty



(Left) Old Baptist Theological Seminary (side view). (Right) Hospital of the Sisters of the Poor of St. Francis (side view), an Eleventh Street, Covington, Ky.

## Architectural Prides of Covington, Ky.



(Upper left): Holmes High School. (Upper right): St. Mary's Cathedral is an exact duplicate of the Notre Dame de la Paris and has the largest art glass window in the world. The Episcopal residence of Bishop Howard stands in the foreground. (Center): City Building. Lower left): Carnegie Public Library. (Lower right): Liberty National Bank.

with resources of over \$22,000,000.00 and there has never been a failure!

Covington has a \$600,000.00 Telephone Exchange, a handsome city building, Carnegie Library and the Industrial Club Building around which organization the civic interests of the city center. Covington is particularly fortunate in its playground and park area, by far the largest of these parks being that known as Devou Park, whose hundreds of broad acres came to Covington through the generosity and civic spirit of Messrs. William P. and Charles Devou. The gift is en-

chanted by the touching declaration contained in their proffer of the ground that it was "in memory of their father and mother." No more magnificent park territory could be found. The view from Hill Crest, the old Devou residence, and from all other points on the range of the lofty hills, extends for miles up and down the Ohio. This playground is destined to become one of the most beautiful ever enjoyed by the public anywhere. In its vicinity is the Swiss Chalet, the former summer home of Edwin Forrest, the famous American tragedian. Just north of the park with ground adjoining, is

being built the magnificent new building for the Protestant Orphans' Home, for which purpose Covington recently raised practically \$300,000.00 in one week.

In the park proper is located the Covington Tennis Club, one of the most aggressive organizations of Northern Kentucky. They have beautiful courts on which State and interstate championships are frequently decided.

Just south of Covington lies beautiful Latonia, considered by many the most beautiful race track in America and its popularity is attested to by the tremendous crowds



that gather there to see the thoroughbred horses of this and foreign countries, matched in races of fall and spring meetings.

So, though Covington, like Top-

sy, was not "borned" but just grew, it has grown conservatively, consistently with the purpose of developing its citizenship along the lines of real American idealism.



Something to stir the pulse! Latonia Race Track, near Covington, Ky.

## Cincinnati Terminal

By J. A. MORRIS

Chairman, Cincinnati Operating Committee

THE Louisville & Nashville plays an important part in the Cincinnati Terminal, and records for 1925 indicate that out of a total of 1,642,018 loads into Cincinnati, the Louisville & Nashville brought in 437,944 or 26.7% of the total. Included in this total was 292,519 cars, 16,088,545 tons of coal loaded in their Eastern Kentucky fields. This coal was delivered principally to the Big Four, Baltimore & Ohio and Pennsylvania for distribution to points in the Northwest, Michigan, Northern Ohio and Indiana.

There are seven initial lines in the Cincinnati Terminal; the Louisville & Nashville, Southern Railway, Chesapeake & Ohio, Norfolk & Western, Pennsylvania, Baltimore & Ohio, and the Big Four. The Louisville & Nashville is the largest individual feeder of other connections through this gateway, and their business through Cincinnati has almost doubled in the past ten years. Their terminals are located south of the river and it is necessary for them to use the C. & C. Bridge over the Ohio River to reach the

northern connections, and the observation of the chairman of the Cincinnati Operating Committee has been that they have done a remarkable job in handling this volume of business through the congested area through which they have to pass to make delivery of their freight.

Their success is due to a very large extent to the more than efficient handling under the supervision of Colonel Brent Arnold, and his handling, through his subordinates, has been a credit not only to the Cincinnati Terminal and the Louisville & Nashville, but of inestimable benefit to the country at large, that is dependent upon the Louisville & Nashville for not only coal, but other raw material from the South.

Their co-operation with the Cincinnati Operating Committee and the individual Cincinnati Lines has been most marked, and it is a byword in the Cincinnati Terminal that the Louisville & Nashville made no mistake when they adopted the slogan, "The Old Reliable."

In my experience of about twelve years in Cincinnati, first as superin-

tendent for one of the Northern lines, later as terminal manager under Federal control, and for the past five years as chairman of the Cincinnati Operating Committee, I have always found the Louisville & Nashville anxious to go along with any proposition that would improve conditions, not only on their own line, but on connections as well.

The reputation of the local officials among shippers and receivers of freight is one of which the Louisville & Nashville Railroad should be proud, and no doubt has resulted in their securing the heavy tonnage originating not only in Cincinnati, but other points, that is now and has been for years past, moving via that line.

It has not only been a privilege but a pleasure to feel that I am a part of this great System whose principal northern gateway is Cincinnati, and I am sure that with a continuance of the policy that has been in effect on that line for years their business will continue to grow and they will continue to be the heaviest contributor to the business moving through Cincinnati.