

"OLD GUARD" CHARACTERS PASS IN REVIEW

MORRIS WILSON RECALLS EARLY POLITICAL LIFE OF FALMOUTH

STORY OF COPY THEFT FROM GUIDE OFFICE

EDITOR'S NOTE—Our old friend, Morris Wilson, of Chicago, contributes this interesting article for our Bridge Edition. Mr. Wilson grew up in Falmouth, and was identified with the Democratic wing of the political group of Falmouth years ago. He has been a resident of Chicago for a number of years, and is prominent in political circles there. He formerly was Chief Bailor in the office of the Sheriff of Cook County, Illinois. He held other positions of trust in that great city, "press Jack," as Mr. Wilson is familiarly known to old-timers in Falmouth. He has recently returned to Falmouth to read up and recuperate from the fatigue of his life of a newspaper editor, a real fisherman, and knows every foot of Licking River above and below Falmouth.

The dramatic passing of the old wooden covered bridge, after generations of service, awakens memories of many interesting incidents in the history of Falmouth, with which it was so closely associated, as to have, long ago, acquired a real personality.

The completion of the new bridge, is an expression of the progressive spirit and business enterprise of today, a new symbol of Falmouth's progress.

In commemoration of this occasion, it is indeed a pleasure to comply with requests for a regular column to submit, in my humble way, recollections of a decade, immediately prior to the other great epoch of the history of Falmouth, the building of the waterworks and reservoir.

At that time the handling of tobacco, by the several large warehouses, was the leading industry. However, the Woolen Mills, Lumber Yard and Saw Mill, Hattersley, Flour Mill and the then new Creamery, with an occasional Brickyard, operating to capacity, afforded employment to many.

The business, social and religious side of life was well represented. A full quota of churches, each having a large membership, two good schools, active civic and fraternal organizations, a military company of the Kentucky State Guard, and a really good brass band and orchestra.

The two weekly newspapers, of a somewhat unimproved character, made a fine service in chronicling the stirring events, and "booming" the "Island City" as a potential industrial center. In whatever essentials that Falmouth may have been lacking, they certainly were not so.

some of these points, and make them more binding, it was often necessary to repair to one of the thirteen, more or less, busy saloons, where many arguments were settled. But owing to their crowded condition on court days, it was sometimes deemed advisable to repair to the court house, where ample space was available, and at times several arguments would be in the course of settlement at the same time.

It sometimes happened that some of the more intricate arguments would be referred to the Police Judge, who would settle them by assessing a fine of \$10.00.

The city and county offices were in control of the Democrats, and these officials were sometimes referred to as the "Court House Ring" by disgruntled Republicans.

The "Old Guard." While the Republicans were in the minority, they nevertheless bitterly contested every issue, under the able leadership of such men as Dr. J. H. E. McClintock, John Wood, head, Wm. Clark, Samuel Weaver and many others of equal political importance.

Among the Democrats, W. C. "Bill" Holt, the efficient, genial and benevolent City Clerk, was one of the most wonderful personalities, was one of the outstanding characters, for years. His repeated election to this office, in Falmouth, was a mark of respect in which he was held by the citizens of Pendleton county.

The original of this picture is now in possession of J. E. Fossett, of this city, and is a highly prized heirloom. We are under obligation to Mr. Fossett for the use of the picture in our bridge edition.

Circuit Court Clerk James K. Wandor was probably the most picturesque type of the Kentucky gentleman, of the school, and of the prominent men of that era. Well over six feet in height, built in proportion, with a very long flowing mustache, deep kindly blue eyes, with the head of an Apollo, his modest demeanor and unselfish nature endeared him to all.

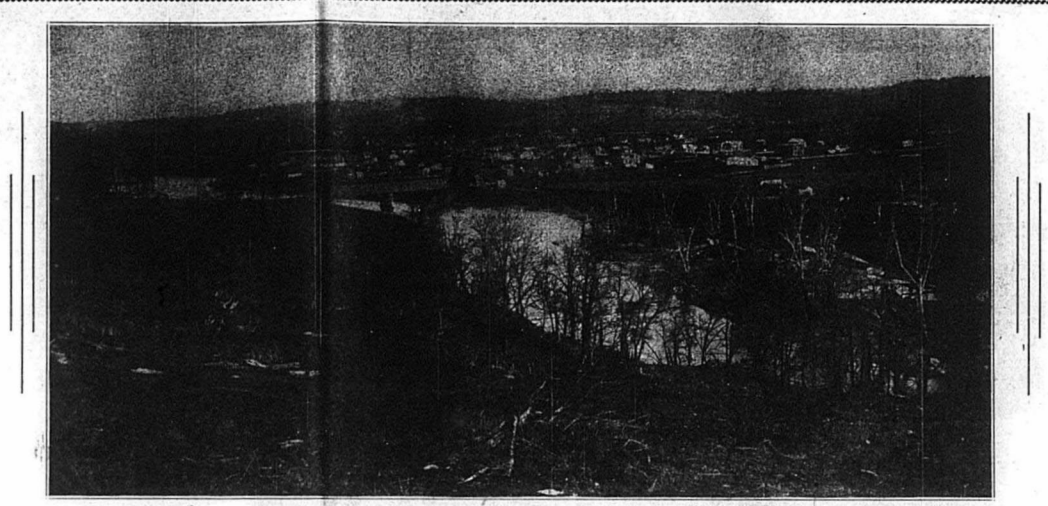
Judges C. H. Lee, Sr., W. J. Perrin and J. H. Barker, each served as County Judge in this honor, and distinction. Judge Barker was an exceptionally fine orator.

William and Joseph Fossett, J. D. Logan and Wm. Tucker, in turn filled the office of Sheriff, in a most efficient manner, all being of the same high class, and very popular.

One of Falmouth's contributions to the list of Kentucky's great men, was the lamented Senator Ashby Clark, who, with the aid of a lasting sorrow over the entire state, and a severe blow to the home people. His good wife served as Postmistress at Falmouth for years, and memory of her kind and lovable disposition shall never be forgotten.

Dr. Thos. G. Hall was a prominent physician and a great Democrat. His care of the sick, especially the poor, and his willingness to give his services, caused him to be constantly on the go. I can see him now, astride his horse, traveling daily the worst kind of roads, to attend those in need of his services.

An Interesting Old View, Showing How Falmouth Looked in the Year 1872



The above is a view of Falmouth taken about the year 1872. This picture is remembered very well by many of our citizens, as it gave way to the iron bridge in the 80's now known as the L. & N. Railway. The first railroad bridge was built on this site in 1851. It was burned by the Confederates in 1862, and was rebuilt the next year.

This picture was taken before Shelby, the old "round house" was constructed. The old dirt road leading around the South Licking and past the famous old Coleman Spring, was then used.

At that time there were only four buildings west of the railroad—the old Julius Coleman house, a saw-house and barn; the old Campbell store building, and the house now owned by Thomas Yeager. All of these had their west of the railroad was the cornfield, the greater part of which was then owned by Julius Coleman.

The covered bridge over the Licking, which was burned September 23, 1925, had just been completed, and can be plainly seen in the picture.

The old wooden covered railroad bridge of the Kentucky Central Railroad, across the South Licking river, can be remembered very well by many of our citizens, as it gave way to the iron bridge in the 80's now known as the L. & N. Railway.

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to and from the south. It is said the pigeons were so numerous in these woods in the fall that their weight broke enough limbs from the trees to furnish the citizens of Falmouth winter fuel.

Our readers will notice the cord wood stacked in the railroad yard. This was used to fire the engines, as it was before the day when coal was used.

All the fencing along the track and the most of that in town was built of split rails. When the railroad first ran in those days ran short of cord wood, he would stop his train along the track and replenish his stock with a few panels of rail fence.

The old "round house" will be seen above the engine-room depot. This "round house" was used to turn the old "dinky" engine around, after it made its daily trip out with the Falmouth accommodation. There was a circular track in this building that was used to turn the "dinky" engine around, so it could make its return trip to Covington.

It required about eight men to turn the engine, pushing against long handles on each end of the engine. The old Centennial four mill built and operated by the Grangers, can be seen. This building was burned many years ago, but was replaced by a

smaller building. The old Watson Hotel, now owned by Mrs. J. K. McKenney, looms up conspicuously. This hotel was built at the coming of the railroad in 1852. It was operated by the late James Watson, during the war, and was a lively place, made so by the soldiers stopping on their way north and south.

The old Pendleton Academy, with its tall, white pillars in front, can be seen in the second story of this picture themselves: Mr. and Mrs. J. V. Oldham, Mrs. Elizabeth Woodhead, Ben H. Hiltch, Mrs. Arabella Cookender, W. J. Hale, J. N. Hale, H. A. Fabra, James O. Perrin, Thomas Perrin, Dr. H. C. Clark, Miss Sarah Clark, Mrs. M. V. Hobbly, J. U. Riggie, R. G. Dills, E. F. Bradford, Jr., C. H. Lee, Jr., Capt. and Mrs. H. P. Monroe, Mr. and Mrs. Alex Shoemaker, Mrs. Mary Anlick, Frank Ashberry, James H. Shields, Charles Krebs, J. P. Gallows, Mrs. Hattie Monaghan, Arthur Elliott, Henry Hardeman, J. L. Dickerson, Mr. and Mrs. Joe Hall, Mrs. Mary Wanseloh, Miss Fannie Coleman, Henry Bradford, and Col. Frank McKenney. Some of these citizens remember the old suspension bridge across the ferry operated before that by the late Jefferson Oldham.

of the day preceding the election, and after a caucus, they decided not to issue the circular, after all. Thoroughly disgusted, they fled out into the street to be greeted by the sight of excited groups of citizens eagerly reading the "reply" to their intended coup d'etat. These circulars were being handed out by several small boys, and one of these boys wore a pair of brand new shoes.

Most of those active in the everyday life of Falmouth during that decade, have answered to the call of the Great Architect of the universe. The young people are the parents of today, many having adopted homes in far lands, but wherever they meet, the stories of those eventful years in the history of Falmouth, as richly endowed, are of a never-fading interest.

"If Memory comes to walk with me, When I am old and gray, I'll take her hand and smile, I hope, At scenes of yesterday."

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When the Bridge Burned

"When the roof of the bridge has fallen down And the castle of dreams is shattered, 'Tis a penny we care who should smile or frown— Small indeed seem the things that mattered! Who would care for a ring or a ray When the roof of the bridge has fallen down! When the roof of the bridge has fallen down, And the dreaming of dreams is ended, 'Tis a penny we'd give for the world's renown And the treasures that once seemed splendid! Life is much the same to the king or lowly— When the roof of the bridge has fallen down."

Promptness

"In Montana a railway bridge had been destroyed by fire and it was necessary to replace it. The bridge engineer and his staff were ordered to hastie to the place. Two days later came the superintendent of the division. Alighting from his private car, he encountered an old master bridge-builder. "Well," said the superintendent—"the words quivered with energy—"I want this job rushed. Every hour's delay costs the company money. Have you got the engineer's plans for the new bridge?" "I don't know," said the bridge-builder, "whether the engineer had the picture drawn yet or not, but the bridge is up and the trains is passin' over it." And that's the way too old in Falmouth.