

THE HERALD

A QUARTERLY NEWSLETTER

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PUBLISHED AS A SERVICE TO ITS MEMBERS

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Montgomery County Historical Society - MCHS

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This issue is especially for:



As labeled, this is a parade of the Mechanic Hook and Ladder Fire Department showing the buildings on the south side of the first block of Dexter. The building on the left end is the newly opened Irish Pub on the Perry St. corner.

TABLE OF CONTENTS

Recollections of Jennie J. Vass...	1
Early Montg. Ferries - Napier.....	4
The Harris Family	5
Court Square Repaved	6
Airplane Invented.....	7
Montgomery Landmark.....	11
New Books	11
Junior League Follies.....	12
Ken Ward's Project.....	13
Montgomery Museum of History	14
In House News	15
Photo of south side of Dexter	16



Montgomery County Historical Society HERALD



VOLUME 21 NO. 3

MONTGOMERY, ALABAMA

OCTOBER 2013

Recollections of Jennie Jones Vass - 1922

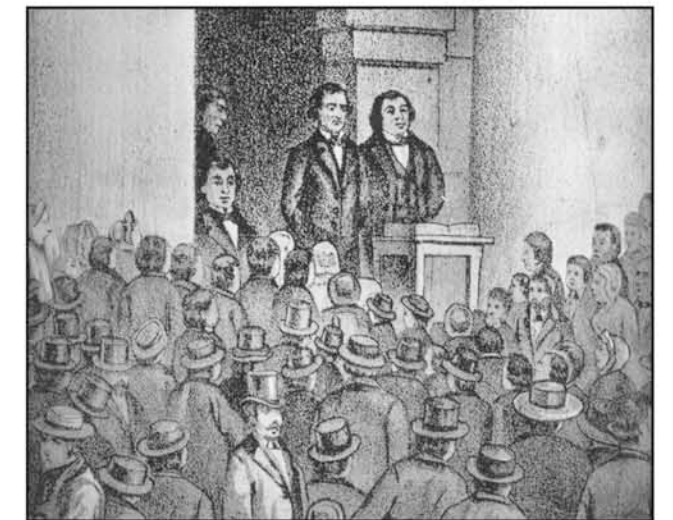
Printed source unknown, probably *Montgomery Advertiser*
Printed here, courtesy of Caroline J. Wright
Date 1922

"My home was on the corner of Adams and Lawrence Streets just back of our courthouse, and being centrally located, everything of excitement or importance seemed to pass.

In the year of the war (Civil War), many gentlemen friends of my father Dr. Rush Jones, were often at our home. Governor Watts, Mr. Yancey and others I do not recall, and there seemed to be much secrecy and distress at these visits. I did not understand what was going on, until my brother came home from the University of Alabama and said he had come to join Clanton's regiment, and then I learned we were to be in war with the Yankee's.

The next thing in my mind was the day President Davis was inaugurated. The long procession went up Dexter Avenue, then Market Street, to the Capitol. My mother along with Aunt Sophie Bibb and Mrs. W. B. Bell were some of the ladies who sat with Mrs. Davis on the gallery of the Capitol when Davis took the oath and was proclaimed President of the Confederate States.

My next recollection about the war was my mother and the servants making bandages, etc., for the sick and wounded soldiers that were brought to Montgomery. The hospital was down on Commerce Street, and the different ladies would take days every week to care and nurse these soldiers. Mrs. Bellinger, Mrs. Bell,



INAUGURATION OF JEFFERSON DAVIS
FROM A PAINTING

Mrs. Bibb, Mrs. Phelan, my mother and many others would go down to the hospital, take servants and do all we could for the sick. Pink, a little black darkie, my special delight, played with me a number of times. I remember we were allowed to go and fan the sick soldiers and I'll never forget one gentleman that often

Montgomery Co. Historical Society
Spring Meeting
Sunday - Nov. 10th
512 So. Court St. 2:30 pm
Larry and Leanne Cornwell
Portraying
General & Mrs. Richard Montgomery

had me talk to him and said he had a little girl just my size and how he longed to see her and his home. He made me a ring out of a black button with a silver heart on it. I often wondered if he ever returned to his home in Florida. His name was George Griffin.

When these sick men would get better, they would be taken to our homes and nursed until able to return to their regiments. This was just the beginning, for we heard nothing but war, war--everything that could be given or sent to our soldiers was sent. Then calico became scarce and we wore the home spun dresses and palmetto hats, and slippers made of squirrel skins. I wish I had mine now, for they were not only comfortable but pretty. Our mothers got quite expert in making dyes of barks and berries and the dark dresses we repiped with red and blue, and the palmetto was stripped and made into daisies, etc, to trim the hats. I heard my Mammy say, Miss E (my mother) had paid \$75 a yard for calico to make my sister a dress. Things were never very bad for us, as our plantations supplied all we needed, except coffee and I have heard the ladies would parch potatoes and corn and sieve with the coffee and it was a very good substitute."

"I remember the day the cotton warehouses were burned here. The planters had thousands of bales brought to the city to use as breastworks in case of a battle here and this cotton was stored in the warehouses. It was reported that the Wilson raiders were coming and rather than have them get our cotton, it was burned. No one that saw this conflagration will ever forget it. The Negroes thought Judgment day had come and were almost

frantic. My father sent for a number of his Negroes from the plantation and they got up on top of our home and kept wet blankets on the roof, and fought off the pieces of cotton and timber that would fly through the air and fall. Many others did this same thing. I do not know how many days or weeks after the cotton was burned, before the Wilson raiders arrived.

We lived in a state of excitement, homes hardly seemed natural. We children would tip around and knew there was something dreadful going on. I never saw my mother on her knees and praying as much in my life, and Pink and I concluded the Yankees would either kill and eat us or we would be kidnapped. I am sure we did not realize that the Yankees were human beings and I must confess I was surprised when I saw the Wilson raiders riding down Adams street, and saw they were soldiers like our boys.

I began to feel sorry for them, until I saw my pony with frying pans tied on her, and led by one of these soldiers. They camped on my father's plantation, and destroyed everything possible including my father's library, his medical library, our family portraits, etc. They took off mules, horses and would have taken the corn, but they set fire to the cotton (over a thousand bales) and this fire destroyed the corn cribs, that were filled with corn, fodder, etc. This was done after Lee had surrendered and they should have protected our property.

I remember the afternoon the Wilson raiders left Montgomery. My mother was walking up and down on the back gallery so worried when one of the ser-

vants came in the yard and said, "Miss, we better leave here for they are fixing to blow up the courthouse." There was a perfect panic and I saw General McCook and staff coming up the street and ran out with my hands up saying, "General McCook, are you going to blow up the courthouse? Do tell me for my mother is almost crazy." He did not stop as I talked, but slowed his horse and replied, "Well, Sissie, I had not thought of that," and whipped his horse and they galloped off. We, Pink and I, saw soldiers almost flying up Perry street, so down to the corner we went just in time to hear "the rebel yell" and shouts of "Forrest is coming." We heard a report of gun or pistol and saw a Yankee with his foot caught in his stirrup and dragged half a block up Perry street from just in front of the Y.W.C.A home. This home belonged to the late Dr. William O. Baldwin.



Home of
Dr. William O. Baldwin
Corner of Perry and Adams Sts.

The night the raiders left the gentlemen all over town decided to guard the streets, every man in his own neighborhood. Mr. Hastings, Colonel Bethea, Dr. Baldwin and father were guards near our home and father told one coachman to sleep in the front hall and not to let any one in the house. Dave,

Welcome to New Members

Mrs. Libbo Yarbrough Bush
Mr. & Mrs. Robert E. L. Cope
Mr & Mrs. Beebe Frederick
Mr. Bee Frederick
Mr. Leale McCall
Ken & Laura N. McDuffie
Jim & Deborah Pope
Mr. Thomas N. Pyke, Jr.
Mr. & Mrs. Robert Sasser
Mr. & Mrs. John C. Stanley
Mr. & Mrs. Wayne Summerlin
Mrs. Christine Rinehart Taft
Mr. & Mrs. George W. Thomas
Mr. & Mrs. Thos. M. Tyson, Jr.
Mr. & Mrs. W. K. Upchurch, Jr.
Ms. Janet Waller
Mr. Ken Ward
Mr. & Mrs. Robert Young

Honors

Mrs. Ann Kirkland
Mr. Jimmy Sellars

Mrs. Melanie Betts
On her retirement from
Ala. Historical Commission
Mr. James W. Fuller

We are most grateful for the generous donation from **Comm. Dimitri Polizos** as the Montgomery County Commission for District #3.

In House News

Memorials

Ms. Salem K. Berlin
Mr. & Mrs. Charles C. Nicrosi

Ms. Julie Harris
Mr. James W. Fuller

Dr. Rex Kennamer
Ms. Barbara Britton
Mrs. Evelyn Britton
Mrs. Evelyn B. Stutts

Mr. Philip Lasater
Mr. & Mrs. Charles C. Nicrosi

Mr. William G. Pouncey
Mr. James W. Fuller
Mr. & Mrs. Rusty Gregory
Mrs. Jo S. McGowin

Mrs. Sarah Susan G. Smith
Mr. James W. Fuller
The Junior Thespian
Literary Club
Dr. Harold L. Weatherby

Mrs. Mary Alexander Seddon Lee Stapp
Mr. James W. Fuller
Mrs. Jo S. McGowin
Dr. Harold L. Weatherby

Mr. Edmund L. Rinehart
Mrs. Christine R. Taft

Mr. Robert R. Sternenberg
Mr. James W. Fuller

Special Museum Donations

Mrs. Billie Capell
Mr. Thomas N. Pyke
Mrs. Patty H. Williams

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Herald Copy Editors
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Mrs. Billie Capell Ms. Judia Green
Mr. Steve Deloney

Oakwood Cemetery inventory
Syble Newton

Appreciation

I would like to express my sincere appreciation to the officers and board members for their cards and visits during the time of my loss. Bill always spoke highly of so many of you and thoroughly enjoyed the times he was able to attend our meetings. You are certainly dear friends to me.

Sincerely,

Betty Pouncey

Montgomery Museum of History

We are most grateful to all of you who have donated archives, books, genealogy, photographs, scrapbooks and all other items that pertain to the history of our community. Without these contributions, much of this valuable material might be forever lost.

THANK YOU FOR YOUR CONTRIBUTION OF MONTGOMERY MEMORABILIA.

Mr. Bill Little has donated 53 copies of the genealogical publication *Everton’s Genealogical Helper* dating from 1994 to 2001 and 9 copies of *Everton’s Family History Magazine*.

Dr. William “Speck” Hughes has donated a Canon Photo Printer PIXMA iP4300.

Mrs. Gibbs Corwin Davis donated 5 volumes of Real Estate Maps, Atlases and Property Owners in Montgomery County that had belonged to her father, **Paul Corwin, Sr.** She also donated two Montgomery City Directories for 1974 and 1994, and also a hat box from John Danziger, Inc, Exclusive Ladies Apparel.

Mr. T. Bowen Hill III donated a book, *Writings of Walter B. Jones* by the Judge; a book, *I Believe In Man* by **Judge Leon McCord**; and a hand-written copy of a speech by **Mr. T. B. Hill, Jr.**, given at his commencement exercises at Barnes School when he was a graduate in 1919. Also one collection of bill-heads, receipts, received-on-accounts, and a copy of the Congressional Record, a speech dated May 6, 1882 by **Representative Hilary A. Herbert** of Alabama.

Mr. Dick Hodges and **Mr. James Fuller** have donated a Neat Company scanner that is being used at Oakwood Cemetery to scan the over 100 thousand burial records to be digitized as a search tool for historians and genealogists.

Mrs. Helen C. Wells donated rosters of two organizations for our archives. and a copy of an advertisement for her father’s Crumcraft business.

Mrs. Jo S. McGowin donated several large photographs of balls given by social organizations in Montgomery.

Mrs. Hildegarde Schaut donated a “Mary’s Rosary” from Resurrection Catholic Mission, 1950s to ‘60s.

Mrs. Melissa R. Jackson has donated the following books: *Montgomery In The Good War* by Wesley P. Newton; *The History of Alabama* by Col. Albert J. Pickett and *Alabama - A Guide to The Deep South*, Alice Walker, Editor.

Mrs. Billie Claire W. Mangum has donated two Starke University School annuals, *Gold Braid* 1944; and *Gold Braid* 1943.

Col. Edward L. Godbold, Sr. donated photographs of the Lanier High School Class of 1954 at their 25th and 45th reunions and also a photograph of the Oak Park Kindergarden class of 1939.

Ms. Maxine Smith donated a copy of **Wayne Flynt’s** *Montgomery, An Illustrated History by Wayne Flynt*.

Mr. Ken Ward donated copies of old photographs of Montgomery showing cotton bales on the streets ready for market.

Miss Marjorie Wright has donated the following: “The First One Hundred Years of Kahl Montgomery” (1952); “Montgomery’s Historic Neighborhoods” (2010); “A Guide to The City of Montgomery (1969) Published by the Junior League of Montgmery, Inc. on the occasion of the Sesquicentennial celebration; M. P. Blue’s “City Directory and History of Montgomery, Alabama - 1878,” a reprint; “150 Years, 1824-1974, A Sesquicentennial History of The First Presbyterian Church, Montgomery” by W. J. Mahoney, Jr.; Lanier Oracles for the following years: 1925-26, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1945 and 1946; A History of the Montgomery Country Club and Beauvoir Club - 1968; Alabama Directory - 1971; *Montgomery Advertiser* - Nov. 30, 1969 - One Hundred Fiftieth Birthday of the City of Montgomery; *Montgomery Advertiser* May 19, 1993, regarding the Montgomery Curb Market over the years; Health Monthly, May 14, 1991; a compiled collection of Tom Conner’s “Remember When”; and a collection of Montgomery photographs on loan to be scanned.

Mrs. Betty Godbold has donated a framed photograph of the late **Federal Judge Richard Taylor Rives**.

On a recent Sunday afternoon the Society held an archives collection day. This was one of several we have held over the years.

We received a number of items not already in our collections or library that will furnish a bit of history and fill gaps in the full story of the past of Montgomery.

Many thanks to those who attended and contributed. Editor

the coachman, had an ax to protect us, and late in the night Father came to the front door and as he opened it there stood Dave with his ax raised ready to strike. Father found my pony, and one of the plantation mules had found their way home and he wanted to let the bar down at the gate to turn them in. I want to say that our servants were loyal and faithful.

After the surrender there was a terrible epidemic of small pox here and hundreds of the poor Negroes who had no homes came by droves into the city and many died of this dreadful disease on the streets, on the river banks, etc.

Another recollection I have is the first time I ever saw my father go to market. I felt we were forever disgraced and thought only the poorest people ever went to market, for the carts came from the plantations twice a week with meats, poultry, vegetables, fruits, melons, etc. The Wilson Raiders even cut down all the fruit trees, grape arbors, etc. in our orchards, and my father had so loved them and prided himself on his fruit.

"The last two years of my school days were spent in Staunton, Va., at the August Female Seminary, now the Mary Baldwin Seminary. The first of October I was there, they had a country fair and Miss Baldwin allowed the girls to attend the fair in a body. It was the first day of the fair and General R. E. Lee was to pronounce the fair opened. There was never any country more beautiful than the valley of Virginia in the fall and the scene was enchanted when the gates were opened and General R. E. Lee came riding into the fair grounds on old Traveler. I shall never forget the hurrahs, echoing from mountain

to mountain as our beloved General rode up to the grandstand. This was the first time I ever saw General Lee, but I saw him quite often after this as his daughter, Miss Mildred, and he were frequent visitors of Miss Baldwin.

One day in the spring, Annie Wilson, President Wilson's sister, who was my chum, and I were walking together in the seminary yard when General Lee came down the steps toward us and said, "Well, what do your girls wish for this beautiful day?" Annie said, "I wish I was at home." I knew I was too far away from Alabama to make such a wish and said, "I wish I could ride old Traveler." He took our faces between his hands and kissed us. Several weeks after this, I had a message from Miss Baldwin to come to her study. This seemed a terrible summons to me and I went, wondering what I had done to be called to the study.

Imagine my surprise when I walked in the study. There sat General Lee and I turned to Miss Baldwin and said, "Oh! Miss Baldwin, what have I



General Robert E Lee and Traveler

done?" General Lee said, with Miss Baldwin's permission, "I give you an order to find Traveler at the gate, and ride him around the square." I could not get to the gate fast enough. Hatless and coatless I mounted

old Traveler and rode around the square, and when I dismounted I put my arms on his head and he seemed to know I loved him. It is useless to say I was the envy of every girl in the seminary."



HISTORICAL SOCIETY MEETING

ON SUNDAY,
NOV. 10TH
2:30

The Program will be presented by

LARRY AND LEANNE CORNWELL

Portraying

GEN. & MRS. RICHARD MONTGOMERY

FOR WHOM OUR CITY WAS NAMED.

SITES OF EARLY MONTGOMERY FERRIES

By John Hawkins Napier III

The ferry photograph in the March Herald raised the question of what ferries and their locations in the Montgomery area crossed the Alabama and Tallapoosa Rivers in olden times. Map studies and other sources indicate there were at least nine, several of which must earlier have been Indian crossings, as mounds indicate, and four of which are later bridge sites.

Here is a list of them and their location running from west to east, or downstream to upstream. On the Alabama River the Washington Ferry connected Montgomery to Autauga County's first seat of Washington. Its road ran west along the later Bell St. through the site of Maxwell AFB and beyond through Hunter Station, where it is still marked by street signs. Its terminus was the loca-

tion of Pawatki where five mounds remain. Upstream was Reese's Ferry where the U. S. Highway 31 Bridge now connects Montgomery and Prattville. Nearer town was the "River Bridge" reached from Parallel Street, and later the Alabama Highway 143 route to Millbrook. Above that was Jackson's Ferry opposite Jackson's Lake, site of Alibamu Town where there were three mounds. Last on the Alabama River was Coosada Ferry northwest of Flatwood, where there was a large mound at Parker's Island. The Coosada Ferry Road is still marked. Lowest on the Tallapoosa River was the Hughes Ferry reached by the Lower Wetumpka Road via the Fourspot Road that ran past the Honor Camp [#4 prison]. Next upstream was Judkin's Ferry at the end of the

Upper Wetumpka Road where now is the U. S. Highway 231 Bridge. (One old map showed it as Butler's Ferry?) Upriver was Winter's Ferry about where Eight Mile Creek flows into the Tallapoosa north-west of Mitylene, where there were Indian mounds and where there is now a water filtration plant. Finally, there was Ware's Ferry at Old Augusta and where two mounds marked the site of Kulumi Town. In antebellum days the Montgomery True Blues and other volunteer military companies trained at Camp Owen. A painting in the Alabama Department of Archives and History depicts this. This is also the site of today's Toll Bridge. W. G. Robertson's *History of the Early Settlers of Montgomery* stated that early settlers in The Fork, the fertile lands across the rivers, to reach Montgomery had to use Campbell's, Mitchell's, Ware's, Augusta, Judkins's and Gray's Ferries were as shown. Perhaps someone will know where Campbell, Mitchell and Gray's were located. ♦

[continued from page 5]
A photograph taken from the TV report of the two of them at Lincoln Center at that occasion is shown here.

She was the most honored performer in Tony history with ten nominations. The victories were the award as Best Actress (Dramatic) for "I Am A Camera" (1952), "The Lark" (1956), "Forty Carats" (1969), and "The Last of Mrs. Lincoln" (1973) as well as five additional nominations for Best Actress in other films.

Of the late James Dean, she is quoted as saying:: "And he took me for a ride that I thought would be my last, up in the Hollywood hills and so fast that my heart was in my throat, but instead of saying to him, 'Slow down, Jimmy,' I didn't say anything. I was like, 'Whe-e-e-e.' As long as I didn't say, 'Hey, don't go so fast,' I was a comrade. And after that we just always got on. He knew I was in his corner."

Other quotations:
"I always thought it would be wonderful to wake up in the morning and look like Brigitte Bardot."
"Pictures make me look like a twelve-year-old boy who flunked his body-building course."

Julie Harris made her mark on the stage at age 24, playing 12-year-old Frankie Addams in Carson McCullers' adaptation of her own novel "Member of the Wedding". She then reprised the role in the 1952 screen version with the same title.

"Some people asked me, 'Why do you have to cry so much in (stage play) *The Last of Mrs. Lincoln*? My answer was that she was always crying. She couldn't speak of her children who died, without crying. And after the assassination, her whole life was gone. She clung to the pain. As actors, that's what we deal with. My mother used to say to me, 'But you're so dramatic.' Yes, I'd say that's what I'm supposed to be. Life is dramatic, all the time, much more than onstage."

And that ties a few loose ends together.

Editor

Credit for parts of the Julie Harris Obituary is given to: The web site, IMDB.

KEN WARD'S HISTORY PROJECT

We were very much impressed with a young student at the Montgomery Academy who is working on an Eagle Scout project. Ken is most interested in history and has worked tirelessly to document a chronological display that will be on permanent plaques at the Alabama River front in the near future. They will be attached to the remains of the concrete foundations of the old cotton slide for loading the bales on riverboats.

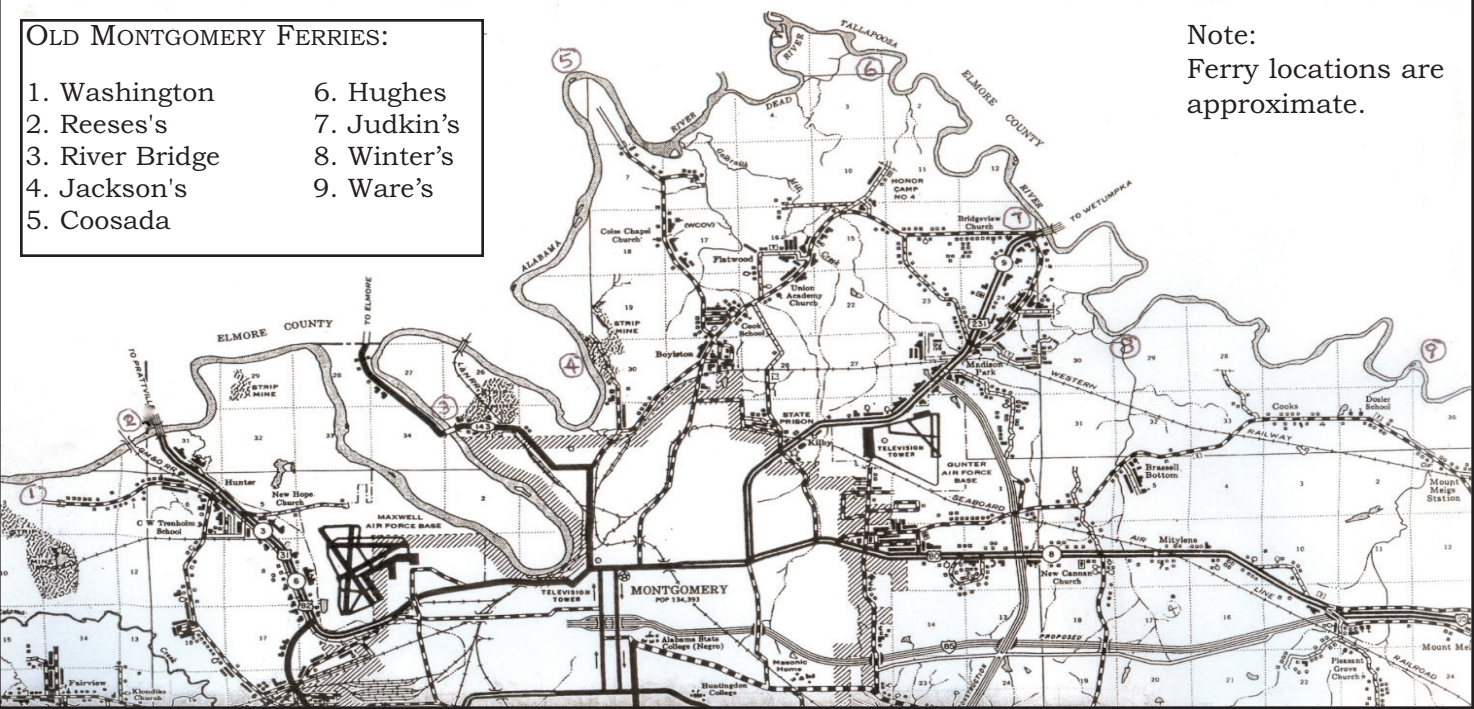
Ken presents himself well and has consulted with many in Montgomery in order to have a presentation that will be not only historically correct, but attractive and interestingly informative.

He has researched the process and material for the plaques that will be exposed to the elements and is satisfied that they will be long-lasting. Mary Ann Neeley and the Montgomery County Historical Society have contributed suggestions and confirmed the correctness of his subject matter.

Ken takes his name from his grandfather and great grandfather, Kendrick Upchurch. We know that all of his family are understandably proud of Ken Ward, his interest and accomplishments.

He will speak briefly at the Historical Society meeting about his project and will be introduced by Mary Ann Neeley.

- OLD MONTGOMERY FERRIES:
- | | |
|-----------------|-------------|
| 1. Washington | 6. Hughes |
| 2. Reeses's | 7. Judkin's |
| 3. River Bridge | 8. Winter's |
| 4. Jackson's | 9. Ware's |
| 5. Coosada | |



JUNIOR LEAGUE FOLLIES TO BE BRILLIANT PRODUCTION

The Montgomery Advertiser
Sunday, February 18, 1934
By A.S.W.

The managerial woes about which playgoers have heard and read became something more than fiction to Montgomery's smart set this past week. The fairy tale built around the theater has always made it seem that producing plays is one of the easiest jobs to be had in this world. The members of the Junior League are learning that producing a revue is anything but easy. Organization is earnest and actual rehearsals began on Thursday with the arrival of the director from New York. Those who are not practicing chorus routines, appearing in sketches or exercising vocally are attending to the tickets, advertising or the program.

The gay young society Chorines have discovered that casual ballroom dancing and an occasional round of golf does not harden the muscles sufficiently for chorus work. Some of the cast have gone on diets and others taken up special exercises in order to keep up the practices required for the dances.

There will be 28-scenes, songs, dances, humorous skits and novelties in the "Junior League Follies" to be presented March 9 and 10 at the Grand Theater. Speed is the watchword and we have it from the director that the show is short and snappy despite the number of settings. The curtain will rise promptly and the finale will be sung before eleven.

Among those now rehearsing at the Jefferson Davis Hotel are Mrs. Lomax Crum, Mrs. Norman Gayle, Miss Grace Bear, Mrs. John Goodwyn, Miss Virginia Cody, Miss Elizabeth Douglass, Miss Mary Ross Flowers, Mrs. John Hodgson, Mrs. William Goodwyn, Miss Marjorie Hill, Mrs. T. S. Lawson, Miss Virginia Flowers, Miss Mary Houghton, Miss Eleanor Houghton, Mrs. John Marks, Mrs. I. M. Sheffield, Miss Mary Virginia Kohn, Miss Eve Quisenberry, Mrs. Junius Smith, Miss Mary S. Lanier, Mrs. Herbert Barnes, Mrs. William Truby, Miss Jane Sawyer, Miss Louise Hill, Miss Mary Whetstone, Mrs. Frederick Bear, Miss Martha Goodwyn Beasley, Miss Elizabeth Anderson and Miss Anne Celeste Butt.

Mrs. John Curry is in charge of the program, Mrs. Warren Andrews is chairman of the ticker [ticket] committee, publicity will be handled by Mrs. Charles Weisenburgh and Mrs. Fairley McDonald, while Mrs. Bruce Tyndall and Mrs. Lawrence Bear attend to the gathering of talent for the revue.



Later Follies

Many still living in Montgomery recall the Follies that the Junior League put on, probably in the fifties or sixties.

A director would, as in 1934, arrive in Montgomery and take a large group of residents, all left footed, who could not carry a tune in a U-haul, and in three weeks shape them into what those same residents thought was a dern good musical. The audience's comments are unknown since they were made up of parents, grandparents and GOOD friends.

The cast would meet each evening either in the basement of Normandale or the VFW on Catoma St. and practice at least five nights a week.

By time for the production, all involved felt like they were experienced entertainers. And would give autographs to anyone, should they be asked.

When the curtain came down on the last evening in the Lanier auditorium there was a great depression. "What are we going to do in the evenings for the rest of our lives."

Those directors were certainly magicians to take that group of folks and in three weeks whip them into a reasonably entertaining show.

"Break a leg."

Editor

THE HARRIS FAMILY

James W. Fuller

Recently I told our board a historical with several interesting connections over the years, and they responded with interest so I decided it was a story worth sharing with you.

Many of you are aware that one of the famous owners of the Figh-Pickett-Barnes School House was **Col. Albert James Pickett**, author of the outstanding early history of Alabama, published in 1851.

Col. Pickett married **Sarah Harris** whose father, William, owned a very large plantation located at what is now Highland Gardens and Boylston. It was to this plantation that Sarah and her son-in-law sent a large trunk that was secretly filled with bricks and books, locked and given to the family slaves. Those delegated to deliver this trunk assumed incorrectly that it contained the family silver. The word had spread that the Yankee **Gen. James Wilson**, commander of Wilson's Raiders, was leaving Selma and was headed to Montgomery, a threat to all personal valuables of those in their path.

What no one knew was that the silver was actually hidden in the cupola of the house and the trunk was a subterfuge to mislead anyone inquiring about where the silver was hidden. The natural answer was, "Its gone to the plantation." The result was that the silver survived the marauders for only about 90 years. It had passed down through the family and was in the 1950s, in New Jersey. It was there that once again it was under threat, this time again from "Yankees" but now they were Gypsies. All that they left was an engraved "Pickett" plated silver tray. They knew the difference between plate and sterling. We are now the proud owners of that same silver tray, graciously donated by **Dr. & Mrs. John Pickett Dismukes** of Toledo, Ohio.

Col. Pickett, while he was collecting information and personally experiencing facts for his history, visited Nashville, probably in the late 1840s, and paid a call on **Gen. Andrew Jackson** at the Hermitage. Evidently the General was

impressed with the Colonel from Alabama since he had spent some time there in 1814 at the **Battle of the Horseshoe**. Before he left, the General presented Pickett with a portrait of himself. It hung with pride for many years among the family portraits in our Figh-Pickett House.

As years past, the portrait was passed down through the Harris side to **Richard Harris** of North Carolina and it was sold at auction some years ago. Richard and your editor have had a friendly relationship for some years and he was kind enough to give us a copy of this portrait and now it is again hanging in the Figh-Pickett.

There are two more twists to this story, one that will be familiar to many Montgomerians who were fortunate enough to be a student of **Mr. Chiles Harris** of the Sidney Lanier facility. Mr. Chiles was a resident of **Thornfield**, a house just north of Robinson Springs and one that had for many generations been in the Harris family. The house has gone through a period of neglect after leaving the family's ownership, but is now again loved by a new owner who is taking great care in restoration of the house and in the near-by Harris family cemetery. These Harrises are also part of the same family tree.



Julie Harris

The last fact regarding the Harris family is prompted by the recent death of Richard Harris's sister in Massachusetts, Julie Anne Harris. Their father was **William Pickett Harris**, investment banker. It had been my intention to write to her and let her know of her outstanding family in Alabama, something that I regret was not done.

You will remember **Julie Harris** as an outstanding actress who is known for her film and stage performances. She was honored in 2005 at Lincoln Center along with **Robert Redford** and others.

[continued on page 13]
The Harris Family

Merchants Want Square Repaved

The Montgomery Advertiser
March 7, 1935

Merchants of Montgomery have joined city authorities in the movement to resurface with asphalt Court Square and adjacent streets paved with Belgian block. Directors of the Chamber of Commerce have just received from Mayor Gunter a reply to their resolution asking that such improvements be made. The mayor assured the board the commission had been doing and would continue to do everything in its power to devise a plan for resurfacing the streets.

The Chamber of Commerce asked Mayor Gunter and the other members of the city commission to include this project in the first list of improvements that may be made here with Federal funds. Smoothing out the old cobblestones would do much to improve the attractiveness of downtown Montgomery, the directors pointed out in their letter to the mayor.

Replying to the resolution and communications, Mr. Gunter said: "The commission assures you that your recommendations will receive consideration from the first funds available from the Government for any paving purposes here. The commission greatly appreciates your interest in the matter and thanks you for your cooperation."

The city engineering department several weeks ago prepared a list of projects proposed under the now pending \$4,000,000,000 [surely this was not correct] public works program and including the resurfacing of these streets. If Montgomery's improvements are approved, it is understood the street resurfacing will be one of the first jobs started. Mayor Gunter's letter to the Chamber of Commerce was in reply to the following resolution:

"Be it resolved, that the Chamber of Commerce recommends to the city commission of Montgomery that in the event Federal funds are made available for paving or resurfacing, the first project be one to repave or resurface with asphalt Court Square and streets adjacent thereto, now paved with Belgian block."

Repaving and widening of Bell Street from the new railroad bridge to Catoma Street will be the next street project to get under way in the city. The paving was approved some time ago by State and Federal road officials.



Editor's note:

The earliest settled part of the business section of Montgomery was paved with the Belgian blocks and as the town grew the residential sections to the south of town were paved with a very hard and dense brick known as and labeled "Jefferson Pavers."

Recently the demolition of the Fitz Hill Hospital on Clayton and Church Streets for Troy University parking resulted in the removal of a large quantity of Jefferson pavers that were salvaged by the Historical Society and stored for paving its back yard when sufficient quantity is found.

Unfortunately a number of these brick were lost when the southern portion of Molton Street was abandoned for the Federal Court House expansion.

The only existing uncovered Jefferson Paver brick is in Cloverdale Park. The residents there should be on constant watch for some unadvised street maintenance crew that wants to "improve" Cloverdale Park with a coat of asphalt. The same goes for plumbers who dig up the street and cover over with concrete or asphalt.

Editor

One of Montgomery's Little Recognized Landmarks

Latest to be Reduced to a Pile of Rubble.

The building here pictured was fortunately was photographed a while back to illustrate an early building design for grocery businesses in Montgomery.

These groceries were large two story frame buildings with an open porch on the side and an entrance and interior stairway to a second floor living space for the owner or proprietor of the grocery below.



To my knowledge there have been only two of these in town within the past fifty years. The last one, razed just recently, was on the SW corner of the Mobile Road and Mildred St. It had been in operation until about a year ago and had become a derelict since.

Just across the street from it is probably the last of the Pan AM (Amaco) service stations, built on the same plan as the one that was unfortunately destroyed a month or so ago on Coosa St. at Bibb. Hopefully this one will not meet the same fate of disappearing over a weekend.

The other grocery with evidently the same floor plan was on SW corner of Jackson and Washington Street across from the old White Chapel Funeral Home.

City directories reveal that the occupants of the two buildings changed over the years between Hill Grocery Co., Atlantic & Pacific Tea Co. and private individuals beginning in the 1920s.

Editor

New Book About Montgomery

by Col. Jeffery Benton

Jeff Benton has recently published his new book on Montgomery history. He has previously written books on Montgomery architecture, the Federal Road, and Maxwell airmen, as well as more than 250 *Advertiser* and *Independent* articles on local history.

Respectable and Disreputable: Leisure Time in Antebellum Montgomery describes everyday leisure activities, seasonal celebrations, and commercial entertainment—gambling and drinking; voluntary civic, self-improvement, and fraternal associations, the fall-winter "season" and summering at mineral springs; horse racing, minstrel shows, circuses, theater, and opera.

During the antebellum period, the new middle class was becoming class-conscious, and it was unsure how to use its increasing leisure time. Should it emulate the elite, which had long had abundant leisure time? Should it opt for respectability, self-improvement, and morality? Read the book for the answers. Available at **Old Alabama Town** and **Capitol Book and News**.

Montgomery Related Books either released to the publishers or in the making.

Nimrod T. Frazer's book, *Send the Alabamians*, to be out in the spring of 2014, is richly researched and documented yet highly accessible and readable. ***Send the Alabamians***, gives a riveting account of the heroic contribution Alabama soldiers made to the Allied struggle to repel Imperial Germany's forces from eastern France.

After Gettysburg, the Battle of Croix Rouge is the most important military engagement to involve Alabama soldiers in the history of the state. The book will be of interest to anyone interested in World War I or Alabama history in particular or the World Wars and Southern military history in general.

Carole A. King and **Karren Pell**, authors of a number of most interesting books on Montgomery are at work on another book for Arcadia Publishing, ***New Images of Modern America during World War II***. It will feature photos, many in color, of Montgomery in the post 1941 era

They welcome those who would share photos to call Carol at 240-4512 or Karren 264-6826.

when pressing creditors become too urgent, still our advice to Mr. Bailey and others possessed of like ideas, is to not bother with flying.

Mr. Bailey engaged in the plumbing business in 1892, and as so much of his time was taken in building up a successful business he did not have sufficient time to perfect his invention. Thus the hope of his life died with him. In 1900 his health began to fail and he died under an operation at St. Joseph's hospital in Baltimore in 1903.

That Mr. Bailey was of a mechanical turn of mind is shown in his sons. He has three sons, practical plumbing and heating men, and one son G. S. Bailey, a civil engineer, and a graduate of Cornell University, 1914 class, who formerly was with the Portland Cement Association. He is now in the United States army and stationed at Camp America University Engineers, Co. B 13 ? Washington D. C. The plumbing business established by Mr. Bailey in 1893, had a successful foundation and has gradually expanded until today the same business with the same name as the founder, The Patrick P. Bailey Co. and conducted by his sons at 219 Dexter Avenue, is considered one of the best firms of its kind in the country.

Mr. Bailey's widow, one daughter and three sons reside in Montgomery and together with many friends they recall the prediction made so long ago by husband and father when he said: "I am laying the foundation for all those that follow after me," and that the aeroplane would be extensively used in time of war.



Editor's Note:
As Mr. Paul Harvey would say just prior to the punch line, "And now the rest of the story."

Many older Montgomeries, my father for one, would call Mr. Charles Bailey to remedy any plumbing problems. Bailey was renowned for being able to fix whatever leaked or was broken.

Mr. Bailey's daughter, Virginia, married a man who stepped into his father-in-laws business, providing the same quality workmanship. That was Mr. Harold E. Pecot. I called the Pecot residence and I spoke to Mr. Pecot who is now retired and has closed the plumbing business. He told me that the Bailey family (his in-laws) were all buried in St. Margaret's (Catholic) Cemetery which is a part of Oakwood Annex.

I phoned Mr. Phillip Taunton, Sexton of Oakwood, and he told me quickly the news that I suspected.

Mr. Patrick P. Bailey, aviation pioneer, was the father of Charles Bailey and they are buried in adjacent lots in St. Margaret's along with all of their kin.



Patrick P. Bailey
1846 - 1904
St. Margaret's - Oakwood Cemetery

Mr. Bailey was born in Ireland and died in Baltimore on December 16, 1904 at the age of 58 years.

So the Wright Brothers are not Montgomery's only outstanding connection to aviation. It would seem that Montgomery has a natural attraction for man in flight, with pioneers, two Air Force Bases and the Air University, a collection of which we are most proud.

Editor

FUTURE

All organizations with history as their primary focus are more or less obsessed with the past. That is as it should be, however, there is also a future that should be considered.

Your board and officers in recognizing this fact, are beginning with impressive strides toward facing and preparing for the future of the Montgomery County Historical Society and the Montgomery Museum of History.

You will be privy to these efforts as they develop.

Editor

Airplane Invented By Montgomerian

Flew In a Church

By Robert G. Hanna

The Montgomery Advertiser
May 27, 1918

PATRICK P. BAILEY WAS RIDICULED FORTY YEARS AGO WHEN HE MADE PREDICTION THAT FLYING MACHINES WOULD SOME DAY BE GREAT INSTRUMENTS OF WARFARE.

In close proximity to Taylor Field, it is not unusual to see quite often several aeroplanes circling gracefully above the city of Montgomery.

Always there is a lull in the daily routine of business, as every one stops to watch the maneuvers of this wonderful invention, impressed at the genius of man. And yet forty years ago the late Patrick P. Bailey, a Montgomery man, and pioneer inventor of a flying machine, was called a fanatic, was joked and laughed at, because he claimed to have solved the problem of aerial navigation, having perfected the designs of a mechanical apparatus which he said could be operated to traverse the air.

This plan of Mr. Bailey's was the result of thirty years of patient labor and continuous study. Older citizens of Montgomery well remember the circumstances, and there are many in Montgomery to whom the history of Mr. Bailey's life work will be of deep interest.

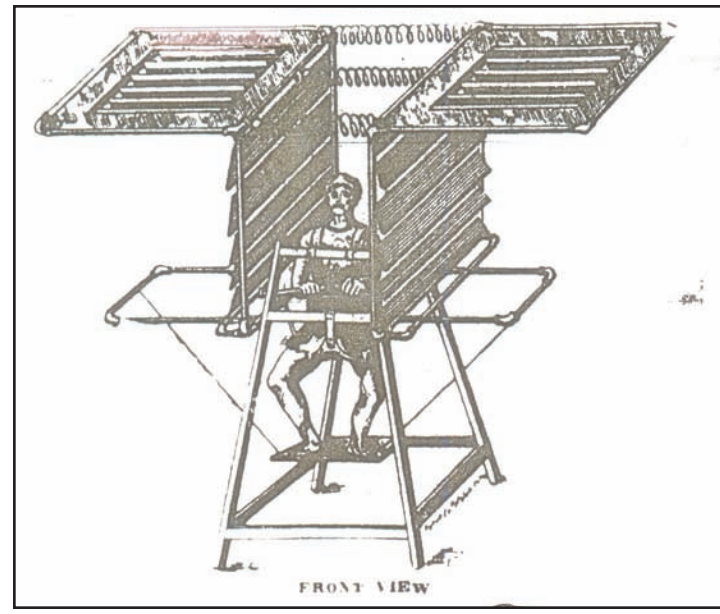
Patrick P. Bailey was an Alabamian by birth having been born in the city of Mobile. He was educated at the well known school of the Christian Brothers in Bay St. Louis, Miss., and after the war was sent to New York City where he learned the trade of a plumber and gas fitter. He was naturally inclined to mechanics and devoted much of his time to making improvements in the tools and applications used in his trade.

STUDIES AVIATION

Very soon he began the study of aerial navigation, reading everything published on the subject, and studying every appliance, which was claimed to transverse the air. An interesting little story is told of a machine he completed in New York

City. Mr. Bailey constructed this machine in an old church which was closed for the summer months, and in which he was engaged in gas fitting. He ascended to the ceiling in this machine and sailed along the upper portion of the church interior. But the guiding apparatus was not perfect, and Mr. Bailey's invention, over which he had worked so patiently, crashed against the organ, doing that instrument considerable damage.

Hiding his broken machine away in the belfry of the church, he intended to remove it by stealth, before the discovery of the damage wrought by its trial.



Patrick P. Bailey's first aeroplane

MACHINE IS FOUND

This he was unable to accomplish, and some time later when the church was being

repaired, the flying machine was found stowed away in the belfry, and its ownership remained a mystery which was never cleared up, notwithstanding the untiring efforts of the newspapers of New York City.

After leaving New York, Mr. Bailey sailed for South America studying closely the different kinds of birds, particularly the buzzard. (It is claimed that the buzzard at a close distance appears the same as the present aeroplane at a great distance - both glide through the air alike. Leaving South America, Mr. Bailey went to Texas, and in the year 1878 while a resident in Houston, wrote a description of a machine he had under way to *The New York Sun*, which description was published in the issue of that paper dated January 5, 1879. His letter to The New York Sun is very interesting and is quoted here.

LETTER TO *SUN*

"To the Editor of *The Sun*:
"Sir -- Hitherto people have not clearly understood the ways of a bird in the air; consequently they have had no foundation to work upon. The capitalists as a rule are too absorbed in cent per cent, to invest in, or investigate such high problems, and the poor cannot. Thus stands an art in the distance which is eagerly sought for by the millions.

"Aerial navigation has been my hobby ever since I began to think I discovered the secret of flights about seven years ago. My opinion is that man will never advance further than the making of a successful flying machine and that with this he will beat the bird. I further believe there is but one way to make a flying machine and that must be with wings, those that adopt the screw will never succeed.

"It has been said that man fully understands the ways of a bird in the air, and lacks only the mechanical appliances to succeed. I deny it. Man for a long time has had the mechanical means, but he never knew the ways of a bird in the air nor does any one pretend to say that my first trial will be a perfect success, but it will beat all others that have tried before me, and I shall lay the foundation for all that follow after."

"Mr. Bailey's description of his invention was very similar in design to the present aeroplane.

"I will give a description of a flying machine which I have under way," he wrote. "It consists of a car, wings, tail, harness and gas bag. The car, or frame, consists of a rectangular frame, made of one-eighth gas pipe, held together by one-eighth gas fittings. It is four feet long, two feet wide and two feet six inches high. The top and sides are to be covered with cloth.

"On either side are enormous wings to represent American flags. The tail is likewise very large and represents an American shield. The wings are made on the valve principle; when raised they open; when pressed down they close. Myself and car weigh 150 pounds.

"I can convert this 150 pounds to forward motion just as effectually as if there was a rope tied to the machine and a man at the other end pulling with 150 pound string.

"I expect to raise with the wings 100 pounds, and the gas bag will have to raise the other fifty. I intend that the gas bag shall be used only until the flying machine is perfect. I think it impossible for any man to make a flying machine perfect at first. I would give myself five years time to do away with the gas bag. Every six months I would so improve the machine and make the gas bag smaller that at the expiration of five years I would have a successful flying machine. It has been said that I cannot carry 150 pounds for any length of time. A man always carries his own weight and does not feel it. All he would have to carry is the weight of the car and wings, but the wings would have to carry all the weight."

This letter was signed,
P. P. Bailey, Houston, Texas.
Dec. 30, 1878.

It was published in *The New York Sun* and then in a local paper in Montgomery, June 28, 1890. Mr. Bailey prepared the detail drawings of a machine, the paper stated, which he believed was the perfection of the art of aerial navigation. It was entirely mechanical, having no assisting adjunct such as gas. He thought that the principle had been mastered and was

confident that when constructed the new machine would enable him to fly like a bird.

MACHINES SIMILAR

The cut of the machine does not give it justice, as the description shows the machine was to have enormous wings and a very large tail, just as they are built today. Many of the older citizens of Montgomery remember Mr. Bailey and his flying machine, but very few of them agreed with him that a man truly "would fly like a bird. Mr. Bailey only said, "Wait and you will see that I am right."

He often predicted and told his friends that the flying machine or air ship would be used extensively in war. Mr. Bailey was in constant communication with Prof. Langly of the Smithsonian Institute at Washington, the famous Lilienthal and other area great men interested in the art of flying. Excerpts from a letter from Mr. O. Chanute, a noted Chicago engineer is produced. This letter was dated June 8, 1895, "I should recommend you to abandon entirely your proposal for a power machine, and to turn your attention if you continue to think of the subject, to some form of soaring machine.

"You have buzzards constantly in sight as teachers, and may discover part of the secrets of the birds. The main thing is to find out how they preserve their balance and whether some artificial arrangement can be devised which will replace the instinct and acquired skill, with which the sailing birds preserve their equilibrium and extract motive power from the wing."

SOUGHT ASSISTANCE

Mr. Bailey tried to secure assistance from the government but without success, as a letter from the Signal office in Washington will show. The letter is dated April 1889 and reads as follows:

"Mr. Patrick P. Bailey
Montgomery, Ala.
"Sir:

"Referring to letter from this office of the 2nd inst. informing you that this service has

no appropriation from which aid could be given you in constructing your flying machine, the acting chief signal officer desires me to add that the service is much interested in aerial navigation for military purposes, but unfortunately lack of funds precludes any active steps in that direction at present, beyond keeping you informed on the progress made here and abroad. The office would therefore be greatly pleased to received from you a sketch and short description of your invention for future reference."

WRIGHT'S STATEMENT

When the Wright Brothers were in Montgomery ten years ago at the Wright Field, Mr. Chris Bailey, son of the late Mr. Patrick Bailey had a conversation with Mr. Orville Wright about his father's machine and Mr. Wright stated that the machine would have been a success had the gasoline motor power been in use at that time. This was all that prevented Mr. Bailey from perfecting his invention. It will be interesting to know that a Montgomery man and local sheet metal worker, remembers making the sheet metal parts of Mr. Bailey's flying machine. He is T. M. Kernell whose place of business is on Monroe Street. The body of the present aeroplanes are made of sheet metal Mr. Kernell says, the same as was Mr. Bailey's.

A humorous little write-up in a plumbers trade journal attracted much attention in Sept. 1903. Mr. Bailey was a subscriber to this journal which was edited in New York. The amusing article was as follows:

"It is not every master plumber who is an inventive genius, and those who are gifted do not soar as high as Mr. Patrick P. Bailey of Montgomery, Ala. would like to soar himself. Mr. Bailey in his leisure moments, a quarter of a century ago, began work on a flying machine. Just how far he has flown with it, it is hard to say. We expect some day to see him come in the four story window of the Plumber's Trade Journal office at 61 Beekham street, and hand us his subscription instead of mailing it as he usually does. We present two illustrations showing the scheme of Mr. Bailey. Mr. Bailey is a master plumber in his city with years of experience, and while he is to be complimented upon his desire to establish a method by which his constituents may be able to fly out of sight