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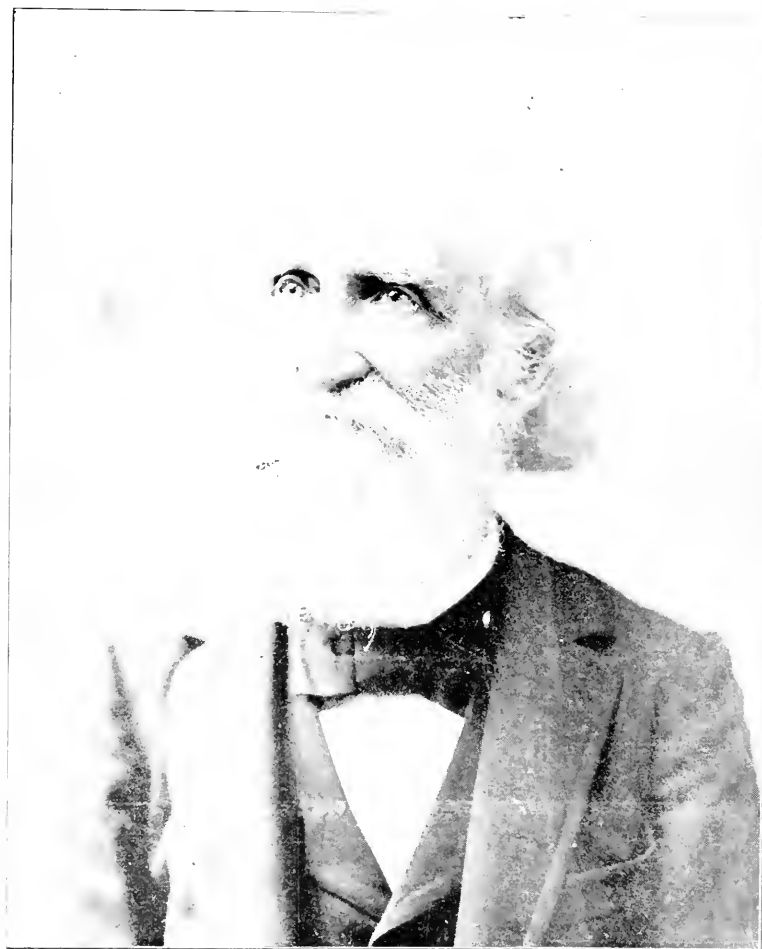
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PIONEER CITIZENS'

HISTORY OF ATLANTA

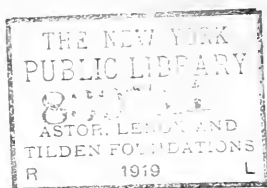
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*PIONEER CITIZENS' SOCIETY
OF ATLANTA, 1902.*

-
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FRANK T. RYAN, - - - SECRETARY-TREASURER.

ATLANTA.

BY CHARLES W. HUBNER.

Majestic, beautiful, a shape of splendor,
With Beauty's magic cestus chastely zoned,
A Queen, to whom true hearts their homage render,
Upon her hills Atlanta sits enthroned;
How splendid is her smile! like sunshine raying
Its iridescent glory after rain,
As she looks forth with sparkling eyes surveying
The panorama of her vast domain;

From mountains, which beneath the north star's beaming
Sublimely lift to heaven their snow-crowned heads,
To where the ocean's opalescent gleaming
Illumes shell-jeweled shores, her empire spreads;
The bird that farthest cleaves, with daring pinion,
The azure spaces of empyrean air,
Looks down upon no lordlier dominion,
No richer realm, no heritage more fair.

Our peerless Queen! Behold her calmly sitting,
Holding the reins of empire in her hand,
With comely grace and stately mien befitting
The sovereign ruler of a mighty land;
With eagle eyes she scans the forward distance,
And reads her happy future in the stars—
To faith like hers, to such sublime insistence,
Fate yields, and with a smile her gate unbars!

Still live the men who, in her urban borders
 Saw—where today they see a thousand spires—
 The Cherokees, our state's primeval warders,
 Chase the wild deer, and light their council fires;
 They heard the panther yell, the eagle screaming,
 The rattling snake, coiled for his deadly spring,
 Where now, with hosts of busy toilers teeming,
 A mighty city's clamorous voices ring.

Out of the wilderness, a wildwood blossom,
 Fair nursling of the sunshine and the dew,
 Her dawning beauty brightening in her bosom,
 Through peaceful years in strength and grace she grew;
 But sudden came a change—the muttering thunder
 Burst into storm, the sky grew black with gloom,
 And like the bolt which rends an oak asunder,
 Destruction fell on her and wrought her doom.

Grim in their cave in Pluto's ghostly regions
 Her life-thread spinning, sat the silent Fates,
 Beheld Bellona hurl her roaring legions,
 A sea of steel, against Atlanta's gates;
 The silent Fates spin on; the earthquake rumbling
 Of bursting mines, the cannon's deafening sound
 Shake earth and sky; walls, towers and bastions tumbling,
 Shell-shattered, strew with smoking wreck the ground;

But grim and silent still, their distaff holding
 With steady hand, the sister Fates spin on;
 Life's drama, with its mystical unfolding,
 'Tis theirs to watch till the last scene be done;
 It was not in man's power to snap asunder
 Atlanta's life-thread, guarded by the Fates,
 Though she was smitten prone with bolts of thunder,
 And level with the dust lay all her gates.



Out of the ruins, unto death defended
By men as brave as Greece or Rome e'er bore,
Behold our Queen arise, a Vision splendid,
Her throne and scepter to resume once more;
Her star of hope in cloudless skies is burning,
No time or mood hath she for the idle tears;
The night is past, and brightly dawns the morning—
To face the world and conquer it is hers!

The wreck, the dust, the smoldering ashes raking,
That darkly hide the reeking, blood-stained soil,
Hope and assurance for the future taking
From her great past, we see her delve and toil;
With victory-compelling, empire-making,
Napoleonic genius, pluck and art,
Behold Atlanta once more grandly shaping,
In stone and gold, the vision of her heart!

She hath no time for restrospective dreamings—
Her life is with the future, not the past;
Her victories of peace, with commerce schemings,
Her bosom burns, her pulse beats loud and fast;
But yet, methinks, with smiles she still remembers
Her humble cradle in the virgin wood,
Or drops her tears upon the dust and embers,
That mark her ordeal days of fire and blood.

Men of rare brains and brawn were once her nurses,
And safely brought her through her infant years;
With pride the muse of history still rehearses
Their trials and their triumphs, hopes and fears;
Stern men of war, men of heroic fiber,
In her defense have stood and bled, and died,
Till with her classic sister on the Tiber,
She hath in fame become identified.

And men of might who bravely from the nettle
Of Danger oft have plucked its golden flower,
Men molded out of nature's finest metal,
Still guide her steps along the paths of power ;
These with their lives, as with a shield, would cover
Her life, her fame—like those who bled and died
For her in former days, or as a lover
Would shield the life and honor of his bride.

And still they come, her Paladin defenders!
Building a wall of hearts for her defence ;
The living jewels in her crown of splendors,
The corner stone of her magnificence ;
She cares but little what, in rank or station,
In race or creed, or birth, a man may be,
So he but lays his heart as an oblation,
Upon the altar of her destiny.

Brave, proud, omnipotent in the innateness
Of powers that know not death, nor dull decay,
What bounds shall ever curb her growing greatness?
What adverse force resist her sovereign sway?
Although the past and present of her story,
Seem like some fairy-tale of Orient lands,
What brains can dream, what tongue portray her glory,
When on her future's summit crowned she stands?

PREFACE.

It is not without a degree of pride that the committee charged with the duty of presenting to the public this history take this occasion to felicitate themselves on the accomplishment of that task. It has been a labor of love, attended with a great responsibility in getting together so voluminous a record of persons and events.

These pages are replete with the history of those who were participants in the founding of this great city; indeed, it is their record of the stirring events which occurred from year to year from the first settlement, along the formative period of the embryo metropolitan city of today. And largely to the older inhabitant is the reader indebted for this accurate and authentic history, to which they, as members of the Pioneer Citizens' Society, gave much thought and labor.

The committee, in addition to the mass of information in its hands, have had access to various publications, and have availed themselves of every source of information which could be had. We could not be other than grateful to all who have willingly responded to every appeal made them in behalf of this undertaking. Especially valuable have we found the history of the "City of Atlanta," by Mr. Wallace Putnam Reed; the histories of Atlanta, by Colonel E. Y. Clarke, and also that of Colonel Isaac W. Avery. We have used their works wherever convenient to supplement the information furnished by the various committees of the Pioneer Citizens' Society.

To the press of the city we are grateful for its generous encouragement; to our editor and compiler, Mr. Louis L. Par-

ham, we are indebted for his painstaking care and patient endeavor to so arrange this work as to avoid tediousness and glittering generalities—to arrive at facts—which, indeed, has been the aim of the committee.

In conclusion, if we have added one pleasure to the friends of the pioneer, and contributed to the history of the past of Atlanta, this labor of love has not been in vain.

JOHN C. PECK, Chairman,
JOHN C. HENDRIX,
W. A. FULLER,
C. W. HUNNICUTT,
FRANK P. RICE,
W. S. EVERETT,
W. L. CALHOUN, *Ex-Off.*,
Committee.

CHAPTER I.

INTRODUCTORY.

“To rescue from oblivion the memory of former incidents, and to render a just tribute of renown to the many great and wonderful transactions of our progenitors,” is the stimulus to the Pioneer Citizens’ Society, of Atlanta, to produce this work. Like the great father of his country, whose words have just been quoted, we treat of times past, over which the twilight of uncertainty has almost thrown its shadows, and the evening of forgetfulness to descend forever. With something akin to despair we have long beheld the history of this community slipping from our grasp, trembling on the lips of narrative old age, and day by day dropping peacemeal into the tomb. In a little while these venerable men and women of the days of the past will be gathered to their fathers—indeed, even now there are few left to tell the story. Their children, engrossed by the empty pleasures or insignificant transactions of the present age, will neglect to treasure up the recollections of the past, and posterity will search in vain for memorials of the early settlers. Determined, therefore, to avert, if possible, the threatened disaster, we have gathered up all the fragments of our early history which still exist. Who shall say ’twill be love’s labor lost?

Fortunately for the early history of Atlanta, there have been preserved many facts which light up the pathway and enable the reader to travel the rugged road with the pioneer in the early dawn of this great city. More fortunate still, a few of those who laid Atlanta’s foundations left with us the impressions received in their life-work, upon which the historian

could build a story replete with interest to the seeker after knowledge of the days of the past.

The pioneers of Atlanta deserve to be remembered by those who came after them; they laid the foundations deep and broad for this great city; they endured hardships, worked with crude implements—hoped almost against hope—in a land in which the aborigine had recently roamed at will, quite “monarch of all he surveyed,” with no one his title to dispute. Here, in the forests wild, the earliest whites built their log cabins, tilled the soil, reared their families and inaugurated the building of a town which proved the nucleus for a great inland city—the “Gate City of the South.” It has been said of these pioneers that “they did not bring the infirmities of old age, or the weakness of impaired vitality, to linger for a few days in the settlement, and then bequeath their bones to the cemetery; but they came with a long future in front of them, bringing their wives newly married, and their furniture newly bought. They came to grow up with the place, to reap the reward of honest endeavor, and to purchase by dint of patient endeavor a few of the goodly “smiles of fortune.” They left as an inheritance names that enrich the pages of the State’s history—deeds that cause a halo to gather about their memories.

In her infancy Atlanta was like many other border towns; it sheltered some dissolute characters. But, fortunately for her conservative citizenship, they were masterful in intelligence, patriotism, public spirit and in their love for law and order, and possessed the moral courage to risk everything, even their lives, in defense of their convictions. In proof of which may be cited three incidents occurring in those early days, namely: The rebellion against Mayor Norcross, the trial and execution of the murderers of old man Landrum, and the prevention of the execution of William A. Choice by a mob.

There were other stirring incidents in her early life, but none more thrilling, nor exhibiting in a stronger light the true stamina and character of these sturdy pioneers. By and through them the escutcheon of the embryo metropolis was preserved pure and spotless.

Such are the characters portrayed in these pages—such the men whose lives and deeds this book faithfully portrays.

CHAPTER II.

IN THE FOREST WILD—ATLANTA'S FIRST WHITE SETTLER.

Hardy Ivy, the Pioneer, Buys a Large Body of Land—No Neighbors for Miles Around—Description of the Country in 1833—The Prospective “State Road”—Driving the Stakes for Its Eastern Terminus—Highways of Travel Through This Section—“Whitehall,” the First Wayside Inn—The Red Man’s Retirement Before the “Pale Face”—Primitive Homes of Early Settlers—Land at Any Price.

The first white settler in the solitude of the forests in this immediate section was Hardy Ivy. He made his advent in 1833, and built his humble home near where he little thought a great city would some day rise in its splendor, teeming with its thousands of inhabitants and busy marts of trade. Whatever may have been his speculations as to the future, this adventurous spirit could not have dreamed of a city such as At-

lanta is today. He came to till the soil and reap the reward of honest labor. As land was of little value at that time, he purchased about two hundred acres on his own terms—agreeing to pay for it in produce “as he could spare it.” His possessions lay in a body running from what is now Decatur street along Peachtree to Cain, and back towards Ponce de Leon. His cabin was in a little clearing about one mile east of Peachtree road.

Far from this lonely habitation were his neighbors—several miles distant indeed. But undismayed, he began clearing up his farm, trusting the future, however precarious seemed the prospects he now encountered. It was not till several years later, however, that this pioneer was joined by others.

The impetus given the settlement can best be understood by the determination on the part of the State of Georgia to build a railroad from the Tennessee river to a point east of the Chattahoochee river in DeKalb county, most suitable for the running of branch roads thence to Madison, Athens, Milledgeville, Forsyth and Columbus. The act was passed by the general assembly in December, 1836. Active operations were not begun till two years later. But the news of this important step spread over the country and attracted attention. The new settlement began to grow slowly.

In 1837, as travel through the settlement began to increase, it became necessary for some one to erect a wayside inn. This was done by Charner Humphries. This inn consisted of a number of shanties huddled together, planked up and painted white—the only painted house in the country—hence it was dubbed the “White Hall.” It was a famous stopping place for travelers and headquarters for the general muster, which took place at stated times, as the law regarding the militia provided.

The writer recently conversed with a gentleman of ad-

vanced years, who when a boy traveled through this section with his father. He well remembers it was in 1838 they arrived at the "White Hall" and put up for the night, before proceeding in their buggy to their destination in Alabama.

Let us turn now to a description of the country as it appeared when Ivy came. It was a dense forest of scrubby oaks and pines covering the gravelly hills, while the earth was hid beneath a thick, heavy growth of sourwood, gooseberry and chinquepin shrubbery. The sound of the woodman's axe had never been heard under the shade of the trees that spread their branches over the hills and gentle slopes beneath them, save that of the traveler when making his camp-fire, or the woodman in pursuit of his game.

There were three public roads running through this woody, unbroken country—the road from Decatur to Newnan, a distance of fifty-five miles, ran through this forest and nearly through what is now the center of the City of Atlanta. At a point near where the Seaboard Air Line depot now stands the road forked, the right-hand running mainly along what is now Decatur and Marietta streets to Montgomery's ferry on the Chattahoochee river, about half a mile above the railroad bridge. The road to Nelson's ferry, six or eight miles below Montgomery's ferry, left that road at a point near where the cotton factory now stands, corner of Marietta and Magnolia streets. Another settlement road ran to the Collier farm on Peachtree creek, and another through what is now Westview cemetery, in the direction of Clark University (colored), in the western part of the city.

The first settlement on the road to Nelson's ferry was that of Mr. ——— Thurman, who owned a farm and also ran a mill on a small stream that coursed through his place. Among the families of that day living within a radius of about two to ten miles were, Benjamin Little, Charner Hum-

phries, James Montgomery, Abner Conley (whose farm extended down to what is now East Point) and —— Hornady, —— Hughie, —— Blackstock and Moses Trimble.

CHAPTER III.

TERMINUS.

The Earliest Name of the Present Atlanta—Events Which Stirred the Few Inhabitants—Some Who Came and Later Moved Away—Active Work Begun on the “State Road”—First Sale of Lots in 1839, in the Woods—One Lot on Whitehall Road Brings \$45—Approach of the First Railroad—The First Locomotive, and Manner of Transporting it Thither.

The metropolis of today had but a very humble and inauspicious beginning. As has been stated, the “State Road” had been chartered, but not until the road’s surveyor, Stephen H. Long, in 1837, had driven the stake in the woods where the eastern terminus was to be, was there anything on which to hang a hope for a town. This event was a momentous one, unattended, however, with any ceremonies. The stake was driven near the present union passenger station. This being the terminus of the proposed road, the natives could think of no more appropriate name for the settlement—and so it became “Terminus.” This matter settled, they awaited results, reasoning with themselves that the influx of prospectors would not be long in setting in—and so it proved.

As active work on the State Road had been resumed in this year—1838—hope revived, and the future seemed brighter to the handfull of pioneers.

Time wore along till early in the year 1839, when a lull came. Many became dissatisfied and impatient. Among this number was John Thrasher, who had removed from Decatur, purchased a large tract of land, built a storehouse and begun business. He sold out very soon after, at a sacrifice, and moved to Griffin. Others in the settlement moved away also. Thus the much talked of town suffered from the impatient population, but only for a brief period. Soon another change came. A better day had dawned, a brighter sun had risen and shed its effulgent rays upon Terminus. The crucial test was soon to be made—a public sale of lots was determined upon. Surveyors were put to work and a number of lots staked off in the woods on Whitehall, between what is now Hunter and Mitchell streets. The sale proved successful and satisfactory—one lot bringing as high as forty-five dollars, a fabulous price in those days!

The year following was not noted for any startling events, although an occasional arrival was looked upon as a good sign for the future.

The people at Decatur awoke to a realization of the fact that the new town six miles west of them was indeed a rival. True, they had refused the railroad terminal facilities, as the noise of the locomotives would interfere with their slumbers and the smoke dirty up the town, as they emphatically declared; but they soon discovered their mistake, too late, however, to remedy it.

The approach of the first railroad to Terminus was hailed with delight by the town. As the Georgia road was to be completed in a short while, the road began the erection of a depot, putting in the foundations in 1841. This action on

the part of the railroad gave new impetus to business, and renewed the waning hopes of the doubting, of whom there were not a few.

In 1842 the appearance of Terminus was considerably changed from that of the year previous. There was a cluster of houses in and about the vicinity of the corner of Decatur, Peachtree and Marietta streets, through and about which two roads passed—the one called Whitehall, and the other Marietta road. Where the Kimball House now stands, a big forest of oaks gave shelter to the weary traveler, and also served the purposes of a natural park. Great things were in store for the town in this year—it was the attainment of things hoped for, yet unseen. A two-story building was erected by the State Road on the ground on Wall street opposite the present union passenger depot. It was used by the road for offices, and later it was converted into a boarding-house, principally for the employes of the State Road.

One of the arrivals this year was Willis Carlisle. He engaged in merchandising in a hut about opposite where the First Presbyterian church now stands, south side of Marietta street, near the corner of Spring street. To him the first white girl child in the town was born.

A marked event of this year was the arrival of the first locomotive, which was to be used on the Western and Atlantic Railway. It was hauled in wagons from Madison, Georgia, sixty-five miles, and on its arrival the whole town turned out to see the wonderful piece of mechanism. The engine was put together on the track of the road and made a trip to Marietta, Georgia, on December 24th. The engineer on that occasion was W. F. Adair. A number of citizens made the trip to Marietta, and that town furnished a large party of enthusiastic citizens who came back with the excursionists. It is said that some of the party who went to Marietta on this occa-

sion made the engineer promise to stop the train when it arrived at the bridge over the Chattahoochee river, and let them get off the cars and walk across the structure. This the engineer promised, and faithfully complied with the requests of the over-timid.

CHAPTER IV.

MARTHASVILLE.

Another Name Selected for the Embryo City—1843 An Important Year—Governor Lumpkin's Daughter Honored—One of the Characters of Those Days, the Mail Carrier—John C. Calhoun Visits the Town, and Predicts a Great City Here—Jonathan Norcross' Ingenious Sawmill—Local Affairs Administered by Commissioners—The Trials and Tribulations of the Latter—How the People Lived.

1843—new arrivals this year, the approach of the lines of transportation, and the decided improvement in business, made it apparent that the town had outgrown its name. After much discussion among the citizens, and the rejection of many suggestions, it was decided to honor Governor Wilson Lumpkin, then on a visit to Terminus, by naming the town for his daughter, Martha. Thus by an act of the General Assembly of December 23d, Marthasville was born. But, as will be seen later on, Marthasville was known to fame but a few years. The arrivals about this time began to increase. They came in the old-fashioned covered wagon, sometimes drawn

by a yoke of patient oxen, generally bringing their earthly possessions with them ready to set up housekeeping. They were welcomed by an eager populace. The new arrival looked about him, selected a spot on which to erect a house, either temporarily or permanently—as his means would allow.

One of the institutions of the times, before the advent of the railroad, was the mail carrier. This man was almost worshipped by the people, since it was he who, in the fierce wintry blast or 'neath a scorching sun “rode the mail” (on a mule generally), the nearest point being Madison, in Morgan county. When the first whistle of the locomotive was heard in Marthasville, this hitherto popular being became a rather uninteresting fellow. Like Othello, his “occupation was gone.”

1844.—One of the marked events of the day—a red-letter day—was a visit to the town by Hon. John C. Calhoun, one of the South's distinguished statesmen. No doubt, the town thought it a mark of special favor. Mr. Calhoun, with prophetic ken, spoke of the great future of the place, suggested a name, and his advice was followed later on.

A much appreciated addition to the town was the saw-mill just established by Jonathan Norcross. As timber was plentiful, the mill never suffered for material. It is related that this mill was the product of Mr. Norcross's ingenuity, and he endeavored to secure privileges by applying to the government for an exclusive patent. When he arrived in Washington, however, he found, to his amazement, that another party, living in a different section of the country, had already conceived the very same design, and the government, of course, refused to give Mr. Norcross the patent, which appeared to be the prior right of another party. He nevertheless came back, with a good courage, and proceeded to work with a steady purpose. He entered into a contract with the Georgia Rail-

road—then within a few miles of the town—to supply it with crossties and other timber needed in laying the track, and from the mill of Mr. Norcross was thus procured the material that completed the road to Marthasville. The sawyer for Mr. Norcross was William G. Forsyth.

Mr. Norcross gave away a great many slabs, free of charge, to the poorer classes, which were utilized in the erection of houses around the mill. The settlement thus built acquired the name of “Slab Town” and retained the distinction for quite a number of years.

“The local affairs of Marthasville were governed by a board of town commissioners, or rather—to speak more properly—its affairs were entrusted to their management, for it was little control that they exercised over the village,” says L. L. Knight, in *The Constitution*.

“The number of commissioners was five, and they were named in the charter as follows: Willis Carlisle, John Bailey, Patrick Quinn, L. V. Gannon and John Kile. They were appointed to remain in office until the 1st of March, 1845, and their successors were to be annually chosen thereafter.
* * * * * In order to carry out their duties—which were mainly to preserve the peace of the community and to open new streets for the better improvement of the village—they were authorized by the legislature to impose a slight tax upon the owners of property dwelling within the corporate limits, and were further allowed, by the same authority, to exact fines from such offenders as should violate their local enactments.

“The first move of the commissioners was the opening of new streets, and a tax was thereupon levied in order to carry out the purpose. The citizens rose up in rebellion. ‘Taxation’ was as foul a word to them as it was to the patriots at Bunker Hill, and they stubbornly refused to pay it. They

did not quote from the 'declaration of independence,' nor from the popular 'Ode to Liberty,' but they told the commissioners, in very decided prose, that they did not care to pay any additional taxes and moreover they would not pay a cent. They considered it quite unnecessary to open any more streets, for they already had enough—there was Marietta, Decatur, Whitehall, Peachtree, Pryor, Loyd and Alabama, seven streets, but if the commission wanted more they could hitch up their mules and plow the ground themselves; no money was to come out of their pockets. Such was the difficulty in opening the streets of Atlanta.

"Again, the commissioners put on the judicial ermine and tried to resolve themselves into a court. The accused party, being notified by his friends, that the officers were after him, usually put out for the woods, and there remained, during the daytime, for quite a lengthy period. He managed, however, to crawl back at night, enjoy a good supper, and to keep up with the news of the village. * * * * *

"The population of Marthasville, for the year 1845, was about two hundred inhabitants. The area of the place had grown considerably and many of the trees that stood watch over the village, in the year 1842, had long since been felled to the ground, and were either a part of the fence or the house, or else had been burned to ashes upon the 'blazing hearth.' "

CHAPTER V.

MARTHASVILLE AND THEN ATLANTA.

Early Services—The First Preacher and First House of Worship—1845, the First Newspaper Begins Existence—First School Opened—Judge S. B. Hoyt's Recollections—"Painter" Smith and His Peculiarities—New Storehouses and Hotels—The "Monroe Road," from Macon, Completed in 1847 to Marthasville—Dr. Joseph Thompson's Hotel.

1845.—As yet there were no church buildings in the place, although services were held in such places as offered room. The few hundred inhabitants were religiously inclined. The first edifice erected, devoted especially to the worship of God, was a small log building, on North Pryor, near the corner of Houston street. In this building union services were held—the first preacher being Rev. J. S. Wilson, afterward pastor of the First Presbyterian church.

So far, strange to say, no one had the courage to start a newspaper until this year; no doubt the villagers would have enjoyed a paper in which to read about themselves, what they were doing from week to week—not that they didn't know—but it would have been so pleasant to read that "Our fellow townsman, Bill Jones, ever alive to the best interests of the city, had determined to replace the clapboards on his house with shingles," etc. They were soon made happy. W. H. Fonerden established a weekly paper, *The Democrat*, which was later followed by others.

In keeping with the spirit of the times, a school was

opened this year, taught by Miss Martha Reed. The curriculum was not very extended, as may be supposed; it included "readin', writin' and 'rithmetic." In those days corporeal punishment was the order of the day; the school-teacher kept a bunch of good wyths in sight of the whole school, and used them when occasion demanded it, and that was every day generally. Boys were not any worse—if as bad—as now, but teachers used the rod freely in those days.

Judge S. B. Hoyt was among the number who came to Marthasville in 1845. In an interview with a newspaper a few years ago he says:

"I came to Atlanta—or rather Marthasville, as it was then—in April, 1845, and rode on horseback all the way from my home in East Tennessee. I came to clerk for Mr. Norcross, who was connected with my family by marriage, and I remained in the store about six months. I then left to return again in 1851, and ever since then have been a resident of Atlanta.

"There were only two highways in the place when I arrived in '45, and they crossed each other at the artesian well, forming Whitehall, Peachtree, Marietta and Decatur roads. Whitehall then came to the intersection of Marietta, and did not stop as it does at present at the railroad crossing. It received its name from a hotel kept by Charner Humphries along the route, and in the present neighborhood of West End. As an illustration of the way in which property has advanced, I will give you a single example. Samuel Mitchell was the owner of land lot No. 77, now including the central part of Atlanta and worth at least \$15,000,000. He bought it for a small pony, or a shotgun, tradition is in doubt as to the exact consideration, The titles to the lot were afterwards involved in quite a lengthy dispute. Mr. Mitchell executed a deed to the State for the land on which the passenger depot

now stands, and also the block north of it, including about four acres, for the purpose of the Western and Atlantic Railroad. The land lot was almost entirely covered with trees, except around the cross-roads. I have gathered chinquapins many a time on both sides of Whitehall street.

“It was expected that all of the business houses would be erected on the north side of the town. It was also thought that the ground about the artesian well would be used as a public square, as it was cleared for that purpose. I never thought that Atlanta would become a city of a hundred thousand inhabitants.”

One of the peculiar characters about the neighborhood of Marthasville was Painter Smith. He was a second edition of Rip Van Winkle. Though pretending to have an occupation, he was rarely seen employed, and only then did he sacrifice his leisure for the sake of his mad appetite and the revenue of the village grogshop. Ludicrous in appearance, he excited laughter whenever he went about the streets, and he was never in want of an audience when he felt in the humor to talk. It may be stated in this connection that whenever a circle gathered about him to hear his jokes or listen to his wierd songs, the crowd was always careful as to the length of the radius. Though Painter was a bad character, it may be truthfully said, he was a good example. No one desired to pattern after his ways, and though impulse excited laughter at his jokes, reflection was sure to end in pity for his faults. Temperance was stoutly advocated whenever he drank to excess, and morality, from the crown of his hat, often preached a sermon of good advice to his followers.

Improvements were the order of the day; and among those who had come to stay was Jonathan Norcross, who built a small store-room on the southwest corner of Marietta and Peachtree streets. “Cousin John” Thrasher, who had re-

turned, put a store-room in the edge of a chinquapin thicket, on the north side of what is now Decatur street, about half way between the Air Line depot (now Southern) and the corner of Decatur and Peachtree streets. Lemuel Dean put up a two-story house on Marietta road, about two miles west of the present union passenger depot. James Loyd, from whom Loyd street (now Central avenue) was called, erected a large frame building at a point about where the old Markham House stood, east of the union passenger depot. He ran it several years thereafter as a hotel—the “Washington Hall.” Mr. Loyd was a public-spirited man, and did much for the advancement of the town. Another hotel was soon to grace the town; Dr. Joseph Thompson, attracted by the likely new place, settled here and erected a very pretentious brick edifice on the ground now occupied by the Kimball House, on Wall street. The house was opened as the “Atlanta Hotel.”

In 1847 the Monroe Railroad, which was originally intended to run from Macon to Monroe, was changed to the name of the Macon & Western Railroad. It was completed and commenced running through to Atlanta about the latter part of the year. This road is now part of the Central of Georgia Railroad.

CHAPTER VI.

ATLANTA.

Third and Last Name of the Town—J. Edgar Thompson Suggests "Atlanta"—The Town Obtains a Charter in 1847 From the General Assembly—The First Mayor and Council in 1848—Officers Elected—Another Railroad the Year Following—State Agricultural Society Located—Proceedings of Council for One Year.

The year of 1847 saw the passing of Marthasville; the town had grown and prospered, it is true, but the name did not seem to be in keeping with the march of events. Having been twice named, it was a puzzle to find one that would last. After various names had been canvassed, it was decided to adopt the suggestion of Mr. J. Edgar Thompson, chief engineer of the Georgia Railroad, who named the town Atlanta. Accordingly, a charter was applied for to the General Assembly then in session; it was granted; Atlanta was born. The application was made by Jonathan Norcross, John Collier and J. Vaughn.

FIRST MAYOR AND COUNCIL.

[The records, in chronological order, following this, are based upon notes made by the late James E. Williams, mayor of Atlanta in 1866-7-8, and president of the Pioneer Citizens' Society for many years prior to his death, April 9, 1900.]

We come now (1848) to the beginning, proper, of the present metropolitan city: The first election for a board of

mayor and council, which was held January 31. The result was as follows: Mayor—Moses W. Formwalt; Council—Dr. Benjamin F. Bomar, Jonas F. Smith, James A. Collins, R. M. Bullard, A. M. Walton and L. C. Simpson. The first meeting was held February 2, in the store of Councilman-elect Smith. They elected the following officers at that meeting: Marshal, German M. Lester; Deputy Marshal, Thomas Shivers; City Clerk, L. C. Simpson; City Treasurer, O. Houston.

The minutes further show that, on "February 8th, Simpson declined, and Robert M. Clarke was elected clerk.

"At a meeting in March, Gershom C. Rogers was granted license to use his tanyard as a slaughter-pen. It was located on a small stream of water at about where is now corner of Forsyth and Brotherton streets."

[NOTE—About the same location, in later years, was occupied by Grenville's flour mill, and since the war by Stephens', and afterwards, Crankshaw & Richardson's planing mills.]

April 1, Dr. Joshua Gilbert and Jonathan Norcross were charged with disorderly conduct. Gilbert was fined ten dollars, and the charges against Norcross dismissed.

"April 3, Councilman Walton resigned, and U. L. Wright was elected in his place.

"April 15, permission was granted James and John Lynch to dig a well in the street at the crossing of Whitehall and Alabama streets; and U. L. Wright was authorized to buy a sixty-pound bell for the use of the town. John Collier petitioned for a road to run where Walker street now is.

"July 3, a board of health was elected, as follows: Dr. N. L. Angier, James Boring, Sol. Goodall, John F. Mims, Robert Carr, William Herring, James Loyd, Dr. J. Gilbert and Dr. G. G. Smith.

"July 28, Robert M. Clarke resigned, and Joseph B. Clapp was elected clerk.

“July 31, R. M. Ballard resigned, and H. C. Holcombe was elected councilman.

“October 23, J. A. Hayden and John Collier petition to have Walker street opened, and petition of William Kidd granted to grade (at *his* expense) Whitehall street from Alabama to railroad crossing.

“November 6, J. L. Harris was elected clerk.

“Whitehall street was ordered opened to Humphrey’s road, and the committee on public improvements instructed to put up a horse-rack at the postoffice.

“November 11, Council ordered bridge on Hunter street to be widened and raised. [This bridge was between where Loyd and South Pryor streets now run, and was to cross a small stream of water which now flows in the large trunk sewer from the union passenger depot, south, nearly along South Pryor and Loyd streets.]

“December 28, E. T. Hunnicutt was appointed deputy marshal.

CHAPTER VII.

THE SECOND BOARD OF MAYOR AND CITY COUNCIL.

Treasurer Ordered to Issue \$500 in Bonds—Proceedings of Council Published in *The Intelligencer*, by Order of Council—Another Railroad Comes to Town—John F. Trout Puts Up a Hotel—Some Arrivals—Er. Lawshe, John F. Trout, Green J. Foreacre, John Silvey—Churches and Newspapers Multiplying.

January 17, 1849, a new board of mayor and Council qualified, as follows:

The following qualified as city officials: Mayor, Dr. Benjamin Bomar; Council, Jonas S. Smith, Ira O. McDaniel, A. B. Forsyth, P. M. Hodge, Julius A. Hayden and H. C. Holcombe. Salaries of officials were fixed as follows: Marshal, \$300 per annum; Treasurer, 2 per cent. for receiving and paying out; Tax Receiver and Collector, 3 per cent. Clerk to have fees of office.

Committee on Police and Finance—Forsyth and Hodge.

Committee on Streets—McDaniel, Smith and Hayden.

February 7, city tax fixed at 30 cents per \$100, for 1849.

February 14, 300 copies of City Ordinances were ordered printed.

April 14, the treasurer authorized to issue \$500 six months bonds.

July 30, Council proceedings ordered published in *Daily Intelligencer*.

October 4, Councilmen Bomar, Hayden, McDaniel and

Forsyth were appointed a committee to select a place for a graveyard.

Another railroad! The town begins to put on airs, even to to being a little haughty; the Atlanta & West Point Railroad was completed in this year—making the fourth line for the ambitious place. And yet more improvements, locally. Mr. John F. Trout moved to Atlanta and soon erected a very creditable building, three-story brick, on the southwest corner of Decatur and Pryor streets, and opened it as a hotel, calling it the “Trout House.”

One of the additions to the town at this time was Er. Lawshe, whose subsequent career was marked by a life of energy and devotion to his new home. Another was Mr. John Silvey, the former head of the large wholesale dry goods house of the John Silvey Company.

1850—Not quite three years old, this bantling of a town began to crow lustily—a characteristic of the people ever since. It proved a drawing card; people everywhere talked of the rising young city in the mountains of North Georgia. Churches, schools and newspapers multiplied.

One of the men destined to figure largely in the railroad world, as it afterward fell out, who came here in this year, was Colonel Green J. Foreacre, a conductor on the Macon & Western Railroad, afterward superintendent, and subsequently general manager of the road.

CHAPTER VIII.

THIRD YEAR'S COUNCIL PROCEEDINGS AND OTHER EVENTS.

Reuben Cone and Ami Williams Offer to Donate Land for a "Graveyard"—Steps Looking to Holding an Agricultural Fair—Names of Residents in Atlanta in 1851—A Great Many New Arrivals—Land Purchased by City for a Cemetery.

A year having intervened since an election for Mayor and Councilmen, another was held, and, on the 23d of January, 1851, the new board qualified, as follows: Mayor, Willis Buell; Councilmen, Joel Kelsey, H. C. Holcombe, J. T. Humphries, P. M. Hardin, S. T. Biggers and W. W. Roark.

J. G. Trammel was elected marshal; J. L. Harris, city clerk; O. Houston, treasurer; ——— Boyd, tax receiver and collector. In February Marshal Trammel resigned, and G. M. Lester was elected to fill the position.

April 10, the city offered ten acres of land to the State Agricultural Society on Fair street, located where Fair street school was built in 1873.

On June 10, the city bought six acres of ground at seventy-five dollars per acre for a graveyard, from A. W. Wooding.

1851, the first fair. Not a very extensive one, it is true, but population considered, as good as any held since in this city.

Some of the best men in their various lines of business residents in this period, a list of whom is appended below. Among them all there was no better equipped citizen than James E. Williams, a former resident of Tennessee.

LIST OF RESIDENTS IN 1851.

Dr. James F. Alexander, practicing physician; Dr. Aaron Alexander, druggist; Joseph A. Alexander; Ezra Andrews, harness and saddlery merchant; Couch Alexander; C. Q. Adamson, general store; Julius M. Alexander; Dr. N. L. Angier, physician and real estate dealer; Dr. Stephen T. Biggers, practicing physician; Dr. B. F. Bomar, merchant; Wm. Barnes, tin and coppersmith; Wm. Baldwin, master machinist W. & A. R. R.; Mr. Baker, jeweler; Mr. Baker, animals (monkeys, etc.); John M. Boring, physician; A. J. Brady, merchant; Isaac A. Brady; J. B. Brantly (Lin & Brantly), cotton merchant; J. W. Bridwell, proprietor *Atlanta Intelligencer*; Zion Bridwell, printer; H. Braumuller, musical instruments; Marcus A. Bell, lawyer; Logan E. Bleckley, clerk Western & Atlantic Railroad office; J. Boyd, merchant; Isaac E. Bartlett, conductor Georgia Railroad; William M. Butt, commission merchant; Michael Bloomfield, store; James Buchanan, machinist; A. J. Buchanan, boilermaker; ——— Buchanan, musician; Woodson Berry, railroad engineer; James Bowlin, Georgia Railroad supervisor; James Blackman, real estate trader; Josiah Bosworth; Thomas Boyd; Margenius Bell; Jo Bosworth; Cary W. Berry, railroad engineer; R. M. Bullard, cotton buyer; James Collins, merchant; John Collier, lawyer; Robert M. Clarke, grocer; H. W. Cozart, dry goods store; Rev. I. N. Craven, minister; Willis Carlisle, policeman; James R. Crew, clerk; Jesse Clarke, cabinet shop; Thomas E. W. Crusselle, building contractor; W. T. C. Campbell, dentist; Jerry Conant, livery stable and sexton; W. H. Craft; David Crockett, merchant; Dr. H. L. Currier, civil engineer; Robert Crawford, grocer; Moses Crawford, railroad blacksmith; Elisha Crawford, railroad carbuilder; George Cook, merchant; Lewis H. Clarke; Dr.

Noel D'Alvigny, surgeon; James C. Davis, grocer; James T. Doane, dry goods; John A. Doane, clerk; Terrence Doonan, cotton buyer; James L. Downing, foundry; R. S. Dunning; Volney Dunning; James Doonan; Charles D'Alvigny; Sam Downs; David H. Dougherty; Charles Ellsworth; Frank M. Eddleman, boots and shoes; P. J. Emmel; Augustus Eddleman; Mike Emmel; Charles Elyea, railroad conductor; Jacob Emmel; ——— Evans, mechanic; ——— Evans; A. B. Forsyth, cotton buyer; William G. Forsyth, cotton buyer; John H. Flynn, machinist W. & A. R. R.; N^o R. Fowler, railway mail agent; Dan Ferguson, dry goods; Moses W. Formwalt, ex-mayor; Harris Fuller; Colonel Jesse Farrar, accountant; Robert M. Farrar; Thomas F. Grubb (Clarke & Grubb), grocer; Joseph Gatins, clerk Macon & Western Railroad; Dr. Joshua Gilbert, physician; John Glen, clerk Georgia Railroad depot; Dr. Thomas F. Gibbs, merchant; Horace Gillespie, merchant; L. P. Grant, topographical engineer Atlanta & LaGrange Railroad; George Gunby, carpenter; John Gatins; Samuel B. Hoyt, lawyer; C. R. Hanleiter, publisher; Julius A. Hayden, capitalist and trader; William Herring, clothing store; William F. Herring (William H. & Son), clothing; Edw. W. Holland, capitalist; Clarke Howell, capitalist; O. Houston, merchant; Eli Hulsey (McDaniel, Mitchell & Hulsey), merchant and cotton buyer; H. C. Holcombe, merchant; Peter Huger, barkeeper; Moses, James and Newton Holland, brickmasons; Reuben Haynes; Richard Haynes; Augustus Haynes; Thomas C. Howard, editor-lawyer; John L. Harris, lawyer; W. H. Harville, merchant; Cam. A. Harralson; Sid Holland; Wash J. Houston; Evan P. and Albert Howell; William H. Hulsey; Patrick Hodge; Paschal House; Darius Hoyt; Singleton Howell; Henry P. Ivey; Mike J. Ivey; Allen E. Johnson, real estate trader; Dr. B. O. Jones, physician; John H. James, capitalist; James H.

and John L. Johnson; Adam W. Jones, lawyer; F. Marvin, G. Wash and William F. Jack, candy and bakery; Jacob M. and John Johnson, painters; Jourdan Johnson; John Kile; William Kidd, machinist; William Kay, book store; Thomas Kile, grocer; William Kile; James G. Kelley, carbuilder Georgia Railroad; Joel Kelsey, carbuilder Georgia Railroad; John Kershaw, machinist; William Kicklighter, merchant; Christian Kontz, boots and shoes; Fred Krog, machinist; W. Kennedy, boot and shoemaker; W. J. Kilby; Patrick Lynch, stonemason; E. S. Luckie (Guinea); James Loyd, Washington Hall; James Lynch, general store; John Lynch, general store; James Langston; Jephtha Langston; Lewis Lawshe, merchant tailor; Er Lawshe, jeweler; Lewis L. Lanier, mechanic; Willis Lanier, policeman; Rev. T. B. Lanier, minister; Austin Leyden (Leyden & Dunning), foundry; Warner Lyons; Thomas Lyons; James W. and John H. Loyd; George Washington Lee; B. T. Lamb, grocer; Rees H. Lin, warehouse and cotton buyer; James F. Leonard; James Matthew Lester; Harrison Lester; German Lester; J. W. Manning, lawyer; Alex H. McWaters; James McPherson; William McConnell, marshal; Mr. McDuffie; James G. McLin, tyler Masonic Lodge; William Mitchell, engineer; T. Angus Morris, engineer; Peter Malone; Thomas J. Malone, clerk; Daniel S. Miller; Thomas McGahan; Dan McDuffie; John G. Martin, tinsmith; Nathan Mangham, lawyer; John F. Mims, superintendent A. & W. P. R. R., and agent Georgia Railroad Bank; A. W. Mitchell, cotton buyer; Rev. Isaac Mitchell, minister; David Mayer, merchant; J. H. Mead; W. Tiff Mead; Joseph G. W. Mills; Z. Moore, railroad conductor; Horace Mitchell, clerk; I. O. McDaniel, cotton buyer; Daniel Pittman; D. N. Poor, baggage master; James T. Peacock; Harrison Pettis, stable; J. A. Puckett; G. A. Pilgrim; Edward Parsons; Columbus Payne; Richard Pittman; G. W. T. Perryman; Lewis Powell;

Thomas Reed, machinist Georgia Railroad; William Rushton, machinist Georgia Railroad; Elzey B. Reynolds, agent W. & A. R. R.; James F. Reynolds, conductor; Z. A. Rice, capitalist; W. H. Rice, stonemason; George Russel Reneau, editor *Atlanta Republican*; Jesse Reneau, editor *Atlanta Republican*; William B. Ruggles, editor *Intelligencer*; W. W. Rogers, merchant; G. C. Rogers, butcher; James Robinson, clerk; T. W. R. Rhodes, clerk; T. R. Ripley, crockery; Charles C. Rodes, mechanic; Jett W. Rucker; Philip Reed, mechanic; James Robertson, mechanic; Jesse G. Rucker; S. J. Shackelford, merchant; C. H. Strong, merchant; James F. Seavey, contractor; Rev. D. H. Silvey; John Silvey, merchant; L. C. Simpson, lawyer; Jonas S. Smith, sheriff; Bluford D. Smith, clerk; P. E. McDaniel, cotton buyer; William Mitchell, cotton buyer; Thomas G. McHan, merchant; William Mimms; H. Muhlenbrink, barkeeper; Pat McCulloch; Dr. W. C. Moore; William Mann, merchant; Edw. W. Munday; W. Tim Mead; T. Mead; Wheeler Mangum; George W. McDuffie; Jonathan Norcross, merchant; Charles Nort, grocer; Ben Nott, machinist; O. Nichols, merchant; Peter Nort; Reuben E. Oslin, preacher; William P. Orme, freight agent Georgia Railroad; J. C. Orme, conductor Georgia Railroad; Richard Orme; Louis H. Orme; Aquilla J. Orme; Frank H. Orme; J. S. Oliver, merchant; Howell Oliver; Rev. Reuben Osburn; J. R. D. Ozburn, clerk; Edwin T. Payne; Richard Peters, farmer; Willis Peck, plastering contractor; John B. Peck, treasurer A. & W. P. R. R.; Samuel G. Pegg, merchant; W. C. Parker, merchant; William G. Peters, merchant mill; Captain Parker; Lewis J. Parr, merchant; Ben Parr; J. A. Puckett, lawyer; Windsor Smith, capitalist; John Snow, mechanic; John Spann, mechanic Georgia Railroad; William Smith, painter; P. M. Sitton, merchant; Augustus Shaw; W. J. Small, freight agent A. & W. P. R. R.; John Swift,

clerk; G. G. Smith, postmaster; Cornelius Sheehan; Dr. Joseph Thompson, Atlanta Hotel; Harvey, Joseph, Jr., and Edgar Thompson; John J. Thrasher, contractor; Thomas L. Thomas, justice of the peace; Thomas A. Thomas, clerk; Benjamin Thurmond, brickyard; John Tomlinson, tinware; James M. Toy, engineer A. & W. P. R. R.; Jerry Trout, merchant tailor; James E. Williams, merchant; John Weaver, railroad engineer; Elhaney Wood, tinner; Walter S. Withers, moulder; Jerry Wells; M. Williamson, freight office W. & A. R. R.; Ed. A. Werner; Henry W. Wooding; C. W. Wells; Joseph Winship; Daniel Young, railroad conductor; M. Warwick.

CHAPTER IX.

PROCEEDINGS OF BOARDS ELECT FOR 1851.

First Wells and Reservoirs Built by City—Insurrection of Negroes Suspected—The First Market House—Council Determines to Build City Hall—Lamps Ordered Put Up At Certain Points—Mayor Mims Resigns, 1853—Commissioners Appointed to Go Before General Assembly to Petition for Removal of State Capital to Atlanta—A Hospital Located.

A change of officials took place at an election held in December, and on January 23, 1851, qualified and was sworn in as follows: Mayor, J. Norcross; Council, J. T. Humphries, J. A. Hayden, Paschal House, W. W. Roark, John Jones and D. McSheffrey.

J. G. Trammel was elected marshal; J. L. Harris, city clerk; O. Houston, treasurer; Thomas Boyd, tax receiver and collector.

In February, Marshal Trammel resigned, and G. M. Lester was elected to the vacancy.

February 9, Reuben Cone and Ami Williams offered to give one acre for a graveyard, and sell four additional acres at one hundred dollars per acre. Offer taken under consideration.

March 11, a committee was appointed to take steps for holding an agricultural fair at Atlanta, consisting of B. F. Bomar, William Ezzard, J. N. Hayden, P. M. Hodge, Joseph Thompson and ——— Luckie.

April 10, the city offered ten acres of land to State Agricultural Society, on Fair street, located where Fair Street School was built in 1873.

On March 18 Council ordered public wells, eight feet square, to be dug so as to contain fifteen feet of water, at corner of Mitchell and Whitehall streets, corner of Hunter and Whitehall, corner of Marietta and Peachtree, and a reservoir in rear of the Holland House (rear of northeast corner of Alabama and Whitehall).

July 4, a barbecue was given at city's expense. Benjamin Williford was directed to dispose of remains of the 'cue.

July 29, an insurrection of negroes was suspected, and the following were placed under arrest: Henry Long, Peter Huff, Henry Humphreys, Burrell ———, Stephen Cammack, John Bostwick, Sandy, Levi and Jim.

August 19, the building committee was ordered to buy land between U. L. Wright and James Lynch for \$1,500. (This was located at where is now the northeast corner of Broad and Alabama streets, extending from alley behind Lynch's corner (northwest corner Alabama and Whitehall),

westward to west side of now Broad street, and included about an acre between Alabama street and the Central—then Macon & Western Railroad—right of way.) /

[NOTE.—The first market house was located on this lot at corner of Alabama street and a street then called Market, extending from Alabama to the railroad cut.]

No minutes could be found of the proceedings of the Board of Mayor and Council for 1852. Following were the officials for that year: Mayor, Thomas G. Gibbs; Council, Stephen F. Terry, W. G. Gunby, I. O. McDaniel, L. C. Simpson, J. Norcross and R. E. Manghum.

1853.—The board for this year was composed of some of Atlanta's best citizens: Mayor, John F. Mims, William Markham; Council, J. A. Hayden, W. M. Butt, J. Norcross, I. O. McDaniel, L. C. Simpson, J. Winship and Jared I. Whitaker.

Mayor Mims resigned October 29, 1853; William Markham sworn in November 14, 1853.

As will be seen from the proceedings, a great deal of business was transacted.

On February 9, the mayor was requested to learn on what terms he could procure for the city a loan of \$10,000, and also at what price the lot known as Peter's Reserve could be bought. (This is the block now occupied by the Capitol of the State of Georgia, with some slight changes.)

February 16, the mayor reported a proposition from E. A. Vincent, a civil engineer, to get up a map of the city, on condition the city pay him one hundred dollars, he reserving the copyright. The proposition was agreed to.

Mrs. Dougherty was awarded six hundred and sixty dollars for land taken to open Market street, from the north side of the railroad to Marietta street. (This was the first extension of Market street, afterwards Bridge, then Broad.)

February 18, Mayor Mims reported that the "Peters Reserve" could be bought for \$5,000, to be paid July 1, 1853, and Council instructed him to close the contract. At same time a committee, consisting of A. J. Brady, A. B. Forsyth and Stephen Terry, awarded Ami Williams two hundred dollars for land to be taken to open Market street (now part of Broad street).

March —, a bill of Hiram Bowen was paid for work done on Holland Free Schoolhouse. Sixty dollars was also paid for filling Marietta street between Norcross' and Kile's (now Healey's) corner.

A motion was at same time adopted to elect a city surveyor, to fix grades of streets, etc.

Lamps were ordered to be placed at the Market street bridge and other points, provided private parties would pay for fluid to make the lights.

Ordinances were also adopted for protection of the graveyard; and exempting from taxation bacon, lard, corn, flour and all other provisions sold in the city.

April 15, the report of A. W. Owens, teacher of Holland free school, was received and ordered published.

July 1, Edward Parsons was authorized to build market stalls on Market street. Julius A. Hayden was appointed mayor *pro tem*.

Number of deaths reported last quarter, thirty seven.

July 16, Jared I. Whittaker was elected to Council in place of Norcross, resigned.

July 22, a committee reported that Allen E. Johnson offered one hundred and five acres of land for \$1,800, to be used as a hospital location, and the mayor was instructed to close the trade. A committee recommended the erection of a fire engine house on Market lot, near the bridge.

July 29, A. Corry took the census of the town, which a

committee from Council examined and approved. (No record appears which shows population.)

Dr. Currier was elected city surveyor, and the mayor was authorized to subscribe for twenty copies of city map.

August 12, William H. Crisp (father of Senator Charles F. Crisp) petitioned Council for theater license, which was granted, at ten dollars per day.

Also, a petition was presented to open Wheat street, and an ordinance read, and ordered printed, containing market regulations.

G. B. Haygood, at same meeting, was elected trustee of Holland Free School.

September 10, The committee on public works proposed to commence the building of the City Hall, after having consulted the mayor.

The committee on a market was appointed, consisting of L. C. Simpson, Jared I. Whittaker and William M. Butt.

September 16, Market stalls were rented; and N. L. Angier elected clerk of market—the fees to be his compensation.

September 24, the Committee on Public Buildings was authorized to advertise for bids for building City Hall, as per plans drawn by Columbus Hughes.

October 29, Mayor John F. Mims resigned.

October 31, Council ordered publication of one hundred copies of a memorial to the Legislature asking the formation of a new county (Atlanta being then in DeKalb county).

November 4, the Committee on Public Works reported a contract with J. R. Swift for brick work of City Hall; also, contract for rock work at \$2.95 a perch; with A. Powell, for certain woodwork.

At same meeting a committee reported suitable resolutions

of regret on the resignation of Mayor Mims. Committee: Whitaker, Simpson and Hayden.

Nov 12, William Markham was elected, at a special election, successor to Mayor Mims for unexpired term, and immediately thereafter sworn in.

November 25, a committee, consisting of McDaniel, Hayden and Simpson, was appointed to propose amendments to the City Charter.

November 28, Council appointed the following delegation to go before the Legislature, then in session at Milledgeville, and petition for the removal of the State Capitol to Atlanta: William M. Butt, William Markham, A. G. Ware, Allen E. Johnson, Julius A. Hayden and I. O. McDaniel.

December 9, slaughter houses were declared a nuisance and ordered removed beyond the city limits.

CHAPTER X.

THE MAYORS AND COUNCIL, 1854.

Population Six Thousand—City's Growth One Thousand a Year—City Declines to Take Stock in Gas Works—Hogs Not Allowed Privilege of Streets—Appropriation for Fire Hall Made—Another Effort to Get State Capitol—Brick Sidewalks Ordered On Certain Streets—Relief Given Savannah—Trout House Granted License—City Contracts (1855) for Gas Works—Ground Purchased for Georgia State Agricultural Society—Council Proceedings In Full.

The Mayor and Council-elect, 1854, were as follows: Mayor, W. M. Butt; Council, Jared I. Whitaker, A. B. Rug-

gles, L. C. Simpson, W. W. Baldwin, Paschal House, John Farrar, John W. Glenn, J. B. Peck, J. R. Swift, J. F. Alexander, J. S. Oliver, John W. Thompson and Eli J. Hulsey.

At this time the population of the town was 6,000, and the rate of increase was about a thousand a year. The business men were constantly increasing their facilities and reaching out for new territory. The Council proceedings, as given below, afford a fair indication of the rapid strides Atlanta was making:

On January 6, the sexton reported for the quarter ending January 1, twenty-eight deaths (nineteen white, nine colored).

January 16, Clarke Howell was paid \$110.75 for his services and interest in the new county (Fulton).

The Mayor appointed Councilmen Simpson, Ruggles and Glen to rent a hall for use of the Council.

Council fixed the marshal's salary at \$150; deputy marshal, at \$100. The Clerk of Council was empowered to act as tax receiver and collector, his compensation being two and one-half per cent. for receiving, and two and one-half per cent. for paying out.

February 4, Market House and Police Ordinances passed.

February 18, Compensation fixed of A. W. Owens, teacher of the free school.

Jared I. Whitaker, chairman of committee, reported that it was deemed inexpedient to subscribe for stock in gas works company at present, and recommended an effort to get up the stock by private subscription.

March 3, the Ordinance was passed requiring hogs to be kept out of streets.

The Mayor was authorized to procure a suitable seal for the city.

Board of Health elected: Doctors B. O. Jones, B. F. Bomar, J. A. Hayden, T. C. H. Wilson and Mr. G. B. Haygood.

March 24, corporate limits were extended. C. R. Hanleiter was employed to print City Code.

March 31, the following delegates were appointed to attend the Commercial Convention at Charleston, South Carolina: I. O. McDaniel, C. H. Strong, A. H. Stokes, N. J. Brady, Jonathan Norcross, James T. Doane, T. R. Ripley, Thomas Kile, William Markham, L. J. Parr and Robert M. Clarke.

April 8, eight hundred dollars was appropriated to build fire engine house on the north side of Market street lot. A petition was received from citizens asking that steps be taken to have the State Capitol moved to Atlanta; Whitaker, Peek and Ruggles, committee.

Contract let to fill Alabama street two and one-half feet.

April 21, citizens' meeting held, and Mayor and Council asked to appoint a committee to attend the session of the Legislature at Milledgeville, and petition it to authorize the removal of the Capitol to Atlanta. Committee appointed: John F. Mims, John Collier, Allison Nelson, A. G. Ware and G. B. Haygood.

Council offered Thomas Kile three hundred dollars to extend Houston street.

May 10, a committee of citizens was appointed to confer with justices of the inferior court in relation to using a portion of new City Hall for Superior Court and other county purposes. Committee: Alexander, Whittaker, Peck, J. B. Simpson and Farrar.

May 12, contract with county agreed to by Council, and approved.

Accounts for expenses incurred, in connection with Fillmore reception, ordered paid. Also, a resolution was adopted naming a delegation of fifty citizens, in addition to former committee, to memorialize Legislature, asking for the removal

of the State Capitol to Atlanta. Committee: Wofford, Spurlock, Gartrell, Grant, Hayden, Markham, McDaniel, Calhoun, Cowart, Overby, Lanier, Dean, Doane, Kile, Bleckley, Loyd, Thompson, Trout, Johnson, Herring, Peters, Powell, Hook, Darnell, Coe, Copper, Harris, Powell, Brady, Hammond, Forsyth, Angier, Dr. B. O. Jones, W. B. Jones, John Burr, Kirkpatrick, Cozart, Clarke, Wilson, Jones, Caldwell, Roark and Holland.

June 30, a petition was received from the trustees of Atlanta Medical College to use part of City Hall for the lectures, which was granted; to be used during winter only, so as not to interfere with court sessions.

Brick sidewalks were ordered to be put down on Whitehall and Alabama streets.

July 15, rock paving (macadam) ordered on Whitehall street (probably from railroad crossing to Mitchell street).

August 4, "Irish Volunteers" (a military company) exempted from street (road) duty; also payment made to Willis Peck for plastering City Hall; and census taken. (Population not recorded in minutes.) The subject of gas works was considered, and petition received from Dr. Westmoreland and John F. Alexander for the establishment of an infirmary.

September 11, four thousand dollars additional bonds authorized, to complete the City Hall.

September 15, Council voted five hundred dollars, and private citizens subscribed three hundred and eighty-five dollars for relief of sufferers from yellow fever at Savannah.

October 6, the census of the city was taken by Stephen Terry. (No record of result appears on minutes.)

October 13, the congregation of the Second Baptist church asked, and were granted, permission to worship in City Hall.

October 17, a fancy ball was given at City Hall (probably in honor of its completion).

November 11, Aaron Gage petitioned Council for license for the Trout House (the first large hotel), situated on the northeast corner of Decatur and Pryor streets.

December 29, a donation of books for the Holland free school was received from Mr. James L. Dunning.

January 8, Council assumes balance of indebtedness of Fire Company No. 1, on engine house on Market street (now No. 1 South Broad street), and tenders the thanks of the city to Fire Company No. 1 for saving the city from destruction by fire on 7th inst.

January 17, returns received of election. (Elections then took place on third Monday in January yearly.)

CHAPTER XI.

MAYOR AND COUNCIL FOR 1855.

Officers Elected—Three Thousand Dollars Voted to Georgia State Agricultural Society—Mayor Nelson Resigns—John Glen Elected to Fill Vacancy in Mayor's Chair—The First Theater, the Athenæum—Contract for Gas Works Delivered to William Helme—*Atlanta Republican*, Official Organ of City.

January 19, 1855, a new board was sworn in, as follows: Mayor, Allison Nelson, John Glen; Council, John Glen, W. W. Baldwin, John Farrar, John W. Thompson, C. H. Strong, W. Barnes, U. L. Wright, Thomas Kile, C. Powell, Thomas M. Darnell, Robert M. Clarke, Thomas C. Wilson.

Mayor Nelson resigned July 6. John Glen sworn in to fill vacancy.

The board elected the following officials: Marshal, Ben Williford; deputies, Willis Carlisle and E. T. Hunnicutt; treasurer, Thomas N. Cox; sexton, G. A. Pilgrim.

At the same meeting, S. B. Hoyt and Thomas L. Thomas asked for a room in City Hall for use of justice's court.

A delegation from the Georgia State Agricultural Society went before Council and asked what amount the city would appropriate toward a fair, to be held in the fall of the year. The Mayor appointed a committee of Council, as follows, to consider the matter: Messrs. Barnes, Powell and Glen, and of citizens, Messrs. I. O. McDaniel, Aaron Gage, J. A. Hayden, T. B. Daniel, —— McGinty, F. B. Trout, William Markham and J. Norcross.

The fire company was granted the use of City Hall for the 22d of February ball, in honor of George Washington's birthday.

Mr. James E. Williams, having fitted up the second story of his new brick building (on Decatur street, opposite the Atlanta Hotel) as a theater, at the solicitation of the actor, William H. Crisp, at the meeting of Council, February 16. The former was granted theater license for the Athenæum.

Council offered \$3,000 to State Agricultural Society if the fair would be permanently located at Atlanta.

March 2, the "Irish Volunteers" were granted use of City Hall for O. A. Lochrane to make a speech on March 17, in celebration of St. Patrick's Day.

March 16, a contract was agreed on between City Council and the State Agricultural Society, by which the fair was to be held in Atlanta in September, 1855, and annually thereafter, when \$5,000 has been expended by city in improvements on grounds.

William Helme, of Philadelphia, addressed the Council on the subject of gas works, and a committee, consisting of Darnall, Glen and Barnes, was appointed to confer with Mr. Helme.

March 30, Mr. Helme proposed to build a gas plant to cost \$50,000, and furnish fifty street lights at \$30 each per annum. the city to take \$20,000 stock, to be paid for in fifteen-year bonds of \$500 each. The proposition was accepted. Ten acres of land adjoining the Fair Grounds was bought of William Kay for \$5,000.

April 6, the contract was delivered for erection of the gas works by William Helme. Forty deaths reported for first quarter. The use of the Superior Courtroom in City Hall was granted to Drs. Westmoreland and Alexander for medical lectures.

May 4, a powder magazine lot was bought of J. F. Leonard. This was located near Davis Street Grammar School's present location (1900).

May 18, Council paid E. R. Aldridge \$799 for fencing City Hall lot.

City Assessors were elected as follows: James McDonough, J. A. Reeves and N. L. Angier.

June 21, Schofield Iron Works, of Macon, entered into a contract to furnish fifty castiron lamp-posts at \$21 each.

July 6, *The Atlanta Republican*, J. Norcross, proprietor, contracted with Council to publish its proceedings at \$25 per annum.

July 6, the Mayor, Allison Nelson, tendered his resignation, no reason being given. Deaths for the second quarter, forty-four.

An election was ordered on the 19th inst. to fill this vacancy in the Mayor's office.

July 20, John Glenn (elected on the 19th) took the oath of

office as Mayor, and C. H. Strong was elected President of Council *pro tem*.

Dr. T. C. H. Wilson was elected to Council, to fill Glenn's place.

August 10, I. O. McDaniel petitioned Council for use of City Hall during State Fair for sacred concerts. Also, a check for \$1,000 was ordered delivered to James Camak, secretary of State Fair.

Sept. 7, eight assistant marshals and twelve extra policemen were ordered to be placed on duty during the fair.

CHAPTER XII.

COUNCIL AND PROCEEDINGS FOR 1856-'57.

First Authorized Celebration of Fourth of July—Negroes Not Allowed to Congregate in Streets—Citizens Petition Council to Take Stock in Air Line Railroad—The Celebrations at Memphis and at Charleston on Opening of the Memphis & Charleston Railway—Mingling the Waters of the Mississippi and the Atlantic Ocean—Council Agrees to Take Stock in the Air Line Railroad.

1856—January 4, the salary of A. W. Owen, teacher of free school, was raised to \$600 per year.

Bonds were ordered to be delivered to William Helme for \$20,000 stock in the gas works, he giving bond for completion of the works.

Thirty-seven deaths were reported for the fourth quarter.

On January 25, the newly elected Board of Mayor and Council was as follows: Mayor, William Ezzard; Council, .L H. Davis, J. F. Albert, C. H. Strong, Ezra Andrews, T. L. Thomas, James L. Terry, C. R. Hanleiter, L. J. Parr, Thomas Kile, A. B. Forsyth, Green B. Haygood and J. B. Peck.

Following officers were then elected by the board: Marshal, B. N. Williford; Deputy, E. T. Hunnicutt; Clerk, H. C. Holcombe; Treasurer, James McPherson; Sexton, G. A. Pilgrim; Clerk of Market, John D. Wells.

January 29, the use of the City Hall was granted to the Atlanta Medical College for lectures. H. W. McDaniel was elected overseer. The salary of City Judge was fixed at \$500.

April 11, P. S. Gerald, through C. R. Hanleiter, presented to City Council a portrait of General Zachary Taylor, for which a resolution of thanks was voted, and the portrait ordered hung up in Council chamber.

April 11, a Board of Health was elected, as follows: Drs. John G. Westmoreland, Edwin J. Roach, Thomas C. H. Wilson, E. N. Calhoun and Mr. Stephen Terry.

May 1, the Mayor and Council pass resolutions on the death of General John F. Mims, ex-mayor, and attend the funeral in a body.

June 3, the petition of a negro to open an ice cream saloon was refused, as being "unwise."

June 20, Council was asked by a citizens' meeting to take \$3,000 stock in a bridge over the Chattahoochee river, to make more convenient access to the city for business from Cobb county.

June 27, Councilmen Hanleiter, Parr and Simpson were appointed a committee to arrange for the celebration of the Fourth of July.

A resolution was passed forbidding negroes to assemble after certain hours at night.

Thirty-seven deaths were reported for the quarter ending June 30.

The Mayor, by direction of Council, subscribed for \$3,000 stock of Chattahoochee Bridge Company.

By resolution, it was ordered that stock in the gas works be not sold.

September 19, on account of a political mass meeting, to be held, twenty extra policemen were ordered put on duty, and the ordinance suspended prohibiting encampments in the city from the 1st to the 3d of October, inclusive.

Sixteen extra policemen were appointed by the Mayor for the 17th and 18th of October, also. (Supposed to be on account of political mass meeting.)

A resolution was passed ordering \$2,500 to be paid to the Southern Central Agricultural Society, when called for.

Also, resolutions requesting saloons closed on national election day, November —, 1856.

November 21, a memorial was received from citizens asking the City to take stock in the Air Line Railroad (to Charlotte, N. C.)

November 28, a committee, consisting of Haygood, Simpson and Kile, reported in favor of taking \$100,000 stock in Air Line Railroad, and issuing 7 per cent. bonds for it.

Councilman Hanleiter resigned, J. B. Peck succeeding him.

Mechanics' Fire Company, No. 2, petitioned for \$1,000. Council requested the organization of a Fire Department (which was done), embracing Atlanta Fire Company, No. 1, Mechanics' Fire Company, No. 2, and Hook and Ladder Company, No. 1.

1857—The Board of Mayor and Councilmen elected was

as follows: Mayor, William Ezzard; Council, W. W. Sharp, W. C. Lawshe, L. C. Simpson, H. C. Holcombe, J. B. Peck, John Glen, W. T. Farnsworth, J. F. Alexander and I. O. McDaniel.

The proceedings of the Board were as follows:

January 6, Council passed an ordinance taking \$100,000 stock in Air Line Railroad Company, 1 per cent. to be paid now, and, when \$750,000 other *bona fide* stock is subscribed, the City to take remaining \$99,000, issuing therefor 7 per cent. bonds, to mature \$33,000 in 1873, \$33,000 in 1878, and \$33,000 in 1883, payable at the City Treasury, the whole amount of City's stock and credit of City being pledged to their redemption.

January 9, Hurst & Jack applied to Council for retail liquor license, one of the applicants and F. P. Rice offering to go on the bond.

Early in May the Mayor and Council received invitations to attend the celebration, on the 28th, 29th and 30th, of the opening of the just completed Memphis & Charleston Railway. The Memphis & Charleston, the Nashville & Chattanooga, the Western and Atlantic, the Georgia, and the South Carolina Railroad Companies extended an invitation to citizens, giving free passage.

[The celebrations began at Memphis and at Charleston. Many Atlanta citizens went to both places. Mayor Williams went to Memphis. Judge O. A. Lochrane responded at the banquet for both Atlanta and Macon; his home was in Macon, but he spent a good deal of his time in Atlanta.]

After the return home, Council passed resolutions thanking the railroads for free transportation to Memphis and to Charleston on the occasion of the celebration at both places of the opening of the new route from the Mississippi to the sea.

June 10, acceptance was received by Council from the

Southern Central Agricultural Society of the City's proposition for holding the Agricultural Fair in Atlanta in the fall.

July 17, Rev. Richard Johnson, rector of St. Philip's Episcopal Church; Major B. C. Yancey, Amherst W. Stone and William T. Wilson were appointed by Council to attend the Convention of Episcopal Bishops.

July 31, a report was received from the committee to the Convention of Episcopal Bishops, at Chattanooga.

A communication was received from Jonathan Norcross, president of the Air Line Railroad.

A petition was presented from citizens residing on Whitehall street for a crossing over the Macon & Western Railroad. [This was about where the bridge now is, at McDaniel street, to connect Whitehall and Peters streets.]

December 7, the fire limits were defined.

December 21, an ordinance was passed forbidding any person discharging fire arms within two hundred yards of any residence.

Also, an ordinance extending Houston street from Pryor to Peachtree street, at Wesley Chapel, now First Methodist Church.

CHAPTER XIII.

THE COUNCIL FOR THE YEAR 1858.

Salaries of City Officials—Board of Health—Additional Subscription to Air Line Railroad—City Granted Use of Western & Atlantic Railroad Grounds for Park Purposes—E. W. Holland Fined for Letting Slaves Live on Separate Lots From His Own—City Wanted University of the South—Cattle Not Allowed Street Privileges—Washington Street Created.

A new board having been elected, was inducted into office as follows: Mayor, Luther J. Glenn; Council, John Collier, F. H. Coleman, William Rushton, Thomas F. Lowe, James E. Williams, J. M. Blackwell, J. H. Mecaslin, George S. Alexander, Hayden Coe, J. A. Hayden and William T. Wilson. The new Council met and elected the following officers:

Deputy Marshal, \$600 per annum, on duty all day to 10 o'clock p. m.

Lieutenant of Police, \$600 per annum, on duty all day to 10 o'clock p. m.

Superintendent of Streets, \$400 per annum.

The Mayor appointed standing committees as follows:

On Finance—Collier, Williams and Hayden.

On Streets—Alexander, Lowe and Coe.

On Public Buildings and Grounds—Williams, Rushton and Hayden.

On Relief—Coleman, Lowe, Williams, Alexander and Coe.

On Wells, Pump and Cisterns—Rushton, Mecaslin and Blackwell.

On Cemetery—Blackwell, Lowe and Coleman.

On Market—Love, Coleman and Collier.

On Ordinances—Collier, Coe and Williams.

On Lamps and Gas—Hayden, Mecaslin and Rushton.

On Police—Lowe, Blackwell and Alexander.

On Fire Department—Mecaslin, Rushton and Hayden.

On Free Schools—Hayden, Collier, Rushton, Mecaslin and Williams.

Night Watch (policemen), J. M. Lester, C. W. Brannan, J. B. Tanner, W. L. Burritt, Dennis Sullivan, G. W. Campbell, James Carlisle and W. L. Burt; Clerk of Market, E. B. Reynolds; Street Overseer, G. W. Crussell; City Surveyor, G. W. Fulton; Sexton, G. A. Pilgrim.

A resolution was adopted—offered by Councilman Hayden—ordering an election by the people to vote on issuing \$100,000 bonds in aid of the Air Line Railroad.

February 5. Board of Health elected, as follows: Drs. T. S. Powell, J. F. Alexander, B. O. Jones, T. C. H. Wilson and Judge Jared T. Whitaker. At same meeting Wilson J. Ballard and F. F. Smith were elected to police the passenger depot, the railroads agreeing to pay their salaries.

The City daily papers were requested to publish City Council proceedings.

Councilmen Coe, Hayden and Williams were authorized to employ legal counsel for the City when needed. Also, a special committee was appointed on building a bridge on Market street (now Broad).

The Justices of the Inferior Court of Fulton county asked Council for a conference in regard to care of paupers in the County Poorhouse. These justices were Judges C. R. Hanleiter, William A. Wilson, Jethro Manning and Z. A. Rice.

February 19, Dr. James M. Morris was elected City Physician.

An additional subscription of \$100,000 was made to Air Line Railroad—authorized by vote of citizens.

A petition was received from citizens calling attention to the matter of negro and slave mechanics (whose owners were not citizens, nor residents of City, and paying no taxes) working against free white labor. Referred to a committee, consisting of Collier, Rushton and Williams.

Petition of certain citizens denied, asking permission for slaves to live on separate lots from owners, there being an ordinance in effect forbidding this practice.

March 5, An ordinance was passed authorizing the issue of additional \$100,000 bonds to Air Line Railroad; \$25,000 to be delivered to the railroad company when each twenty miles was graded and ready for the iron.

The Committee on Public Buildings and Grounds was instructed to confer with the authorities of the Western & Atlantic Railroad Company, and ask the privilege of fixing up and decorating for public use as a park, the open square belonging to the Western & Atlantic Railroad, bounded by Pryor, Decatur and Loyd streets, and Western & Atlantic Railroad right-of-way (now Wall street). Through their chairman, James E. Williams, the committee reported that through conference with Dr. John W. Lewis, superintendent of the Western & Atlantic Railroad, the City was granted the privilege of improving, beautifying and using the square as a public park, the City to give a written paper showing that the railroad and the State of Georgia relinquished no claim and granted no right that would compromise the title of the State to the property. The report of the committee was received, and committee was instructed to complete the arrangement with Superintendent Lewis in accordance therewith. [This park was, from 1858 to its absolute destruction by Sherman's army, in 1864, a spot of beauty in the heart of Atlanta. The square

is now (1900) covered by business edifices, having, by act of Legislature during the reconstruction period of 1867, been returned to the heirs of Samuel Mitchell, who gave it to the State of Georgia for use as the southern terminus of the Western & Atlantic Railroad.]

Mr. E. W. Holland having been fined \$10 in each of two cases for allowing his slaves to live on separate lots from him, their owner appealed from Mayor Glenn's decision to the full Board of Council, with the result of the fines being approved and increased to \$20 in each case.

March 19, an ordinance was passed prescribing a severe penalty for defacing tombstones in the cemetery.

Thomas Kile was paid \$400 for ground necessary to extend Houston street from Pryor street to Peachtree street.

The City Clerk was directed to weigh on city scales produce or live stock, when demanded by seller or buyer; also, fees for same were fixed, and standard weights and measures established and published.

The Mayor and Council received, and accepted, invitation from Atlanta Fire Company No. 1 to a banquet at their engine house on April 5, their fourth anniversary.

An ordinance was passed fixing rate of tax, or license, on non-residents shipping in bacon, corn, flour, etc., on railroad, and selling themselves (not through regular business firms).

The Air Line Railroad directors asked a conference with Council, which was referred to a committee, consisting of Coe, Hayden and Williams.

April 2, the Mayor was authorized to appoint delegates to a commercial convention to be held May 10.

April 30, the election of a second lieutenant of police was authorized.

May 6, houses of ill fame declared a nuisance, and fine of not exceeding \$50 prescribed for violation of ordinance.

May 14, President Jonathan Norcross, of the Georgia Air Line Railroad, petitioned Council to remove all restrictions upon City's subscription of bonds to that railroad. This was referred to a special committee, consisting of Councilmen Coe, Collier and Hayden. The committee reported adversely, and the petition was denied.

June 4. Council declined to accept the resignation of John Collier, member from First Ward.

June 18. Mayor and Council invited to attend Masonic Festival June 24. C. R. Hanleiter, chairman of committee of invitation. Accepted.

The Air Line Railroad Company asked for \$5,000 bonds, in part of City subscription, and they were granted at next meeting.

June 25, by resolution of Council, Mayor Glenn appointed a delegation of six leading citizens, as follows: Messrs. John Collier, Basil H. Overby, W. Pinckney Howard, Sidney Root, Nedom L. Angier and Bolling Baker, to attend the convention of Episcopal Bishops at Bersheba Springs, and in the name of Atlanta to offer a bonus of \$25,000 in money and a site of 1,000 acres of land within three miles of the City, provided the location of the (Episcopal) University of the South could thereby be secured.

W. T. Wilson was elected to the Council, vice George S. Alexander, resigned.

July 9, a resolution by Councilman Williams was adopted to reimburse Fire Companies No. 1 and No. 2 the expense of entertaining Macon Fire Company on the 5th inst.

Sidewalks were ordered laid, at the expense of land owners, on Peachtree from Norcross corner to Walton street: on Marietta, from Kile's corner (Peachtree) to Wadley (now Forsyth) street, and on Decatur, from Peachtree to Ivy.

William McConnell was paid for rebuilding bridge over railroad on Market street (now Broad).

An ordinance was passed requiring cattle to be kept up at night.

Also, an ordinance ordering sidewalks laid at owners' expense in all central portions of City.

September 3, the Mayor was authorized to appoint a free school commission.

September 24, citizens petition to name street leading south, from Georgia Railroad round-house to corporate limits, Washington street, which was granted. Signers to this petition were Sidney Root, James Clarke, Edward E. Rawson, John Rhea, John D. Wells, William M. Williams, W. G. Berry, Thomas Henderson, Jesse C. Farrar, G. A. Bureckhardt, Michael Bloomfield, Dr. Thomas S. Powell and Alexander N. Wilson.

November —, the Mayor and Council accepted an invitation to the anniversary banquet to be given on December 10, by Mechanics' Fire Company No. 2.

CHAPTER XIV.

THE NEW BOARD FOR THE YEAR 1859.

Whitehall Street, at Corner of Marietta, Widened—The Air Line Railroad in Distress—Free Persons of Color Must Pay License or "Travel"—Dentists Protest Against Badger (Colored) Practicing—Trustees of Mayson Female College Refused Aid—Fire Department Asks For and Receives Appropriation—Sidewalks Ordered Paved with Brick on Most Important Streets.

January 19, an election was held for City officers—Judges: Jethro Manning and H. C. Holcombe.

The lease of Holland Free Schoolhouse expired.

January 22, the bonded debt of City was as follows: City Hall Bonds, due 1863, \$16,000; Gas Works Bonds, due 1871, \$20,000; Fair Ground Bonds, due 1860, \$3,000; Chattahoochee Bonds, due —, \$3,000.

January 23, the new board for the ensuing year was sworn in: Mayor, Luther J. Glenn; Council: First Ward, T. G. Healey and Thomas Haney; Second Ward, James L. Dunning and William Watkins; Third Ward, J. M. Blackwell and Coleman F. Wood; Fourth Ward, Alex M. Wallace and T. R. Ripley; Fifth Ward, C. H. Wallace and Bartley M. Smith.

A check was ordered given No. 1 Fire Company, payable August 1, for \$1,000.

The outgoing Council tendered a banquet to the new Council and all ex-mayors.

January 26, officers were elected by Council as follows: Marshal, Willis Carlisle; Street Overseer, John Hazlett; Deputy Marshal, E. T. Hunnicutt; First Lieutenant Police, G. W. Anderson; Second Lieutenant Police, J. M. Lester; Night Watch, Hiram A. White, W. W. Burt, J. A. Carter, J. A. Lowry, Berry Sullivan, ——— Blackstock and C. W. Branan.

March 14, City Assessors were elected, as follows: J. E. Williams, William McConnell, L. H. Davis. Williams and Davis declined to serve, and in their places were elected William Markham and Dr. A. C. Ford.

An expenditure of \$150 was authorized on the park.

Four thousand and fifty dollars was paid to Jonathan Norcross for eighteen feet at the corner of Marietta and then Whitehall (now Peachtree) streets, to widen the street (Whitehall).

May 6, the directors of the Air Line Railroad report to Council that work has progressed on the railroad in Hall and Hart counties, and say that the fate of the road depends on Atlanta.

An ordinance was passed imposing a tax of \$200 on free persons of color, to be paid within ten days after coming to the city, if allowed to remain.

June 3, Council agreed to pay Ami Williams \$500 for ground taken to open Market street, from Marietta street north, in spring of 1853. He was awarded \$200 previously but refused to accept it.

June 24, use of the City Hall was granted to the Fulton Band for an entertainment.

June 8, a check for \$15 issued to Thomas M. Jones for taking to Walton county, for interment, the remains of John Cobb, Jr., who was hung for being one of the murderers of Landrum.

The Mayor was authorized to appoint a committee to confer with the Air Line Railroad directors. He appointed Dunning, Smith and Wallace.

A protest was received from dentists against allowing Roderick D. Badger, colored, to practice dentistry.

July 15, \$75 was paid J. W. Manning for taking census. (No record of result.)

[A City Directory, published in 1859, contains an interesting sketch of Atlanta, by Green B. Haygood, in which it is stated that the population of the city was then 11,500, by actual count. This was probably obtained from Manning's census.]

July 29, Roswell bridge, over the Chattahoochee, pays 4 per cent. dividend.

August 3, the death was reported of Willis Carlisle, City Marshal. The Mayor requested business houses to close during services, and the city officials attended the funeral.

Mayor Glenn, with Councilmen James L. Dunning, Alex M. Wallace and T. R. Ripley, as a committee, report resolutions of respect for deceased, and condolence with family.

August 5, Messrs. Daniel Pittman, Moses Cole and Sidney Root, a committee from the Alexander H. Stephens Debating Society, ask use of City Hall for meetings once a week, which was granted.

Alabama and other streets ordered paved.

The trustees of Mayson Female Academy ask Council to pay \$3,000 for lot to build on. Petition refused.

August 14, E. T. Hunnicutt elected City Marshal; G. W. Anderson, deputy,

Petition of many citizens to change the name of Alabama street to Front street, declined.

William H. Barnes, W. A. (Gus) Haynes and Edw. A. Werner, members of Atlanta Amateurs (Concert and Dramat-

ic Association), petition the City to pay for a metallic case to send home, to Baltimore, Md., the body of Levin S. Blake, who was killed while assisting firemen fighting a fire on Alabama street, near the present site of Atlanta National Bank.

A deed was given to Atlanta Fire Company No. 1 to their engine house lot on Market (now Broad) street.

An ordinance was passed requiring license to be obtained to sell gunpowder, and a sign to that effect be posted on front of house selling it.

William Rushton, Fred F. Coulter, R. F. Maddox, J. M. C. Hulsey and George G. Hull ask the city's aid to organize and equip a Hook and Ladder Company.

January 13, the Mayor's salary increased from \$500 to \$1,000.

CHAPTER XV.

THE WAR PERIOD.

Atlanta the Objective Point of the Federal Army—Atlanta's Preparations for War—An Early Beginning—The *Southern Confederacy* and Other Newspapers—Withdrawing Trade From Abolition Merchants in the North—Atlanta's Minute Men—Secession—Atlanta Under Fire—Scenes during Bombardment—Evacuation of the City by Confederates—Occupation by the Federals—Destruction of the City—Many Structures Saved From the Flames.

The strained relations between the North and the South began to be felt early in Atlanta. Many of the citizens were inclined to believe that sooner or later there would be a sep-

aration of the South from the North. Others there were who thought some means of compromise could be found which would avert the impending crisis. Both sides were equally earnest, both contending earnestly for their views. Feeling ran high as the days passed by—so intense was it that, on January 30, 1860, a meeting of the merchants of Atlanta was held, at the suggestion of some of the business men of the city, to take into consideration the subject of withdrawal of trade from certain Northern merchants. The meeting selected A. M. Wallace, chairman, and Dr. James P. Hambleton, publisher of the *Southern Confederacy*, newspaper, secretary. A committee, consisting of Dr. B. M. Smith, William Herring, Sr., William Gilbert, R. F. Maddox and William M. Williams, was appointed to draft and submit resolutions. This committee, after due consideration, offered a set of resolutions favoring the “cutting off of all trade from Abolition merchants in the North.” They also favored a mercantile association for the purpose of ascertaining who were unsound on the slavery question.

The meeting was adjourned to a future day, in order to get a more general expression from the merchants. On the 26th of February, another meeting was held, with W. D. Young in the chair, and A. M. Eddleman, secretary. A committee was appointed to draft resolutions, this committee being W. H. Barnes, Jonathan Norcross, William M. Williams, L. C. Wells and J. B. Peck. The report was made to the meeting and was adopted. It recommended the forming of a “mercantile association” for mutual benefit and protection; the building of Atlanta’s trade; investigation of the discrimination in freights by Savannah and Charleston in favor of Nashville, Tenn.; making Atlanta a port of entry, etc. A committee on constitution and by-laws was appointed, and one also, on freight discrimination. The meeting then ad-

journed, and the matter was for a time held in abeyance. But the first steps in Atlanta had been taken in the great struggle by the South to separate from the North, that shortly followed. Meantime the agitation was kept up more or less steadily till October 31, of that year, when a meeting of citizens was held in the armory of the "Atlanta Grays," to form a "Minute Men Association." Dr. W. F. Westmoreland was called to the chair by Captain A. M. Wallace, of the Grays, and W. S. Bassford was made secretary. The object of the meeting was stated by Captain Wallace, and on motion a committee was appointed on resolutions; these were submitted; they asserted the right of any State to secede from the Union; believed an "abolition president" would be elected; and that "allegiance to the State was paramount to our allegiance to the Federal Government." The resolutions were adopted, Colonel Thomas L. Cooper warmly supporting them. The speaker then offered a supplemental report to the resolutions, embodying the idea of a Minute Men Association. The resolution carried unanimously, every one in the house signing them. A committee on organization then reported, as follows: T. C. Howard, chairman; Columbus Hughes, B. C. Yancey, Fred A. Williams, B. M. Smith, Dr. J. F. Alexander, J. P. Logan, Thomas L. Cooper, A. A. Gaulding, M. R. Heggie, A. M. Orr, J. T. Bowman. On November 8, the Minute men held an enthusiastic meeting—everybody apparently for secession. The secretary reported the following preamble and resolution, which was adopted with a "whoop": "Whereas, News having reached us that Abraham Lincoln has been elected president of the United States by a dominant Free Soil majority, whose sole idea is the destruction of our constitutional rights, and eternal hostility to our domestic institutions; therefore, be it

Resolved, That, as citizens of Georgia and Fulton county,

we believe the time has come for us to assert our rights, and we now stand ready to second every action that the sovereign State of Georgia may take in asserting her independence by separate State action, or in unison with her sister States of the South in forming a Southern Confederacy."

The resolutions were seconded by Sidney Root in an eloquent speech. John H. Seals, Dr. A. G. Thomas, F. S. Fitch and T. C. Howard also spoke for the adoption of the resolutions.

Enthusiasm being at fever height, meetings were held every few days thereafter, at which new members were elected. Everything led up to the inevitable, namely: the secession of Georgia from the Union. There were few dissenters, although some believed other remedies might be found than so rash a step as secession. The movement, like a tidal wave, swept away all opposition: even the women became enthused, as on December 3, at a meeting of the faithful, Colonel Cooper laid on the table of the chairman a donation of blue cockades presented to the "Minute Men" by Mrs. John W. Leonard. Following this, at another meeting was another donation of like character, by Mrs. Judge Lyons.

The Legislature provided for a State convention to be held for the purpose of considering the action Georgia should take. Atlanta selected Luther J. Glenn, Joseph P. Logan and James F. Alexander to represent Fulton county. A big demonstration was held in the city December 10 to ratify the nomination of these gentlemen. Dr. Alexander, in an eloquent speech, said he was for peaceable secession, but that if Georgia seceded, and any power attempted to coerce her back into the Union, he was for war. Dr. Logan and Mr. Glenn spoke along the same lines. After the meeting adjourned, a big torch-light procession paraded the streets. In front of the Atlanta Hotel the torch bearers and other citizens gathered

and were regaled with speeches by Colonel Cooper and others.

Another meeting was held on the 15th—in the Atheneum—which was for the purpose of thorough organization for the coming secession campaign. A committee, composed of Dr. D. H. Connally, S. W. Jones and Dr. E. H. Roach, went to work to complete arrangements for a “grand demonstration,” which was held on the 22d of December. At sunrise of that day a salute of fifteen guns was fired, and at 2 o’clock p. m., one hundred rounds were fired, under the auspices of the Atlanta Grays. In the forenoon a meeting was held at 11 o’clock, which was opened with prayer by Rev. J. L. Rogers, of the Presbyterian church, after which the eloquent Howell Cobb addressed the assemblage, and at 7 o’clock they listened to an impassioned speech by Henry R. Jackson. A monster torch-light procession then paraded the streets, celebrating the secession of South Carolina.

Thus it is seen that the people of Atlanta were ready for any step the State might take. Events from day to day pointed unerringly to a conflict. Military companies were rapidly formed. But it must not be supposed there were not those who deprecated a conflict. Among those who were for “co-operation” were James M. Calhoun, George W. Adair, T. Moore and others. Their opponents in the race as delegates to the Milledgeville convention, who were for secession, were elected; they were L. J. Glenn, Joseph P. Logan and James F. Alexander.

As usual, the press was a potent factor among the citizens. *The Daily Intelligencer* was the mouthpiece of the secessionists. Its editors, Jared I. Whitaker and John Steele, were forcible writers, and daily fired the hearts of their readers with the beauties of a Southern Confederacy. In the course of time secession came, enthusiasm ran high, and business was

generally left to run itself. Atlanta and Fulton county contributed a large contingent to the Confederate army. The manufacture of guns and accoutrements for the government was largely engaged in; everything was subordinated to the war measures going on on every hand.

In fancied security from Federal invasion, Atlanta pursued her way, undisturbed by "war's rude alarums." She was awakened from her feeling of security quite at the near end of the conflict; early in 1864, Atlanta became the objective point of the army of invasion, under General W. T. Sherman, and, on July 17th, were heard the first guns in the memorable siege of forty days, unparalleled in the alertness of the besieged city and its defenders, and the persistency of the besiegers. Battered by the guns of the Federals night and day, hopeful yet heartsick, the few remaining citizens bravely met their fate. Many were wounded, in the streets and in their homes, while many were killed. Destruction reigned supreme—they fully realized the force of General Sherman's remark that "war is hell."

On the 2d of September—the Confederates having evacuated the city the night previous—the Federal army marched in. When, later on, the Federals resumed their march to the sea, they left the city in the desolation of ashes.

After the occupation, Sherman issued an order to citizens to depart from the town, as it was his intention to make Atlanta exclusively a military post. On the 11th of September Mayor Calhoun and Councilmen E. E. Rawson and L. C. Wells addressed the following protest to General Sherman:

"SIR—The undersigned, Mayor, and two members of Council, for the City of Atlanta, for the time being the only local

organ of the people of said city to express their wants and wishes, ask leave most earnestly, but respectfully, to petition you to reconsider the order requiring them to leave Atlanta.

“At first view it struck us the measure would involve extraordinary hardship and loss, but since we have seen the practical execution of it, so far as it has progressed, and the individual condition of many of the people, and heard their statements as to the inconveniences, loss and suffering attending it, we are satisfied it will involve, in the aggregate, consequences appalling and heartrending.

“Many poor women are in an advanced state of pregnancy; others now having young children, and whose husbands are either in the army, prisoners, or dead. Some say, ‘I have such a one sick at home; who will wait on them when I am gone?’ Others say, ‘What are we to do? We have no houses to go to, and no means to buy, build or rent any—no parents, friends or relatives to go to.’ Another says, ‘I will try and take this or that article of property, but such and such things I must leave behind, though I need them much.’ We reply to them: General Sherman will carry your property to Rough and Ready, and General Hood will take it from there on. And they reply to that, ‘But I want to leave the railway at such and such a point, and cannot get conveyance from there on.’

“We only refer to a few facts to try to illustrate in part how this measure will operate in practice, and before your arrival here a large portion of the people had retired south, so that the country south of this is already crowded, and without houses to accommodate the people, and we are informed that many are now starving in churches and other out-buildings. This being so, how is it possible for the people still here (mostly women and children) to find any shelter? And how can they live through the winter in the woods—no shelter nor subsistence—in the midst of strangers who know them not,

and without the power to assist them, if they were willing to do so?

“This is but a feeble picture of the consequences of this measure. You know the woe, the horror, and the suffering cannot be described by words. Imagination can only conceive of it, and we ask you to take these things into consideration.

“We know your mind and time are constantly occupied with the duties of your command, which almost deters us from asking your attention to this matter; but thought it might be you had not considered the subject in all its awful consequences, and that on more reflection you, we hope, would not make this people an exception to all mankind, for we know of no such instance ever having occurred; surely none such in the United States; and what has this helpless people done that they should be driven from their homes, to wander, as strangers, outcasts and exiles, and to subsist on charity?

“We do not know, as yet, the number of people still here. Of those who are here, we are satisfied a respectable number, if allowed to remain at home, could subsist for several months without assistance, and a respectable number for a much longer time, and who might not need assistance at any time.

“In conclusion, we must earnestly and solemnly petition you to reconsider this order, or modify it, and suffer this unfortunate people to remain at home and enjoy what little means they have.

“Respectfully submitted,

“JAMES M. CALHOUN, Mayor,

“E. E. RAWSON, Councilman,

“L. C. WELLS, Councilman.”

To the above General Sherman replied at some length, defending his position as necessary to the preservation of the

Union, and refusing to revoke the order for removal. There were removed, during the truce between the armies, four hundred and forty-six families, comprising seven hundred and four adults, eight hundred and sixty children and seventy-nine servants, with an average of sixteen hundred and fifty-one pounds of furniture and household goods of all kinds to each family.

On the day following the surrender of the city (September 2), Colonel J. M. Calhoun, mayor, with a committee of citizens, proceeded to seek an interview with General Sherman. The mayor and party met, about two miles west of the city, the Federals, under command of Colonel John Coburne, to whom the mayor said: "Colonel Coburne, the fortunes of war have placed Atlanta in your hands. As mayor of the city, I come to ask protection for non-combatants and for private property." To which Colonel Coburne replied: "We did not come to make war on non-combatants, nor on private property; both shall be respected and protected by us."

* * * * * About the 10th of September, General Sherman issued an order requiring the evacuation of the city by all citizens, except those who engaged themselves as employees of the United States Government, as mechanics, clerks, watchmen, etc., allowing all to go south who wished to do so, and sending others beyond the Ohio river. An armistice of ten days was agreed to by Generals Sherman and Hood to accomplish the work of removal. The Federals furnished transportation to Rough and Ready and the Confederates from that point to Macon. In the hurry and confusion of the departure of the people, a great deal of their private effects were left unprotected, and was, of course, destroyed. But much was saved by being placed in the Second Methodist (Trinity) Church, which received military protection.

GRAPHIC PEN PICTURE OF THE SIEGE.

From his "Condensed History of Atlanta," Barnwell's Atlanta City Directory, for 1867, is taken the following graphic excerpts:

* * * "To such as remained" (during the investment of Atlanta by the Federals) "for want of transportation, or for any other reason, until after the bombardment of the city by the United States artillery had fairly commenced, a scene at once fearful and sublime was presented. Huge bombs, and small shell, presenting in the darkness of the night the appearance of glaring comets or meteors flying in every direction, bursting and dealing death and destruction amidst zealous firemen, soldiers and citizens who were striving to extinguish the fiendish flames of a burning city, and driving, with precipitate movement, our women and children into rude holes in the ground, hastily prepared for their preservation, is a sketch of the facts—much too feeble and inadequate—of one of a series of evening entertainments given the citizens of Atlanta during the month of August, 1864.

* * * * "During the siege there were thrown up by the contending parties, continuous lines of fortification around the entire city—a distance of at least eight or ten miles—in and near which were fought some of the most sanguinary battles of the war. * * * * How quickly fade from the memory of man impressions made by the contemplation of such a scene! Yet, the citizens of this bustling city, however heedless they may be, sleep nightly in the midst of one vast graveyard. Friend and foe lie shoulder to shoulder, and will take up arms against each other no more; but must one day stand together before their Creator. Let us hope they died with such charitable feelings, and with such faith in their

Savior as shall secure them the salvation of their immortal spirits.

* * * * "Before the evacuation of the city, it was thought advisable, by officers commanding the forces, to destroy the city, which was almost completely accomplished. There was scarcely one stone left upon another. Some of the buildings, the Macon & Western depot, the car shed or union passenger depot (one of the finest in the United States), the Georgia Railroad bank agency building, the Georgia Railroad depot and shops, and other buildings, required more powerful agents of destruction than fire, and were either battered down with battering-rams or blown up with gunpowder.

"The churches destroyed were, Dr. Quintard's Episcopal, corner Bridge and Walton streets; the Protestant Methodist, corner Forsyth and Garnett; Evans' Chapel (Methodist Episcopal), on Nelson street; the Christian Church, on Decatur Street, and Payne's Chapel (Methodist Episcopal), on Marietta street. The Female College did not escape the flames. All the railroad shops and every foundry, machine shop, planing mill, etc., were completely consumed by fire or otherwise ingeniously destroyed. The Atlanta Gas Works built years ago, as if to make the dismal aspect more hideous by the darkness of night, were destroyed. In fact, such a destruction of public property has not been witnessed in any city during the war, except, perhaps, Columbia, S. C.

"The Masonic Hall, a fine, three-story brick building, on Decatur street, by the interposition of members of the fraternity in the United States army, was preserved. Several good buildings on Alabama, east of Pryor street, were saved. To Major General O. O. Howard is said to be due the preservation of the valuable residences left on Peachtree street. Through the instrumentality of Father O'Reilly and of General Slocum, the Catholic Church (Immaculate Conception),

Second Baptist, Second Methodist (Trinity), Second Presbyterian and St. Philip's (Episcopal), much damaged, together with the City Hall, and other valuable property in the vicinity, were preserved. Dr. N. D'Alvigny interceded for the Medical College, which was also spared."

During the time, 1862, to the occupancy by the Federals in 1864, the Confederate Government impressed for service many buildings—for hospitals, government stores and other uses. Among them were the American Hotel, the Empire House, the Medical College, Mayson's Female Institute, Kile's building, Hayden's Hall and Concert Hall, the Gate City Hotel being used later as a distributing hospital. Large hospitals were also established at the Fair Grounds, and a convalescent camp near Mrs. W. A. Ponder's residence, on the Western & Atlantic Railroad. The Confederate barracks was west of Peachtree street, not far from Walton Spring. It is estimated that from time to time during the war there were in hospitals at this place some 80,000 Confederate soldiers, and that of this number some 5,000 died, 4,600 being buried in the City Cemetery (Oakland).

Let us turn back now to Council proceedings for the first year of the new decade, 1860, which show great progress during the year preceding the war period.

CHAPTER XVI.

COUNCIL PRECEDING WAR BETWEEN THE STATES (1860).

Atlanta Has Charter Amended—Streets Widened and Opened—Gate City Guard Want Camp Equipage—Air Line Railroad Wanting More Money—Subscriptions to the Georgia Western Railway—New Masonic Hall Dedicated—Hebrews Given Ground in Oakland Cemetery—State (Secession) Convention Invited to Meet in Atlanta.

January 20, new officials go into office: Mayor, William Ezzard; Councilmen: First Ward, J. B. Norman and H. H. Glenn; Second Ward, P. E. McDaniel and James Clarke; Third Ward, M. T. Castleberry and J. R. D. Ozburn; Fourth Ward, J. R. Wallace and S. B. Sherwood; Fifth Ward, J. T. Lewis and Isaac Winship.

The new Council was banqueted by retiring board, and new officers elected, as follows: C. F. Wood, Clerk of Council; Jabez R. Rhodes, Treasurer; G. A. Pilgrim, Sexton; G. W. Anderson, Marshal; E. T. Hunnicutt, Deputy Marshal; J. M. Lester, First Lieutenant Police; J. M. Blackwell, Second Lieutenant Police; James Clarke, Mayor *pro tem*; Finance Committee, J. T. Lewis, P. E. McDaniel and Isaac Winship. Salaries of Marshal and deputy were raised from \$600 to \$700.

Legislative amendments to the City Charter accepted, giving Mayor and Council further power in opening and widening streets, taking private property for public use, and pre-

scribing manner of assessing damages; also, giving authority to tax barrooms \$300 per annum, and lotteries not less than \$500 for every ticket sold; banks and bank agencies not exceeding \$500 per annum; itinerant traders, such amount as Council approved.

February 10, a new liquor ordinance was adopted. The Merchants' and Planters' Bank was granted the privilege of establishing an agency at Atlanta.

An ordinance was passed regulating the Fire Department and requiring any citizen when called on by firemen to assist in duty at fires.

March 2, an ordinance was passed to beautify the park at railroad depot—the State Legislature having also granted the privilege.

The Gate City Guard asked Council for money to buy camp equipage.

A petition was received from sundry citizens asking that an additional subscription of \$250,000 be made to the Air Line Railroad.

March 16, office of City Inspector created.

April 13, a conditional new subscription was made to Air Line Railroad; amount not stated—supposed to be \$300,000.

A Board of Health was elected, as follows: Drs. Joseph P. Logan, Willis F. Westmoreland, William P. Harden, Elisha J. Roach and Henry W. Brown.

An invitation was received to attend the annual celebration and review of Fire Department on May 1.

April 20, a check for \$300 was ordered to be issued to the Georgia Western Railroad, for contingent expenses, preliminary survey, etc.

The Mayor was instructed to appoint a committee to solicit subscriptions to the Georgia Western Railroad.

May —, Air Line Railroad Company declined proposition made by Council April 13.

May 23, \$300,000 was subscribed to Georgia Western Railroad.

June —, Marshall J. Clarke was employed to codify City Statutes.

June 24, Council attended the dedication of the new Masonic Hall, on Decatur street, next east of the Trout House.

July 6, the Georgia Air Line Railroad asked to suspend operations.

Roswell Bridge, over Chattahoochee river, declared 5 per cent. dividend.

July 20, Council gave \$300 to pay expenses of cadets from Georgia Military Institute, while in the city, on petition of citizens. A committee was appointed to arrange for the removal of the bodies remaining in the old cemetery, (located on Peachtree street between E. Harris and E. Baker streets, to the new Cemetery (Oakland).

James R. Crew was elected to Council from Second ward, vice James Clarke, resigned.

August 16, By unanimous vote (except Winship and Wallace) Council passed an ordinance repealing subscription, made April 13th, 1860, of \$300,000 to Air Line R. R. (original subscription undisturbed).

September 7, T. J. Lewis resigned and N. L. Angier was elected in his place, to Council from 5th Ward.

October 1, 75 deaths reported for this quarter.

December 7, City bought the lot near corner of Walton and Bridge street (now Broad) and gave it to Fire Company No. 3, Tallulah; cost of lot, \$1,000.

December 7, At the request of David Mayer, President of the Hebrew Benevolent Congregation (Synagogue) the City

donated six lots, each about 15x30 feet, to the Jews of Atlanta for burials in Oakland Cemetery.

December 21, \$1,000 was donated by Council to Tallulah Fire Company to put second story on their Engine House.

January 4, 1861, \$1,700 paid to Western R. R. Company to pay part expenses of preliminary survey.

January 11, It being known that the Cotton States would secede from the Union, the City of Atlanta, by resolution of Council, asked all conventions to consider her invitation to meet here, promising that the City would do all it could in the way of facilities and accommodations, granting to all the freedom of the City. Copies of this resolution were sent to State Governments of all the Southern States.

CHAPTER XVII.

THE FIRST YEAR OF THE CIVIL WAR BOARD.

Delegates appointed to Southern Congress (Confederate States) at Montgomery—City Wants Capital of Confederate States—Lee's Military Company Want to get into State Military—Preparations to receive Hon. Jefferson Davis—Also Hon. Alex. H. Stephens—City Proposes to Take Care of Families of Soldiers of Confederacy—Mechanics Fire Company No. 2 Offer Their Services as Home Guards—Tallulah Fire Company No. 3 Also Takes Action—Macon & Western R. R. Gives \$500 for Soldiers' Families—Council Takes Action on Immediate Measures for Taking Care of Wounded and Sick Soldiers of Confederacy—The First Atlanta Soldier Brought Home Dead—Patriotic Firemen of Atlanta.

January 31, A Citizen's Meeting called to consider the sending of Delegates to Southern Congress to assemble in Montgomery, Ala., February 4, 1861, to select a place for the Southern Capital.

On motion of Sion B. Robson five Delegates were appointed and Mr. Thomas Kile suggested the following, who were appointed: Mayor Jared Irwin Whitaker, ex-Mayor Wm. Ezard, Hon. Lucius J. Gartrell, Col. James M. Calhoun and Dr. Joseph P. Logan.

This delegation was empowered to use all honorable means to secure the location of Confederate Capital at Atlanta.

February 1, Officers of Captain G. W. Lee's Military Com-

pany ask assistance of Council to get the company into the State Military service. The Mayor appointed Messrs. Robson, Love and Kile a committee to petition Governor Brown to do this.

February 1, In view of the meeting of Cotton Spinners' Convention in Atlanta on 12th of February, the Mayor appointed Richard Peters, George G. Hull, Wm. F. Herring, Sidney Root and Jonathan Norcross members of a Committee to make arrangements for the accommodation of the convention, giving them discretionary powers.

Jabez R. Rhodes, Deputy Marshal, resigned.

February 1, Council elected Board of Health: Hon. Greene B. Haygood, and Doctors H. W. Brown, D. C. O'Keefe, W. F. Westmoreland and Thomas S. Powell.

February 15, A committee was appointed as follows to receive Jefferson Davis, who was expected to pass through the City February 16, on his way to Montgomery: Alexander M. Wallace, C. R. Hanleiter, A. A. Goulding, L. J. Gartrell, J. P. Logan, James P. Hambleton, B. M. Smith, W. F. Westmoreland, John Collier, T. Flowers, G. B. Hall, William Barnes, John W. Duncan, Jno. W. Jones, E. P. Watkins.

March 2, Resolution by Councilman Crew: That Messrs. James Ormond, Sidney Root and A. C. Wyly go to Montgomery and ask Confederate authorities to make Atlanta a port of entry.

March 7, A Resolution by Mr. Crew: That a Committee be appointed to take cognizance of Confederate Capital location conferences; the Mayor appointed Councilmen Crew, Robson and Love.

Council tendered the use of all public buildings to the Confederate Government for either temporary or permanent use as a Capitol; and requested the State Convention then in session to give the Confederate Government jurisdiction over

any ground in the State they may see proper to accept and occupy for Capitol or other purposes.

March 11, Alexander H. Stephens, lately chosen Vice-President of the Southern Confederacy, being expected to pass through Atlanta March 12, the following Committee was appointed to meet him: Hon. Wm. Ezzard, Benj. C. Yancey, W. S. Bassford, Thomas C. Howard, Robt. F. Maddox, Augustin C. Wyly, Dr. John G. Westmoreland, William Barnes, Elias Holcombe, F. M. Johnson, Dr. Wm. P. Harden, Jno. H. Flynn, S. B. Love, James P. Simmons; Escort Committee: Frank Watkins, James P. Hambleton, Dr. Joseph Thompson.

March 15, In view of the Direct Trade and Cotton Spinners' Convention which was to be held in Atlanta on the 19th inst., the Mayor was requested to appoint delegates to same; also a committee of three on Invitation and Entertainment, R. R. fares, etc., the Mayor to be a delegate, ex-officio. Committee of Invitation, etc.: S. B. Robson, Thos. C. Howard, A. A. Gaulding.

Delegates: Benj. C. Yancey, Richard Peters, Logan E. Bleckley, James Ormond, and George G. Hull.

April 5, Haygood & Johnson were paid \$225, attorney fees,

April 12, The "Southern Confederacy" Publishing Company was elected city public printers.

April 19, The Mayor advised Council of Stockholders' meeting (of the Air Line R. R. Co.) being called. Council decided to have nothing to do with it.

April 26, A communication from citizens asking that provision be made for the care of soldiers' families, was referred to the Relief Committee.

Mechanics Fire Company No. 2 offered their services as Home Guards. Mayor J. I. Whitaker accepted the offer and in his acceptance referred to their past record as "good citizens and true to the public good, who will now be equally true

in defending the lives and property of fellow citizens against Abe Lincoln and his mean and contemptible cohorts in this unholy and wicked war."

Tallulah Fire Company No. 3 organized as a Military Company to resist insurrection and for patrol or any other service required of them.

Atlanta Fire Company No. 1 tendered their services for military and patrol duty, through William Barnes, Chief of Atlanta Volunteer Fire Department.

April 26, The tender of all the Fire Companies was accepted by the Mayor and Council with appropriate resolutions of appreciation.

May 3, Strong resolutions were passed by Tallulah Fire Company No. 3, stating that as loyal citizens of the Southern Confederacy they will drill and fully prepare themselves for military duty, and will tender their services when needed by the Confederate States.

The Macon & Western R. R. Company gave \$500 to the City for aid to needy families of Confederate Soldiers, who are in Virginia and elsewhere on duty in the army. Council requested Inferior Court to take steps to render aid to soldiers' families.

July 5, Governor Joseph E. Brown selected Atlanta as temporary headquarters of the Georgia State Military Affairs, the City furnishing offices.

July 6, Mr. Seaborn B. Love, Clerk of Council, resigned his position to join the "Atlanta Grays" (Military Company) with which he went to Virginia.

July 26, The Mayor convened Council in special session to make immediate arrangements for the care of sick and wounded soldiers, calling attention to the battles of 21st and 22d inst., in which many Atlanta citizens suffered, and declared the emergency must be met. The Council responded

promptly and vigorously, and authorized the Mayor to take such steps, immediately, at his discretion. The County Court and Citizens were requested to meet.

A communication was received from Dr. N. D'Alvigny regarding sick and wounded soldiers.

August 17, As a mark of respect and sympathy in his grief, the Mayor and Council officially met at the depot their fellow Councilman, Mr. Wm. Watkins, returning from Virginia with the remains of his son who lost his life in his country's service.

October —, The Mayor appointed Sion B. Robson, A. W. Hammond, and Thomas Kile delegates to a Commercial Convention to meet in Macon, Ga., October 14.

November 25, Mayor Jared I. Whitaker, having been appointed by Governor Brown Commissary-General of Georgia Troops, resigned the office of Mayor.

December 13, Thomas F. Lowe was elected to fill the unexpired term of Mr. Whitaker.

Council authorized the appointment, without compensation, of volunteer police to serve in dangerous emergencies.

CHAPTER XVIII.

COUNCIL FOR SECOND YEAR OF THE WAR.

A Very Important Council—The War Fever Engages Council's Attention—Confederacy Notifies City Hospital Quarters Would be Required—Confederate Armory Located in Atlanta—Public Arms Required to be Turned Over to Marshal—Councilmen Resign to Join Army—New Council For Following Year Elected.

The Board for the year 1862 was as follows: Mayor, Jas. M. Calhoun; Council, Isaac E. Bartlett, Jas. R. Crew, Jno. F. Farrar, Wm. Barnes, C. W. Hunnicutt, E. R. Sasseen, Jas. Noble, Jr., S. B. Oatman, James E. Williams, James Y. Kelley, Wm. B. Cox, Jno. K. Flynn, F. D. Thurmond.

The Board met in January and elected officials as follows: Clerk of Council, Henry C. Holcombe; City Treasurer, Jno. H. Mecasin; Marshal, Benj. N. Williford; Deputy, Thos. Shivers; Finance Committee, W. B. Cox, Wm. Barnes, J. R. Crew; Relief Committee, J. E. Williams, W. B. Cox, Jno. Farrar, S. B. Oatman, C. W. Hunnicutt; City Attorney, Green B. Haygood; 1st Lieut. Police, Wm. S. Hancock; 2d Lieut. of Police, Geo. Stewart.

February 13, A Board of Health was elected as follows: Drs. Harrison Westmoreland, E. N. Calhoun, Wm. P. Harden, Jno. W. Jones, Jas. F. Alexander. The "Commonwealth" Publishing Company was elected City Printers.

March 4, Dr. Pim, Medical Director of the Army of Tennessee, C. S. A., notified the City authorities that hospital fa-

ilities will be required; whereupon, Council took prompt action.

March 28, All public arms were required to be returned to the City Marshal. City Assessors elected as follows: W. L. Adamson, J. S. Smith, W. A. Powell.

April 12, Dr. F. D. Thurmond was elected to fill vacancy vice John Farrar, in Council.

June 18, E. R. Sasseen was elected Councilman, vice W. B. Cox, who had gone into the army.

June 27, Col. Burton, C. S. A., came to Atlanta to select a place for the Confederate Armory. Mayor Calhoun and Councilmen Hunnicutt, Flynn, and Williams were appointed committee to confer with Col. Burton.

July 18, Dr. Jno. M. Johnson and Austin Leyden memorialized Council regarding sanitary arrangements at the Soldiers' Hospital.

August 22, James Noble, Jr., was elected to Council, vice Wm. Barnes resigned, who had gone into the Army.

October —, A Committee of Mayor Calhoun and Councilmen Williams and Oatman were appointed a Committee to suggest amendments to the City Charter.

A new Council for 1863 was elected on the first Wednesday in December, 1862, the time of election having been changed by the Legislature making an amendment to City Charter.

December 26, On motion of Mr. Williams, Chairman of Relief Committee, a smallpox hospital was ordered built—this disease being very serious in its spread, becoming almost epidemic. A Committee was appointed with power to act; Mayor Calhoun and Messrs. Williams and Oatman, committee.

CHAPTER XIX.

THE COUNCIL FOR THIRD YEAR OF THE WAR.

Threatened Epidemic of Smallpox—City Deputy Marshal Chivers Killed—Donations to the Poor—All Citizens Requested to Organize into Companies to Resist Invasion—Gen. N. B. Forrest Tendered Freedom of City By Council—Preparations for Fortifying the City—City Police Organize into Companies—Roswell Manufacturing Company to the Rescue—Georgia Relief Association—A House of Correction Wanted by City.

January 2, 1863, The new Council went in as follows:

Mayor, James M. Calhoun; Councilmen, Isaac E. Bartlett, James G. Kelley, C. W. Hunnicutt, L. C. Wells, E. E. Rawson, James Noble, Jr., James Gullatt, James E. Williams, A. C. Wyly, S. B. Oatman, F. D. Thurmond, Perino Brown, Z. A. Rice.

They elected the following City Officials:

Clerk, H. C. Holcombe; Treasurer, J. H. Mecaslin; Tax Collector, C. M. Payne; Marshal, B. N. Williford; Deputy Marshal Thos. Shivers; 1st Lieut. Police, W. S. Hancock; Engineer, Dr. H. L. Currier; 2d Lieut. Police, Geo. Stewart; City Physician, Dr. Beach; Supt. Streets, H. W. McDaniel; Sexton, G. A. Pilgrim; City Hall Keeper, Pat. Fitzgibbon; Finance Committee, Sasseen, Williams, Brown; Relief Committee, Williams, Oatman, Thurman, Sasseen and Brown; Fire Wardens, Wm. Rushton, Jno. H. Flynn. Dr. Cummings, of South Carolina, and Dr. Willis F. Westmoreland addressed Council on the subject of vaccination as a protection against

the threatened epidemic of smallpox, and on motion of Councilman Williams, a Committee of one from each ward was appointed to provide for immediate compulsory vaccination of all persons liable to take smallpox, not protected from having had the disease or having been successfully vaccinated. Marshal Williford was instructed to take charge of City's effects in Chivers' hands, and the following resolution, offered by Councilman Williams, was adopted by Council: "Resolved, That the Mayor and Council do deeply regret the late sad occurrence that deprived our Deputy Marshal, Thos. Chivers, of his life, and this City of an efficient officer, and that his wife and children have our sympathies in this, their great bereavement."

February 6, A resolution was adopted, offered by Councilman Williams, requiring a red flag to be hung at places where smallpox existed.

February 13, Board of Health elected, consisting of S. B. Oatman, J. E. Williams, F. D. Thurmond, E. R. Sasscen, C. W. Hunnicutt. By resolution of Councilman Williams the Police Committee was authorized to employ as many secret police as they deem necessary for the public good.

March 13, Mayor Calhoun notified Council that Mayer Jacobi & Company donated two tierces of rice (1,000 pounds) for distribution to the poor.

April 17, The sale of whiskey at retail was prohibited in the City by Military order.

May 1, Councilman Thurman offered a resolution that the City buy not exceeding 150 acres of land from the Badger estate for a cemetery, at \$100 per acre. The resolution was seconded by Mr. Williams and adopted.

(The purchase was made but the land was never used for a Cemetery; it still (1901) belongs to the City, and is used for Stockade, Convict Camp and farm, and pest house hospital.)

C. W. Hunnicutt resigned from Council, and Augustus C. Wyly was elected to succeed him.

Council approved the action of the Mayor in relation to mounted scouts.

May 8, In view of the raid made by Yankees under General Streight through northern Mississippi, Alabama and Georgia, almost reaching the City of Rome, Ga., before they were captured by Confederate General Forrest, a resolution was offered by Councilman Williams, and adopted, asking the Mayor to issue a proclamation requesting all citizens to organize into companies and equip themselves to protect the City from raids .

At the same meeting, the thanks of the City were voted to General Nathaniel Bedford Forrest for capturing the Streight raiders.

May 15, Tallulah Fire Company No. 3 offer to serve as cavalry, for protection of the City, and petition Council for assistance in their equipment.

May 15 ,City paid Badger estate \$39,420 for land bought
The Fire Department reported having organized as a Battalion for Military duty when necessary. Councilman Williams offered resolution, which was adopted, that Col. Lemuel P. Grant and Alexander M. Wallace be requested to examine the country surrounding Atlanta with the intention of fortifying the City, and report to Council .

May 23, A resolution by Mr. Williams, was adopted, expressing pleasure and pride at the tender of Tallulah Fire Company to serve as a cavalry company, and requesting the Mayor to call on citizens to furnish horses, reporting them to Dr. James A. Taylor.

May 27, Mayor's proclamation was issued calling on all citizens to enroll themselves into organized companies for home protection.

June 19, James E. Gullatt was installed as Councilman from Fourth ward to fill vacancy existing therein.

July 10, Levi C. Wells was installed to fill vacancy in Council.

July 17, Mr. Williams stated to the Council that General Forrest was expected in the City and proposed that a committee, consisting of the Mayor and three members of Council be delegated to meet him and conduct him to a suite of rooms at one of the hotels where further hospitalities could be extended him.

Council approved the suggestion and the committee, consisting of Mayor James M. Calhoun and Councilmen James E. Williams, Augustus C. Wyly and Stephen B. Oatman, waited on General Forrest as proposed. During the General's visit to the City, a magnificent charger completely caparisoned, was presented to him by a citizens' popular subscription.

A small balance due on this (\$826) was paid by Council July 31st, on motion of Councilman Williams, in response to a petition presented by Geo. W. Adair.

July 31, The City Police force organized themselves into a military company, elected their officers and tendered their services to the City.

August 21, By resolution of Mr. Williams the use of the City Hall was granted to Walthall's Mississippi brigade to give a concert.

August 28, The use of the upper room of Police quarters was given to the Vigilance Committee for holding meetings.

Councilman Wyly resigned from Fifth Ward; also Councilman Sasseen, having removed from Fourth to the Fifth Ward, resigned from Fourth Ward.

Z. A. Rice was elected in Sasseen's place, and Sasseen was elected from Fifth Ward.

The Roswell Manufacturing Company, (cotton factory)

donated to the City \$5,000 for relief of sick and wounded soldiers, and \$500 to Mrs. Isaac Winship, President of Ladies Relief Association for the same purpose.

The City's donation was turned over to the Relief Committee.

October 16, A resolution was adopted, offered by Mr. Williams, that Mayor Calhoun, with two members of Council, be appointed a committee to meet President Jefferson Davis, as he passes through on his way to Richmond, Va., and tender him the hospitality of the City; the Committee consisted of the Mayor and Councilmen James E. Williams and E. R. Sassen.

October 23, The Relief Committee was authorized to rent store rooms for distribution of relief, and an Ordinance by Councilman Stephen B. Oatman was adopted defining duties of Agents acting in the provision store for the poor and needy.

November 6, The Fire Department gave a ball for the benefit of soldiers' families.

December 4, Mr. Williams offered a motion which was adopted, that the Mayor ask the Legislature, then in session, for an amendment to the City Charter empowering Council to establish a house of correction.

CHAPTER XX.

THE FOURTH YEAR WAR PERIOD COUNCIL—1864-5.

War Drawing to a Close—Gen. John H. Morgan To Visit the City—Committee from Council Appointed to Meet Him—Relief Committee Actively at Work—The Military Take Precedence in All City Affairs, and Council Succumbs in the Mid-Year—The Next Council (1865) Fix Salaries of City Officials—Military and Council Co-Operate—City Could Not Make a Loan of \$20,000—Opening of Pryor Street North—Negroes Given Same Privileges as White People.

In January, 1864, the last Council of the war period, save one, was installed as follows: Mayor, James M. Calhoun; Council, L. C. Wells, G. E. Ransom, Robt. Crawford, Z. A. Rice, Perino Brown, Thos. E. Powell, J. A. Taylor, Wm. Watkins, Jno. T. Jones, James E. Gullatt, Noah R. Fowler.

January 19, The Mayor was requested to appoint a committee to meet Gen. Jno. H. Morgan, who was expected to be in the City. Committee: Mayor James M. Calhoun, Councilmen Perino Brown, Robt. Crawford, James E. Gullatt, Noah R. Fowler and Levi C. Wells; and Messrs. Wm. Ezzard, — McKinley, Jno. W. Duncan, Stephen H. Shallcross and Sidney Root, citizens.

(June 10, Was observed as a day of Fasting and Prayer, in accordance with proclamation of Jefferson Davis, President of the Southern Confederacy.)

The last meeting of Council was held July 18, the military (Confederates) being the supreme law, up to the evacuation,

September 2d, when the Federal army took possession of the City.

January 6, 1865, The following Officers were installed for the new term: Mayor, James M. Calhoun; Council, First Ward, Benj. N. Williford, John Collier; Second Ward, Frank M. Richardson, E. R. Sasseen; Third Ward, T. R. Ripley, Geo. W. Terry; Fourth Ward, L. S. Mead, Thos. W. J. Hill; Fifth Ward, J. N. Simmons; Marshal, O. H. Jones; Deputy, C. C. Davis; Attorney, N. J. Hammond; Treasurer, Jos. T. Porter; Surveyor, W. F. Harris; (it seems from the records that he first suggested the opening of Broad street from Alabama to Mitchell street, and laid it off); Mayor pro. tem., John Collier. Salaries fixed: Marshal, \$5,000 per annum; Deputy, \$3,500 per annum; Attorney, \$2,500 per annum; Physician, \$2,000 per annum; Treasurer, \$2,000 per annum; Clerk Market, \$1,800 per annum; Lieut. Police, \$3,050 per annum; 2d Lieut. Police, \$2,500 per annum; Supt. streets, \$2,750 per annum; Messenger, \$1,375 per annum.

These officials were all paid in Confederate money.

April 14, A resolution by Councilman Collier was adopted that the Mayor be authorized to borrow \$30,000 to \$50,000 for 90 days for needed City expenditures.

(It does not appear that this was carried out, as Confederate money was worthless, General Lee having surrendered, and no Greenbacks nor Specie to be had) .

May 26, Mayor Calhoun proposed that salaries be placed on specie (Greenback) basis, Greenbacks being 50 per cent below par.

The adjusted salaries were as follows: Mayor, \$1,000; Clerk, \$1,400; Marshal, \$900; Deputy, \$650; Treasurer, \$500; Attorney, \$500; Physician, \$600; Supt. Streets, \$500; Messenger, \$250; Sexton, \$5 each interment.

The Mayor was authorized by resolution to borrow \$20,000.

Dr. N. D'Alvigny reported to the Council that the Military Department (U. S. A.) agreed to furnish hospital room and medicines, and furniture, for the sick and wounded, with himself and Dr. Willis F. Westmoreland to treat and look after them.

June 7, Wm. F. Harris, Surveyor, proposed opening Bridge street, and Market street (or Broad street), from Peachtree to Mitchell street .

June 16, F. M. Richardson, Chairman Street Committee, made a report on opening this street.

Mayor Calhoun reported he could not succeed in borrowing money for the City .

June 20, An Ordinance was adopted authorizing the issue of \$25,000 in bonds of small denominations, payable (2) years after date, bearing interest from date and receivable at all times for all dues to the City.. The denominations were \$10, \$5, \$2, \$1, 50c, and 25c, and their issue was of great convenience to the citizens, being largely used in the place of money currency.

June 29, A resolution by Councilman Sasseen was adopted providing that the Mayor confer with the authorities of the Macon & Western R. R. and Georgia R. R. about removing depot buildings from Pryor street crossing, and from Washington street; and the following committee was appointed: Mayor Calhoun, Councilmen Sasseen and Richardson, and of citizens, Sidney Root, James R. Crew, W. W. Clayton, — Brown and Alfred Austell.

By resolution of Council the Finance Committee razed all old unpaid outstanding City checks, issued before the surrender (April, 1865), and placed on the books their value, as the Committee regarded them, in Greenbacks, and the City Treasurer was instructed to pay them accordingly.

July 3, Council passed an ordinance opening Market and

Bridge streets, making one new continuous street and naming it Broad street.

United States Quartermaster Winslow gave the City three army wagons and nineteen mules.

July 3, C. F. Wood and Geo. W. Adair were elected to Council.

July 3, L. P. Grant and Geo. W. Adair were added to the committee to confer with railroads on opening Pryor street from Alabama street to Wall street.

W. F. Harris, City Surveyor, reported the survey of Broad street completed.

July 14, All ordinances were repealed, dealing with negroes different from white persons .

O. H. Jones resigned as City Marshal.

CHAPTER XXI.

MAYOR AND COUNCIL FOR THE YEAR 1866.

Council and Other Officials in Trying Times—Many of Them Had Served Their Country in War—Smallpox Epidemic—Fire Companies Reorganized—The Poor People Afraid of the Medical Men of the Atlanta Medical College—Macon & Western R. R. Donations for the Needy—The Country Responds to Atlanta's Appeal for Help—Chicago Refuses—Cholera in Town—Rebuilding the Order of the Day.

January, 1866—Mayor and Council installed into office: Mayor, James E. Williams; Council, First Ward, Anthony Murphy, Daniel P. Ferguson; Second Ward, P. E. McDaniel,

Frank M. Richardson; Third Ward, James G. Kelley, Robert Crawford; Fourth Ward, Bluford D. Smith, J. Henry Porter; Fifth Ward, W. Tiff Mead, A. P. Bell. Committees: Finance, Porter, McDaniel, Bell; Ordinances, McDaniel, Smith, Mead; Police, Ferguson, Smith, Mead; Streets, Crawford, Richardson, Murphy; Market, Smith, Ferguson, Porter; Fire, Bell, Murphy, Kelley; Wells, Pumps and Cisterns, Murphy, Kelly, Richardson; Public Buildings, Mead, Porter, Ferguson; Gas, Richardson, Mead, Porter; Cemetery, Kelly, McDaniel, Crawford; Relief, Richardson, Bell, Crawford, Mead, Smith; Tax, Smith, Bell, McDaniel; Clerk of Council, S. B. Love; Treasurer, Jas. T. Porter; Marshal, G. Whit Anderson; Attorney, Saml. B. Hoyt; Deputy Marshal, W. P. Lanier; Physician, E. J. Roach; Engineer, W. B. Bass; Sexton, G. A. Pilgrim; Tax Receiver and Collector, Columbus M. Payne; City Hall Keeper, Patrick Fitzgibbons; 1st Lieut. Police, L. P. Thomas; 2d Lieut. Police, Wm. Y. Langford; Policemen, Thos. W. Keltner, D. C. Venable, David M. Queen, E. Dave L. Mobley, Jno. C. Head, J. H. McConnell, Saml. Gouedy, L. R. Lanier, A. G. Rice, Jas. F. Peacock, Jas. R. Love, J. P. Porter, R. B. Hutchins, Jas. D. Barnes, J. L. Crenshaw, Jno. L. Johnson, J. A. Lang, C. F. Wood, J. A. Lanier, W. H. Jones, Ed. A. Center, Sid Holland, Geo. J. Stokes, Nicholas Rooney, Russell Crawford, J. M. Watson, J. M. Starnes, W. J. Holtzelaw, W. S. Hancock, George Bomar.

(The names of these men constitute a roll of honor which all future citizens of Atlanta will point to with pride; with hardly an exception, they had served in the Confederate Army, many of them as officers of distinction and rank, and all with credit; and to their courage, patience, and discretion, Atlanta owes it that there has never been any serious clash between the white and black races in our city. When the peace of the City was confided to their care it seemed that no human power

could avert conflict and bloodshed. The soldiers in blue were in force here; negro regiments were paid off and mustered out of service here; the camp-followers—scum of creation—were clinging to the offal of the Federal army, and the starving, desperate, paupers of the surrounding country, both white and black, were collected here by the distribution of rations through the Freedmen's Bureau. The history of those days has not, and may never be written; but the debt of gratitude due the noble little band of thirty-three men who preserved the peace of Atlanta in 1866 will never be forgotten by the mothers and fathers of the new city—themselves the faithful and brave survivors of the Atlanta of 1860-1864.—Ed.)

January 19, Smallpox, which had broken out in 1865, had by winter become epidemic and was taxing to the utmost the limited resources of the ruined city; at this meeting of Council Dr. H. H. Tucker, a noble-hearted citizen, donated for the use of the City's sick, one hundred pairs of blankets, and upon the earnest request of the Mayor and Council, agreed to solicit help from others.

Council ordered a temporary hospital built and placed \$10,000 in the hands of the Relief Committee to meet the emergency.

The fire department reported that owing to the destruction of their engine and apparatus by the Federal army, thirteen thousand, three hundred dollars would be required to make their services to be of value. Engine Company No. 1 asked for \$2,000; Mechanic's Engine Company No. 2 asked for \$7,000; a new steamer being required, their old engine having been totally destroyed; Tallulah Engine Company No. 3, wanted \$3,600, and Hook and Ladder No. 1 asked for \$700. Another company No. 4, had been organized in 1863, but refused to join the organized department.

Dr. Willis F. Westmoreland, on behalf of the Atlanta Med-

ical College, offered to give free attention to the pauper sick, but Council declined because the ignorant poor people feared the College Surgeons wanted their bodies for dissection.

Wm. Rushton and — Lowe were elected Fire Wardens; Messrs Moore, Wood, and Gabbett were elected Building Inspectors.

The Mayor and the Police Committee were authorized to appoint secret police, (afterwards called detectives).

January 23, The Macon & Western R. R. Company donated \$300 for relief of poor. (Six hundred absolutely helpless paupers were without food, or necessary clothing; many came in from the surrounding country, not legitimately chargeable to the City, but drawn here by the distribution of rations by the United States army, which was stopped in mid-winter, and the care of the starving hundreds left to the City.)

Owing to destruction of their property and the strain upon the citizens to rebuild some semblance of shelter for their families and business efforts, and with no outside aid (the money of the East and North not being then satisfied with conditions existing here) and no means open to our people to borrow, the income of the City from taxation was very small; nothing, to compare with the urgent calls upon it; the Mayor and Council, in the discharge of their duty to their fellow citizens, pocketed their pride and begged their more fortunate sister cities, of the West, particularly, for help.

Louisville, Ky., and St. Louis, Mo., responded quickly and with open hearts; the former telegraphed a credit of \$2,500, which was immediately turned into food and shipped to us, and St. Louis, through the city authorities, sent \$5,000 or \$6,000. Others helped liberally, and notably Col. Gibson, of Decatur, Ill., raised by his efforts and brought to us a carload of provisions. He was of old Virginia stock. Chicago, alone, officially declined, going to the point of sending us their Coun-

cil's action: "Resolved, that we have no legal right to appropriate the funds of the city to any such purpose." This was sent with no comment or word of regret or sympathy. This was the only unkind official reply from any part of the country.—Ed.)

City Council by resolution then petitioned the Georgia Legislature for authority to issue bonds.

The need of a new codification of City Laws to meet the changed political conditions is also noted by resolutions, and steps proposed looking to this end.

January 26, Dr. Eli Griffin was placed in charge of the City smallpox hospital, and a resolution passed requesting the Freedmen's Bureau to remove their negro smallpox hospital outside the city.

Compulsory vaccination was ordered by Council. (James L. Dunning, in charge of Freedmen's Bureau, relieved the City Greatly by the care of sick and starving negroes.)

At the same meeting of Council the City Marshal was directed to order the pulling down of all standing walls of burned buildings. (Many of these were a menace to pedestrians, especially at corners; being constantly weakened by rains, frosts and winds, they were liable to fall at any time. Up to this time they had stood as monuments to the memory of valuable property destroyed by Sherman's torch.—Ed.)

Also, by resolution, the sale was confirmed of the City property at corner of Broad street and Central R. R. right of way, to ex-Gov. Jos. E. Brown. This was the City Calaboose location from early in the 50's to 1865.

The City agreed to furnish necessary lumber for building Freedmen's Bureau smallpox hospital for the negroes.

Also appropriated \$100 to rebuild fence around the Cemetery, destroyed by the Federals.

February 9, Council employed Hon. N. J. Hammond to codify the City Statutes.

Council also passed a resolution allowing all regular physicians \$50 for vaccinating persons subject to smallpox, and the number of cases being too large to quarantine, ordered a red flag to be hung out at every house containing a smallpox case. At this meeting Council heard an appeal from a saloon keeper named O'Keefe, who asked relief from a fine of \$10 imposed by the Mayor for contempt of court. (The Mayor's daily court then was same as Police Court now, and O'Keefe had been fined \$25 for keeping barroom open on Sunday; he was indignant and confronting the Mayor in open court, said he reckoned the fine could be paid in "Confed." or rebel money.) Thereupon, the Mayor immediately ordered the Marshal to collect \$10 for contempt of court. Council declined to consider the appeal, taking the position that from such a penalty no appeal could be sustained; the court imposing the contempt penalty was the sole judge.

August 10, The Relief Committee reported expenditures to August 1st, including maintainance of smallpox hospital, \$24,986.26.

(There were not more than one-fifth as many paupers here before the surrender as in the first part of 1866. A large number had smallpox, and relief was required by many during the whole year.)

August 24, Dr. Holmes Sells applied for right of way for Street Railroad.

August 31, George Hillyer also made application for right of way for Street Railroad.

September —, The Committee appointed to confer with George Hillyer, President of the Street Railroad Company, reported his proposition to Council without recommendation. (Maj. W. B. Cox, who was Secretary and Treasurer of Street

Railroad Company,) Council agreed to Railroad Company's proposition and directed an ordinance to be drafted in accordance. A committee was appointed to negotiate with Mrs. H. L. Currier for the maps and papers of her late husband, who had been City Engineer for many years.

Wadley street was ordered to be opened to Peachtree street, and name changed to Forsyth street.

April 21, Jno. W. Duncan, President Atlanta Gas Light Company, reported Gas Works rebuilt and ready to furnish gas.

The Ordinance was adopted granting right of way to Street Railroad Company.

\$1,500 additional was granted to Mechanics' Fire Company No. 1 to finish paying for Steamer and improvements.

A tract of land of City, east of the Cemetery, was turned over to the Military authorities for use as a quarantine station for cholera patients.

A Committee of Council was appointed to confer with County Court as to poor house, to be supported jointly.

October 19, A vote was taken on acceptance of amendment to City Charter, extending City limits to one and a half miles in a circle, in every direction from the center. (The fixed center is marked by a marble post near the east end of the Union Passenger Station—being also the statutory eastern terminus of the Western & Atlantic Railroad).

November 7, Fires having been frequent, and incendiarism being suspected, Council offered \$1,000 reward for arrest of incendiaries, and the Police were authorized to halt all persons on all streets after eleven o'clock at night. A special meeting was called by the Mayor and extra policemen employed.

November 9, Atlanta Fire Company No. 1 petitioned for \$5,000 bonds to buy a Steamer.

December 21, Streets and alleys named. Citizens ask for Crew street to be widened.

At this time the agitation of a system of waterworks for the City was begun—notably by Mr. Anthony Murphy, Chair- of the City Council Committee of “Pumps, Wells and Cisterns,” who naturally observed the inadequate supply for fire protection, sanitary and other purposes. He made a report to Council on the subject, embodying his observations, but that body took no action until 1870, when, Mr. Murphy being again a member of Council, offered a resolution to investigate the matter, and was given authority to visit larger cities and gather information and report the same on his return. By determined efforts a charter was finally obtained, a board of commissioners was elected and Mr. Murphy made President of it. Bonds were issued, the works were commenced and completed—largely due to the unremitting efforts of Mr. Murphy and his co-laborers. Thus the present magnificent plant was given its initial, by the foresight of Council, although that body had previously refused to enter into the arrangement.

CHAPTER XXII.

THE RECONSTRUCTION PERIOD OF ATLANTA.

Board of Mayor and Council 1867—Chattanooga Flood Sufferers Helped by Atlanta—Relief for Atlanta Poor Still Coming, the City Not Asking For It—Military Authorities and the Civil—Lincoln Monument Proposed—City Hall Tendered the Constitutional Convention—A Female College Established—Oakland Cemetery Extended—Much Relief Given the Needy.

January, 1867, New Officers were installed as follows: Mayor, James E. Williams; Council: First Ward, Richard Peters, Thomas M. Castleberry; Second Ward, Edward E. Rawson, A. Weldon Mitchell; Third Ward, Geo. W. Terry, W. C. Anderson; Fourth Ward, James E. Gullatt, Wm. B. Cox; Fifth Ward, Julius A. Hayden, Edmund W. Holland. Committees: Finance, Richard Peters, A. W. Mitchell, E. E. Rawson; Ordinances, Mitchell, Hayden, Peters; Streets, Gullatt, Rawson Hayden; Police, Rawson, Cox, Anderson; Fire, Gullatt, Terry, Cox; Salaries, Cox, Mitchell, Holland; Wells, Pumps and Cisterns, Cox, Anderson, Castleberry; Public Buildings and Grounds, Anderson, Terry, Peters; Lamps and Gas, Hayden, Terry, Peters; Cemetery, Terry, Mitchell, Rawson; Tax, Holland, Rawson, Cox; Relief, Castleberry, Rawson, Terry, Gullatt, Holland; City Clerk, S. B. Love; Attorney, L. B. Hunt; Marshal, L. P. Thomas, Sr.

March 8, Saml. B. Hoyt resigned as City Attorney.

March 15, A Committee of Citizens was appointed to solicit contributions for relief of citizens of Chattanooga, Tenn.,

suffering from a flood in the Tennessee river. Committee: Joseph A. Wright, John L. Hopkins, Levi C. Wells, Saml. R. McCamy, James Lynch, Charles Beerman, A. K. Seago, Oliver H. Jones, John R. Wallace.

City Council purchased \$1,000 worth of provisions and sent them to Chattanooga.

April 19, City Calaboose, (Police Station and Headquarters) located in rear of Masonic Hall on Decatur street about midway between Pryor and Ivy streets; the first floor of Masonic Hall building being used for Council Chamber.

Council subscribed \$50 to Barnwell's City Directory.

April 26, A Committee was authorized to contract for a map of the City.

The thanks of the City and a check for \$130 was given Dr. H. C. Hornady for assistance in relieving the destitute of the City.

A lot in Cemetery was donated to Dr. J. S. Wilson.

A Board of Health was appointed by the Mayor as follows: Drs. Thomas S. Powell, — Jones, Chas. C. Pinckney, J. P. Simmons, and Col. Lemuel P. Grant.

Leiper & Menifee, Murfreesboro, Tenn., contributed for relief of poor, 100 bushels corn and 180 pounds bacon. (The City was not asking help, at the time, but it was thankfully received.)

May 31, Council adopted an Ordinance prohibiting citizens from holding public meetings without first giving the Mayor, or Marshal, twelve hours notice before holding same.

(This was passed because of an order from Gen. Jno. Pope, commanding this military department, demanding the presence of the Mayor, with the Marshal and a police force, at all such meetings, which made the Mayor liable to be tried by Court Martial if disturbance occurred at public meetings, if he were not present, in compliance with that order.

The Mayor asked for the ordinance for his protection at that time, and it is still in the code.

The Military order was strictly complied with during Pope's reign; but when Gen. George G. Meade superceded Pope, Mayor Williams asked Meade to rescind the order; he said he would do so with pleasure; but suggested that the Mayor continue to attend all such meetings, to which the Mayor assented, feeling it to be his duty, but did not like Military order standing over him. (Twelve hours was notice required.)

June —, Major James F. Cooper was employed to make a map of the City.

July 5, Dr. Elisha J. Roach was elected City Physician. Thanks were voted to Dr. H. C. Hornady for donation of 50 sacks of corn and one box bacon.

August 16, Gen. Pope issued a military order that printing for the City shall only be done by papers favorable to reconstruction.

September 6, C. W. Barry and J. W. Hinton were suspended from the police force by Military order. A proposition was received from W. A. Hemphill to receive, free of charge, three boys into his school, to be selected by Council. Referred to Relief Committee, who reported the names of J. T. Barnes, — Rush, and Oliver Jones.

The City placed on sale some lots in a new part of the Cemetery; prices were fixed at \$50, \$30, \$20 and \$10.

September 27, James L. Dunning, President of Lincoln Monument Association, asked the City to give ten acres of land near the City to build a Lincoln Monument and make a park. Referred to a committee consisting of Richard Peters, E. E. Rawson and A. W. Mitchell. The committee reported favorable upon the donation when the association would give

satisfactory guarantee that \$750,000 to \$1,000,000 would be spent on the monument and park.

The ayes and noes were demanded by Gullatt, which was as follows: Ayes—Peters, Rawson, Hayden, Holland, Mitchell and Cox; noes—Gullatt, Terry, Anderson, and Castleberry.

September—The naming of the streets was referred to a joint committee of councilmen consisting of Gullatt, Rawson, Hayden, Peters and Cox, and citizens James M. Ball, Lemuel P. Grant, George W. Adair, O. H. Jones, Robert M. Clarke, Joseph Winship, William Ezzard, Larkin H. Davis, John R. Wallace, William Rushton and Dr. F. D. Thurman.

City checks were issued to L. P. Grant for \$5,000, and to Mrs. L. L. Bolin for \$1,233, for cemetery extension. This extended the cemetery from near Hunter street north to Georgia Railroad right-of-way.

November 13, A committee from Council, consisting of Julius A. Hayden, Edw. E. Rawson and William B. Cox, were appointed to wait on General Pope, military commander, and tender the use of City Hall, together with suitable committee rooms for the Georgia State Constitutional Convention, called by authority of Congress to revise the Georgia Constitution.

A committee was appointed, consisting of Rawson, Peters and Mitchell, to confer with Mr. Montgomery in reference to establishing a female college.

[This was done, and the old "Lyons" residence, on the southwest corner of Washington and Mitchell streets, was selected.]

November 15, the whole report made by special committee to name streets was laid on the table.

Whitehall street, from Marietta to the railroad crossing, was changed to Peachtree.

December 13, a contract was made with the Inferior Court of Fulton county to use the almshouse jointly.

E. B. Walker, superintendent of the Western & Atlantic Railroad, donated two car-loads of crossties for distribution to the poor.

An ordinance was adopted marking and naming streets. Dr. Roach resigned as City Physician.

Timmoney, and others, petitioned Council to allow the building of a wooden church on the northwest corner of Hunter and Loyd streets, this being inside the fire limits.

CHAPTER XXIII.

PROCEEDINGS OF COUNCIL FOR LAST OF RECONSTRUCTION PERIOD.

Constitutional Convention of 1868—Atlanta's Efforts for Securing the State Capitol—"Iron-clad Oath" Prescribed by Military for City Authorities—City Provides Quarters for State House Officials—Kimball Fits Up His Opera House for the Legislature—City Subscribes \$500 for "Experimental Survey" of the Georgia Western Railroad—Negro Vote Legalized—City Subscribes \$300,000 to the Georgia Western Railroad.

By order of the commandant of the post, no election for a new Council was held, and the 1867 board held over for the year 1868.

January 3, Campbell Wallace, superintendent of the West-

ern & Atlantic Railroad, donated the city fifteen carloads of wood for the benefit of the poor.

Thanks of the City Council were voted to Dr. E. J. Roach and W. Y. Langford for special services.

L. P. Grant, superintendent of the Atlanta & West Point Railroad, donated to the city a train-load of wood for the suffering poor.

February 14, an ordinance was adopted requiring that the fine for violating liquor laws, or selling without license, shall be not less than \$25.00, one-half to go to the informer (Mayor Williams opposing).

February 21, Council tendered the use of City Hall and other rooms to the Georgia Constitutional Convention.

February 26, special meeting of Council called to make a formal proposition to the Constitutional Convention, then in session in this city, of what the city would do, provided the removal of the State Capital from Milledgeville to Atlanta is incorporated in the new Constitution, in accordance with a resolution to that effect, offered in the convention by Mr. James L. Dunning, one of the members from Fulton county.

A proposition was agreed upon and submitted to the convention, and, on February 28, thanks of the Council were voted to the State Convention for its action embodying the removal of the Capital to Atlanta in the new Constitution, to be submitted to the voters of the State. At same meeting the Mayor read a communication from R. C. Dunn, A. A. General U. S. A., authorizing City Council to elect City Assessors (for purposes of taxation), provided they would take the iron-clad oath prescribed by act of Congress of July 19, 1867.

March 6, the Mayor appointed a committee, consisting of Richard Peters, Edw. E. Rawson and E. W. Holland, to take into consideration, and report to Council from time to time,

such arrangements as appeared requisite to meet the contemplated removal of the Capitol to Atlanta.

At same time the Georgia Railroad gave a train-load of wood to the City, for the poor.

March 13, H. C. Holcombe, C. P. Cassin and E. D. Cheshire sworn in as City Assessors.

April 3, Council gave \$35.00 to assistant teacher of Fair Street School, by request of F. M. Richardson.

May 15, public meeting held in the interest of Atlanta in the matter of removal of Capitol of Georgia to Atlanta, including necessarily the ratification of the new Constitution by the voters of the State. Resolutions entered on minutes of Council. (A. R. Watson was secretary of the meeting.)

May 22, Use of City Hall tendered to Commercial Convention.

Report of Capitol removal committee, and action of committee approved, and committee entrusted with all necessary arrangements.

July 3, Report of tax committee received. Also, report of Thomas Haney, Chief of the Fire Department.

August 5, Special meeting of Council held, at which Mayor Williams announced that it was called for the purpose of conference with the Legislative Committee, in regard to furnishing halls and offices for use of the Senate and House of Representatives; also, Governor's Mansion. This was to make temporary arrangements for first meeting of Legislature.

August 14, at the meeting of Mayor and Council, State Senator Hungerford and Ex-Governor Joseph E. Brown, representing Representative Ephraim Tweedy, chairman of the House committee, appointed by the Legislature to confer with City Council, appeared to receive proposition from City for permanent quarters for State offices.

Two propositions were made by the Council; one was to add to the old City Hall; the other, known as the Kimball proposition, to complete and fit up what was then known as the Opera House building, on Marietta street, corner of Forsyth. The latter was accepted, and a committee appointed to confer with Kimball as to terms.

August 17, at meeting of Mayor and Council, Kimball's proposition received. The building to be fitted up just as specified by Mr. Kimball, at his own expense, and to be ready by January 1, 1869, for occupation by the Legislature.

It would occupy the City Hall temporarily when it met in October.

The City to pay \$6,000 per year rental for five years, with privilege of ten years; it was expected that the State would build Capitol within that time.

On motion of Judge Julius A. Hayden, it was resolved: "That the Opera House be tendered the Legislature for a State House," and that four hundred copies of the specifications be printed in handbill form.

September —, resolution by Councilman Richard Peters adopted, "That when the City subscribed to the Georgia Western Railroad it paid one per cent., and as the completion of the road was of great importance to the city and county, asks that the City and Georgia Railroad have an experimental survey made, at a cost of not exceeding \$500."

September 11, contract made with John T. Glenn for codifying City ordinances.

City relinquishes all claim to interest in the Roswell bridge over Chattahoochee river, at the request of Messrs. Ezzard and Dunwoody.

November 26, at special meeting of Council a resolution was adopted subscribing \$300,000 to Georgia Western Railroad.

November 26, ordinance adopted legalizing negro vote.

December 11, subscription to Georgia Western Railroad, of \$300,000, reaffirmed—this amount to take the place of \$250,000 subscribed in 1860.

Council desired to show their regard for Mayor Williams' services to the City by naming a street for him, and as there was already a street named "Williams," they named Fort street in his honor, "Fort" being the middle name of his oldest son, William Fort Williams.

[Though a mere lad, at school, "Willie Fort," as he was familiarly called, attended, with his father, many Council meetings, and was well known personally to every member of Council.]

CHAPTER XXIV.

ATLANTA DURING RECONSTRUCTION.

Atlantians Returning to a Desolate Place—First Sermon by a Refugee—Rebuilding the Destroyed City—Georgia's Provisional Governor—State Constitutional Convention—Negro Suffrage Opposed—Conservative and Radical Elements Clash—Joseph E. Brown's Wise Advice—Bullock Elected Governor—The First General Assembly After the War—General Pope Removed, Succeeded by General Meade—Governor Jenkins Removed; Also, the Treasurer of the State—Georgia Reconstructed.

We come now to consider briefly the last phaze, save one, of Atlanta's eventful career. It is the dark era of reconstruction, following the close of the great war, which robbed the city of the flower of her manhood and scattered her citizen-

ship over the land. It is not the purpose of this history to discuss political measures, save in a purely historical manner, and that only for the sake of connecting the story with the metropolitan city of today.

Among the first exiled citizens to return to Atlanta were a number, who, assured of the fate of the Southern Confederacy, desired to do whatever in their power lay, to help retrieve Atlanta's fortunes and gather their families together as best they could. They began returning as early as December, 1864. They found the city in ashes and the military authorities in supreme command. With heavy hearts, but with matchless devotion to their loved city, they entered at once into the task of bringing order out of chaos. From this time forward the arrivals were on the increase. The first sermon delivered by a returned minister was by Rev. H. C. Hornady, in the First Baptist Church, on Christmas Day.

During the remainder of winter, and in the early spring of 1865, the population increased very fast. All began immediately on their arrival to rebuild with what material could be found—plentiful, indeed, in the way of loose brick, which encumbered every street. Business houses were erected with these.

On April 9 Lee surrendered to Grant in Virginia, and on the 26th Johnson surrendered the remaining Army of the Confederacy to Sherman in North Carolina. On the 4th of May the Federal authorities assumed command of Atlanta. On the 16th the United States flag was hoisted on the public square in front of the headquarters of the commandant, Colonel B. B. Eggleston. Two days before it floated at half mast in honor of President Lincoln.

The first public meeting held in the city after the surrender was on Saturday, June 24, 1865. It was for the purpose of considering the best measures to adopt to bring about the

rehabilitation of the city. The call was signed by Mayor James M. Calhoun, John M. Clarke, W. R. Venable, J. L. Dunning, J. W. Manning and John Silvey. Mayor Calhoun was made chairman and B. D. Smith secretary.

A set of resolutions was adopted, expressing a desire for perfect reconciliation and peace, for unrestricted commerce and loyalty to the Union.

In the meantime the President appointed a Provisional Governor for Georgia, in the person of Hon James Johnson; as judge of the United States District Court, John Erskine; James L. Dunning, United States Marshal, and A. W. Stone, District Attorney; all being former residents of Atlanta, save the Governor.

On September 30, a mass-meeting was held for the purpose of nominating candidates to represent Fulton county in the State Convention, called for October 23. The best citizens participated, and in their adopted resolutions manifested their accord with President Andrew Johnson in his appointments, but opposing negro suffrage. The delegates selected were N. J. Hammond, Jared I. Whitaker and George W. Adair.

On November 15 an election for governor and other officers was held. Charles J. Jenkins was chosen for governor. Congressmen and senators were also chosen. This was the first step in Georgia's restored civil government. But there were many steps yet to be taken to restore her to her full rights in the Union, of which she had always—up to the war—been a proud and loyal member.

It would be strange, indeed, if Atlanta had not a serious problem to solve, at this time. Her people were impoverished, their property destroyed, the city treasury empty, and grim want, added to the horrors of a lawless class, who seemed to be drawn hither by the hope of plunder. The military aided

the civil authorities in the efforts made to relieve the many indigent, and to suppress lawlessness; in fact, but for the armed forces here, the town would have suffered manifold wrongs.

So much suffering was there during the winter of 1866-7 that a fair was held by the women of the city, aided by the Masonic fraternity, in whose hall it was held, the proceeds amounting to the goodly sum of \$1,535.90.

Meantime the pluck and energy of Atlanta made the city to assume a much more business-like appearance. Churches were opened up, hotels were plentiful, and the work of rebuilding went forward with much enthusiasm.

of reconstruction of the Southern States, which produced

The Congress at Washington City now began the process some alarm among the people. Atlanta took action on February 28, by calling a mass-meeting of citizens for March 4, to take into consideration the best measures to pursue. At this meeting there was a large attendance. Richard Peters was made chairman, and W. L. Scruggs secretary. A set of resolutions was proposed, avowing that it was the sense of the assemblage that Georgia should, without hesitation, accept the plan of restoration recently proposed by Congress. There was opposition to the resolutions. Among those who pleaded for their adoption were Colonel J. M. Calhoun, George W. Adair and others. While the discussion was going on, Colonel L. J. Glenn offered a substitute, which opposed any action. Colonel T. C. Howard then offered an amendment, which declared that the Act of Congress, in passing the "Sherman Military Bill," was unjust, etc. Much confusion followed an attempt to take a vote, when a motion to adjourn was made and prevailed. Immediately General L. J. Gartrell called upon all who favored the Glenn resolution to remain. A meeting was organized, by the selection of General Gartrell

chairman, and John C. Whitner secretary. After discussion of the measures, they were adopted.

Colonel H. P. Farrow then announced that the adjourned meeting of the morning would be held at 7 o'clock p. m. At that meeting the resolutions were adopted, and the meeting adjourned. Thus two sets of resolutions, contrary in spirit, were adopted. As the assemblage was dispersing, Governor Joseph E. Brown came into the hall, and he was invited to give his views on the situation. In a calm and forceful speech he advised submission, giving reasons which to his clear judgment seemed sound, logical, and, as afterward proved to be the case, prophetic. Although he had authorized the Sherman measure of Congress, President Johnson, after its passage, determined to carry out its provisions to the letter. Major-General Pope was appointed by the President commander of the Third Military District, comprising the three States of Georgia, Alabama and Florida. General Pope arrived in Atlanta March 31, 1867. He was met at the depot by a committee of citizens and escorted to the National Hotel. Here he was entertained, a large number of people calling upon him. He is said to have made a very favorable impression upon the callers. He left for Montgomery the same evening, where he issued his "General Orders, No. 1." Returning to Atlanta on the 11th of April, he was given a banquet on the 12th at the National Hotel. This was a most happy occasion and paved the way to a better understanding of the situation, both from a military and civil point of view.

A citizens' meeting was held on the 20th, with W. W. Boyd for chairman, and Varney A. Gaskill secretary. A report was adopted, strongly urging support of the reconstruction plan.

A general order for registration was issued May 21, by General Pope, the board for Atlanta consisting of Dr. Joseph

Thompson and T. M. Robinson. When completed, the registry for Atlanta was as follows: First Ward, white 523, colored 396; Second Ward, white 280, colored 220; Third Ward, white 181, colored 203; Fourth Ward, white 343, colored 521; Fifth Ward, white 438, colored 281; total, white 1,765, colored 1,621; total registry, 3,386.

A State Convention having been called by General Pope for October 29, a district convention was called to meet in Atlanta, by the "Conservative Union Executive Committee," for the 19th. When the district convention met on the day provided, it was organized by the election of Judge Echols chairman, and Henry Hillyer secretary. Delegates were then nominated to the "so-called" State Convention, "should such a body be called by the voice of the people of Georgia to assemble." Fulton county's representatives were, James P. Hambleton, E. M. Taliaferro, T. T. Smith and James E. Gullatt.

On November 19 General Pope issued an order for a convention to be called to frame a constitution and civil government for Georgia. Following on the heels of this, on the 23d, a meeting was held in the City Hall in Atlanta, to nominate candidates to the Georgia Conservative State Convention, which was to assemble in Macon on December 5. Jared I. Whitaker, chairman, and Dr. Charles Pinckney, secretary. Thirty delegates were named.

The Constitutional Convention, called by General Pope, assembled in the City Hall December 9. There were present 108 white and 22 colored delegates. J. L. Dunning was made temporary chairman, and Walter L. Clift, temporary secretary. Delegates on the second day numbered 140. J. R. Parrott was elected permanent chairman, P. M. Sheibly, permanent secretary, and A. G. Marshal, assistant; M. J. Hinton, sergeant-at-arms; William H. DeLyons (colored), door-

keeper. Rufus B. Bullock made a motion that a committee of seven be appointed to invite General Pope to address the convention. The general responded in a brief speech. Shortly afterward General Pope was removed by President Johnson, and he left Atlanta on the 2d of January, 1868. The convention being adjourned for the holidays, re-assembled on the 8th to complete its work.

General George G. Meade, who superseded General Pope, arrived in Atlanta on January 6, and immediately assumed the duties of his position. His first official act was to address a letter to Governor Jenkins requesting him to draw a warrant on the treasurer for \$10,000 to pay the expenses of the convention, which Treasurer Jones had previously refused to do for General Pope. Governor Jenkins declined in a letter, on the 10th, and on the 13th General Meade removed the governor and the treasurer, and appointed Brevet Brigadier-General Thomas H. Ruger, colonel of the Thirty-third Infantry, to be governor of Georgia, and Brevet Captain Charles F. Rockwell, of the Ordnance Corps, United States Army, to be treasurer of Georgia.

A Young Men's Democratic Club was organized during the winter of 1867-68, at the suggestion of Wallace P. Reed. Later it was addressed by Ben H. Hill on the issues of the day.

The Constitutional Convention adjourned March 11, 1868. Before adjourning, it nominated R. B. Bullock for governor. General J. B. Gordon was the conservative nominee. Bullock became governor. On June 25 he issued a proclamation calling the just elected Legislature together in Atlanta, on Saturday, the Fourth of July. This body met on the day provided, and later ratified the Fourteenth Amendment as provided for by Congress. July 22, Governor Bullock was inaugurated. The general commanding having previously expressed his sat-

isfaction at the procedure of the people, Georgia was now again a member in good standing of the Union of States.

It is well now to glance backward on the scenes of early Atlanta—an epoch in her career marked by an energy and fortitude under disparaging circumstances, which stands out as a distinctive characteristic of Atlantians from the very birth of the town to the present day.

CHAPTER XXV.

LOOKING BACKWARD—ATLANTA IN ITS SWAD- DLING CLOTHES.

Early Manufactories—The First Rolling Mill—First and Succeeding Newspapers—First Paper Published in 1845—Boarding Houses and Hotels—The Town Noted for Places Where the Inner Man Could be Refreshed.

As early as 1844 manufacturing began, in a limited way, but considering the size of the town, the first enterprise was creditable, both in size and importance. Fuel was at that time an item and the early manufacturer had that drawback to contend with, as well as the further fact that Atlanta had no foreign market, and of course had to depend largely upon home consumption.

One of the industries which was established in 1857 was the Atlanta Rolling Mill. Having but limited capital, work

on the mill did not continue long and was suspended till the 1st of January, 1858, when Louis Schofield bought an interest in it and took active charge. He soon got everything running, and in a few months induced William Markham to purchase the other interest and they soon got it on a paying basis. Their business at first was confined to re-rolling railroad iron, but after the war commenced they rolled heavy plates to cover gunboats for the Confederate Navy. The work was very satisfactory. The famous Merrimac, which was such a terror to the Federal fleet in Hampton Roads, was plated with product of this mill. Later the mill manufactured merchant bar iron, at a time when it was badly needed in the Confederacy. This rolling mill was situated near the Georgia Railroad tracks, between Oakland Cemetery and the Fulton Spinning Mills. The entire plant was destroyed by the Federals in 1864. After the war Mr. Schofield built another rolling mill, in the western part of the city, which did a large business for several years. Mr. Schofield was one of the best rolling mill men in the South.

MANUFACTURING.

REPORT OF SPECIAL COMMITTEE—ANTHONY MURPHY, CHAIRMAN.

In 1844 a sawmill was erected by Jonathan Norcross, on Decatur street, near the present Richmond & Danville (now the Southern Railway) depot, and was run by horse-power.

The first cabinet shop and coffin factory in Marthasville was established in 1845, by William Whitaker, who was a native of Buncombe county, North Carolina. He died in 1866.

In 1846 a factory for making earthenware, such as jugs, churns, jars, etc., was operated by Mr. J. R. Craven. It was located on Gilmer street.

In 1847, J. T. Nix manufactured tombstones, etc., on Loyd street, near the Georgia Railroad depot.

In 1848 the first foundry and machine shop was erected by Messrs. Austin Leyden and Robert Finley. Major Leyden afterwards bought the interest of Findley and run the shop himself for some time, finally selling an interest to James L. Dunning and others, who conducted the business very successfully in the manufacture of steam engines, sawmills, water wheels, etc., until controlled by the Confederate Government, which used the plant to manufacture war material. Located on the Georgia Railroad, and known now as the Atlanta Machine Works.

1849—W. F. Martin manufactured buggies, wagons, etc.; also made guns. Works near corner Decatur and Butler streets.

1850—N. E. Gardner manufactured buggies and wagons, on the corner of Hunter and Forsyth streets.

In the same year harness was manufactured by Miller & Andrews. Shop located on Whitehall street.

William Whitaker manufactured furniture on corner of Spring and Walton streets.

1851—G. C. Rogers & Brother operated a tan-yard, and manufactured leather, on Forsyth street, south of Jewish Synagogue.

Tinware of various kinds were manufactured by John Williamson, corner of Loyd and Decatur streets.

Fred Williams & Brother manufactured furniture on Peachtree creek; salesroom on Peachtree street. They also manufactured matches.

Emmel & Cunningham manufactured candy on Alabama street, between Whitehall and Bridge (now Broad) street.

1852—W. P. Orme and Dr. J. F. Alexander operated a

sawmill and tan-yard on Alexander street—then known as Walton spring branch.

Formwalt & Tomlinson manufactured copper stills, etc., on Line street (now Edgewood avenue). Afterwards Tomlinson & Barnes moved the shop to Whitehall and the railroad crossing, and manufactured tinware in connection with their copper work.

Hats were manufactured by a Mr. Cain, on Decatur street, near the West Point Railroad depot.

Freight cars and cotton gins were made by Joseph Winship in this year; also sash and doors. The factory was located on Forsyth street and Western & Atlantic Railroad.

William Kay ran the first book bindery in Atlanta, on Whitehall, near Alabama street, this year.

Messrs. Richard and William G. Peters erected a very large and fine flour mill on Butler and Hunter streets.

1853—Furniture was manufactured by Talmage & Kirkpatrick, between Washington and Loyd streets (now Waverly Place).

Fitzgibbon & Pendergrast carried on a cooper shop, manufacturing barrels, principally for flouring mills.

A planing mill and manufactory of bedsteads was built and operated by Gilbert & Strong; located on corner of Marietta and Simpson streets.

1854—Winship & Brother erected a foundry and machine shop, and continued it successfully for years. Located on Western & Atlantic Railroad at crossing of Foundry street. Present location Winship Machine Works.

1855—Pitts & Cook manufactured cotton gins, horse-powers and wheat threshers.

E. W. Munday was a manufacturer of buggies and spring wagons, on Pryor street, just north of the Equitable building.

S. B. Oatman carried on a marble yard, making tombstones.

John Ficken manufactured cigars on Whitehall street.

1856—H. Muhlenbrink manufactured cigars on Whitehall, between Alabama street and the railroad crossing.

Soda water was manufactured by T. W. West. Works located on Loyd street.

1857—An attempt to build a rolling mill to manufacture iron, was made by a man named Dr. Douglas. He had secured the land for the purpose and had some grading done, but failed.

Next year Louis Schofield and —— Blake bought the interest of Douglas and erected the first rolling mill. William Markham later bought the interest of Blake, and the firm of Schofield & Markham ran the mill successfully several years, finally selling to Trenholm & Company, of Charleston, S. C., who ran it in the interest of the Confederate Government until its destruction in 1864.

A broom factory was built and run by —— Skates, who sold the building in 1858 to Stewart & Austin, who built and operated a flour mill on Marietta street, just west of North avenue.

A distillery for making whiskey was built by T. C. Howard and Thomas Lewis, on Houston street, near the crossing of the Richmond & Danville Railroad (now Southern Railway). It was afterwards run by Goodspeed & Bearse.

Lager beer was manufactured by Kontz & Fechter; located on Western & Atlantic Railroad, in rear of No. —— Marietta street.

Pitts & Cook built a large planing mill, and made sash, blinds, doors, etc., on land adjoining the Winship Iron Works, near the old gas house.

NEWSPAPER HISTORY.

THE FIRST AND OTHER PAPERS IN ATLANTA.

The early newspaper was a boon to the community. It was an evidence of the faith the publishers had in the town's certain future. These moulders of public opinion did not have "blanket sheets," like the papers of today, but they were ably edited and, if the old Washington hand-press was properly worked, and the rollers that inked the types were not too old and hard, these papers of old were readable. The editors of the papers of early Atlanta were men of ability, as a rule, and their utterances had great weight. Politics was the main feature, local news being very scarce. It would be impossible to find in this day and time better papers. For intelligence, high character and patriotism, the early editor will compare favorably with any of today, and this is meant in no disparagement of the newspaper writer of the present.

Who that can recall C. R. Hanleiter, Dr. J. A. Ramsey, John H. and A. B. Seals, Colonel John L. Harris and others whose pens enriched the columns of early journalism, could for a moment think of them other than as the equals of any of their successors in journalism.

The following report on newspapers of early Atlanta was prepared by a special committee for the Pioneer Citizens' Society, consisting of C. R. Hanleiter and J. S. Peterson, the latter of whom is living at Hapeville, Ga., and whose pen has often been employed in newspaper and literary work to the delight of the reader. The report says:

The Democrat, the first paper published in Atlanta, by Dr. W. H. Fonerden, was commenced in 1845. After a brief period he converted it into an educational journal, and removed it and his family to Dalton, or Spring Place, Ga.,

where he and his wife, both experienced teachers and worthy people, took up their abode. The office of *The Democrat* was in the upper (half) story of the building, afterwards owned and occupied by Hon. Jonathan Norcross, corner of Peachtree and Marietta streets.

The Enterprise, by William H. Royal and —— Yarbrough, both practical printers, was published nearly two years, embracing the year 1846, and portions of the years 1845 and 1847. The office of *The Enterprise* was on Whitehall street, east side, three or four doors south of Alabama street.

The Luminary was commenced in the fall of 1846, or the spring of 1847, with a Mr. Clapp as editor, its office being on the west side of Whitehall street, about midway between Alabama street and Lawshe's (now Stevens') jewelry store. A few months later the concern passed into the hands of Mr. Charles L. Wheeler, and soon thereafter was closed by the sheriff.

The Southern Miscellany, by C. R. Hanleiter, was removed to Atlanta from Madison, Ga. (where it had been previously published and edited by him about six years), on the 2d day of July, 1847. Its office was in the east half of a double-tenement frame building on Alabama street, about half way between Loyd and Pryor streets. *The Miscellany* was suspended on the breaking out of the smallpox, in 1849.

The Tri-Weekly Miscellany, by C. R. Hanleiter, was published as an experiment for three months, its motto being "Go Ahead;" but, being away ahead of the times, and having but one *bona fide* subscriber (the late Dr. Joseph Thompson), it was discontinued at the end of the term.

The Atlanta Republican, an anti-Democratic weekly, by Rev. Russell Reneau, was commenced in 1851-52. Later Dr. J. R. Smith, of Sandersville, Ga., became its proprietor, and

conducted it for a season. The office was in what was known as "Parr's Building," southwest corner of Whitehall and Alabama streets.

The Whig Reveille, a Whig campaign paper, by C. R. Hanleiter, was published four months in 1852. General E. R. Mills was associated with the publisher in its editorial conduct during the last two months. The office was in the rooms of a building then standing on the site now occupied by Central Bank Block.

The Atlanta Intelligencer. In 1851 C. R. Hanleiter sold the presses, type and fixtures of *The Southern Miscellany* to Messrs. Jonathan Norcross, I. O. McDaniel, B. F. Bomar and Z. A. Rice, who changed its name to *The Atlanta Intelligencer*, and installed Rev. Joseph S. Baker, L.L. D., as editor. After a brief period, however, the establishment was bought by Johnson Bridwell and converted into a Democratic organ, with John L. Harris, Esq., as editor. Soon afterwards Mr. Bridwell associated his brother, Zion, with himself as co-proprietor. Some months subsequently the Messrs. Bridwell sold to William B. Ruggles, who, in turn, sold to Colonels A. A. Gaulding and James H. Logan, by whom it was published daily, as well as weekly. Colonel Logan sold his interest in the establishment to V. A. Gaskill, who, after a while, disposed of it to Messrs. J. I. Whitaker and J. I. Miller. Messrs. Gaulding and Miller withdrew about 1859, leaving Judge Whitaker as sole proprietor at the beginning of the war, who installed John H. Steele as editor.

The Examiner, daily and weekly, commenced publication in 1854, by William Kay, with Dr. J. A. Ramsey as editor. The office was in the Holland House, northeast corner Alabama and Whitehall streets. Dr. Ramsey removed to Alabama, where he suicided. He was succeeded by John H. Daniel as editor, and he by Hon. O. A. Lochrane, who, as attorney

for Kay's creditors, conducted the paper until its sale and merging with *The Intelligencer*. About this time John W. Duncan, who had been officially connected with the Western & Atlantic Railway, became co-proprietor and co-editor of the combined interests, and so remained until just before the war.

The Knight of Jericho, a weekly temperance newspaper, by C. H. C. Willingham, was commenced in 1855 and continued about one year, when its editor removed to LaGrange, Ga., to take editorial control of *The Reporter*, at that place. The office of this journal was what was then Ripley's crockery store, on Whitehall street.

The Discipline, by Messrs. Eddleman and Ware, was issued for a brief period in 1856. The office was on Alabama street, about midway between Whitehall and Pryor streets, a few doors east of the present site of the Atlanta National Bank.

The National American. In 1856 C. R. Hanleiter purchased from Messrs. Eddleman and Ware the outfit of *The Discipline*, and, adding it to his other plant, shortly afterwards commenced the publication of a conservative political tri-weekly paper under the above title. The office was over the store of E. M. Seago, southwest corner of Alabama and Pryor streets. The publication was continued until the passage of the ordinance of secession by the State Convention, when the title of the publication was changed to that of *The Gate City Guardian*, and when, later, Dr. James P. Hamilton discontinued the publication of his paper, the title was purchased, and the title of *Gate City Guardian* was dropped, and that of *The Southern Confederacy* adopted as it was regarded as a more appropriate title. ("*The Southern Confederacy*" was originally published in Chattanooga, but a year or two before this transaction, had been removed to Atlanta.) In 1860

C. R. Hanleiter sold an interest in the journal to Col. George W. Adair; and, later, when about to enter the Confederate army, sold his remaining interest to Mr. T. Henley Smith.

"*The Olive Branch*," a large and handsome religious journal, was published for a brief period in 1857, by Rev. — Brewer, whose office was over the store of McDaniel, Mitchell and Hulsey, (now Keeley Co's.) on the northeast corner of Whitehall and Hunter streets.

"*The Temperance Crusader*" was removed to Atlanta from Penfield, Ga., by its proprietor, Col. John H. Seals, in the year 1858. Its office was in the Dougherty Building, where the National Hotel was, corner of Peachtree (then Whitehall) street, and the railway crossing. Later Col. Seals published, for a short time, "*The Locomotive*," a small daily paper, with his brother, Professor W. B. Seals, as Editor.

"*The Southern Confederacy*," a weekly political journal, published by Dr. James P. Hambleton, was removed from Chattanooga, Tenn., to Atlanta, about 1858. It suspended just after the adoption of the Ordinance of Secession by the Georgia Convention.

"*The Gate City Guardian*," (daily) was now purchased from Col. C. R. Hall—later by Col. Geo. W. Adair, who associated with him J. Henley Smith,—who was editor-in-chief—and the name changed to "*Southern Confederacy*," by an arrangement with Dr. J. P. Hambleton. It was conducted with ability by these gentlemen until May 24, 1863, when it was by them sold. Associated with the editor as associate writers were Dr. B. C. Smith, a brother of the editor, and J. M. Carroll.

"*The Cherokee Baptist and Landmark Banner*," which had been published at Rome, Ga., was removed to Atlanta in 1869. It was owned and edited by Revs. Jesse Wood, H. C. Hornady,

and — Davis, and was subsequently merged with the “*Christian Index*.”

(Among the war papers were the *Memphis Appeal* and the *Knorrville Register*, these papers having refuged from their respective homes to follow the fortunes of the Confederacy. *The Appeal* was edited a part of the time by Henry Watter-son, who had previously edited the “*Daily Rebel*.” *The Register* was bought from its owners, shortly after reaching Atlanta, by Whitner, Brown & Co., Jno. C. Whitner being editor. His aids were Gen. Wm. M. Brown, L. Q. C. Lamar, Howell Cobb, Chas. H. Smith (“Bill Arp”) and others, these being contributors to the editorial page “for the good of the Cause.” —Ed.)

HOTELS.

THE FAMOUS “ATLANTA HOTEL.”

The first boarding house in Atlanta was kept by the Misses Wells, two maiden sisters from Henry county, which antedated any hotel. A two story wooden dwelling was built on what is now called Wall street, about opposite the present union passenger depot, and rented to the Misses Wells for a boarding house, principally for the accommodation of the employes of the State road. Among the boarders were Jonathan Norcross and Wm. G. Forsyth. Afterwards the house was moved into what was known as the “Park Lot,” and placed near No 43 Decatur street, and used as offices for the road. Later this building was sold to Mr. Ed. Holland and moved to a lot which he then owned, on north side Peters street—now Trinity avenue—nearly opposite Trinity church.

The first hotel, proper, erected in Atlanta was built by Dr. Joseph Thompson, and was called the Atlanta Hotel. It was a two story brick, and was located on the ground now occu-

pied by the Kimball House. The hotel was destroyed when Sherman evacuated the city in 1864.

The second hotel was erected by Capt. James Loyd. It was a long wood and brick building, two stories in height, fronting the Georgia R. R. and Loyd street—now Central avenue. After a few years as proprietor, Capt. Loyd leased it to H. C. Holcombe and Z. A. Rice. The place was called "Washington Hall." When the lessees' lease expired, the owner renewed hotel keeping, associating with him his son-in-law, A. C. Pulham. On the latter's retiring a few years later, Capt. Loyd sold the hotel to "Cousin" John J. Thrasher, who later sold to Col. Ben. Yancey, and E. R. Sasseen became the landlord, until its sale to Wm. Markham. This historic house was also destroyed in the conflagration of '64. After the close of the war—'65—Mr. Markham purchased a planing mill, which had been erected on the place, altered and added to it and opened it as the Markham House.

The third hotel was built by Allen E. Johnson, on the east side of Whitehall street, about midway of the block between Hunter and Mitchell streets, called the Johnson House. Mrs. ——— Brown and ——— Nash were the lessees for a few years; then it fell into the hands of Allen E. Johnson and Dr. E. N. Calhoun, who were in possession two or three years. Wm. Markham purchased the property in the early part of the war, and in 1862 it was pressed into service by the Confederate Government as a hospital, and was used as such till the evacuation, when it went up in smoke.

The fourth hotel built in the city was on the southeast corner of Alabama and Pryor streets; was a three story brick, seventy feet on Alabama and one hundred feet on Pryor; called the Fulton House; was owned by Allen E. Johnson and by him first occupied. Its erection was commenced in 1852 and completed the next year. The house had many occupants,

among them Rev. — Wycher, who was shot and killed in the hotel by his son, and L. J. Hilburn, A. E. Reeves, D. L. Gordon and George Johnson. This hotel was used by both armies as a hospital. Some of the tenants since the war were Sasseen & Whitaker, L. J. Hilburn, Vance & Son.

The fifth hotel building in the City was erected by John Kile. It was located on the southeast corner of Loyd and Decatur streets; was a three story wooden structure with stores on the ground floor and the upper part used as a boarding house. In 1856 Lemuel Dean, of DeKalb county came to Atlanta and opened the house as the City Hotel. It was used as a hospital in 1862 by the Confederates, and burned in 1864.

The sixth hotel was built about 1856 by Ed. W. Holland, on corner Whitehall and Alabama streets; it was a three story brick, A. R. Kellam, landlord. Mr. Holland had a broker's office in the northeast corner, and the post office was in the building for awhile. The hotel was a victim of the fire fiend in 1864.

The seventh hotel was erected by J. F. Trout on the northeast corner of Decatur and Pryor streets, in the year '55; was used as a hotel up to 1864, and destroyed when the city was evacuated by the Federal army. It was the largest and best hotel building in the City.

The eighth hotel was erected by Mrs. — Dougherty, on west side Peachtree street and W. & A. crossing, in 1857; it was two stories in height, the lower story being used for stores, and the upper story for hotel purposes. This shared the same fate as the others. Sometime about 1866 it was rebuilt, considerably larger, and used as a hotel, E. B. Pond being the first proprietor. It was known as the National Hotel.

The ninth hotel was erected in 1858 on southwest corner Pryor and Alabama streets, by Jacob Rokenbaugh, and was known as the Planters' Hotel. It was a brick building, two

stories high; Wm. O'Halloran, E. R. Sasseen and Wm. Whitaker, proprietors. After the war the name was changed to the United States Hotel, and in 1873 B. J. Wilson bought it, made some changes in the building, and changed the name to the Wilson House, — Keith, proprietor. The hotel was subsequently sold to the Gate City National Bank. The handsome Temple Court now adorns the old hotel site.

CHAPTER XXVI.

ATLANTA IN ITS SWADDLING CLOTHES—CONT'D.

The "Bench and Bar"—Names of Earliest Jurists and Lawyers—Courts of Other Days—Atlanta's Early Schools—Movement for Public Schools—Some of the Teachers and Their Methods—First Telegraph Office and the Manipulator of the Instrument—Dr. Kane, the Celebrated Arctic Explorer—The First Messengers.

BENCH AND BAR.

BY WILLIAM LOWNDES CALHOUN.

A Judge, being an officer appointed by the sovereign power in a State to administer the law, should have an unspotted character, a clear and comprehensive mind, be learned in the law, self poised, entirely free from prejudice, or bias, with force of character sufficient to carry his judgments into effect, and, at the same time, temper them with mercy. From a personal acquaintance with all the men who have worn the Ermine and presided over the Courts in Atlanta, I can truthfully

say that some of them reached this high standard, not one disgraced the high position, all were competent and honest.

Atlanta was originally in the County of DeKalb, of which Decatur is the County Site, and in the old Coweta Circuit. The following were the Courts and Judges:

Supreme Court: The first Supreme Court of Georgia was organized under an Act of the Legislature approved December 10th, 1845, and held at Decatur, and its first Judges were Joseph Henry Lumpkin, Eugenious A. Nisbet, Hiram Warner. They were succeeded by a number of able men, and the present Court now sitting in Atlanta is presided over by Chief Justice Thos. J. Simmons; Associate Justices Samuel Lumpkin, William A. Little, Wm. H. Fish, Andrew J. Cobb, Henry T. Lewis.

Superior Courts of old Coweta Circuit: Judges Hiram Warner, 1833-1840; William Ezzard, 1840-1844; Edward Young Hill, 1844-1853; Obadiah Warner, 1853; Orville A. Bull, 1853-1864; Benjamin H. Bigham, 1864-1865; Hiram Warner, 1865-1867; John Collier, 1867-1869.

On the 20th day of December, 1853, the territory in which Atlanta is situated was cut off from DeKalb County and a new County formed, designated as Fulton County, and on the — day of ————, 1869, the Atlanta Circuit was created, composed originally of the Counties of Fulton, Clayton and DeKalb; but now, alone, of Fulton County, and the Judges of the Superior Courts of this Circuit have been: John D. Pope, 1869-1870; O. A. Lochrane, 1870; Jno. L. Hopkins, 1870-1876; Cincinnatus Peeples, 1876-1877; George Hillyer, 1877-1882; Wm. R. Hammond, 1882-1885; Marshall J. Clarke, 1885-1893; J. H. Lumpkin, 1893-1901. The last named still in office, and presiding over First Division.

Second Division: Judges Richard H. Clarke, while Judge

Stone Mountain Circuit; Jno. S. Candler, now Judge Stone Mountain Circuit.

Old City Court of Atlanta: Samuel B. Hoyt, was the first and only Judge, 1855.

Present City Court, established in 1871: Judges Robert J. Cowart, Samuel Lawrence, Richard H. Clarke, Rufus T. Dorsey, Marshall J. Clarke, Howard Van Epps, Harry M. Reed, now presiding.

Criminal Court of Atlanta, established in 1891. Judges Thomas P. Westmoreland, John D. Berry, Andrew E. Calhoun, now presiding.

Court of Ordinaries: Ordinaries Joseph H. Mead, 1854-1862; Robert E. Mangum, 1862-1864; Daniel Pittman, 1862-1880; W. L. Calhoun, 1881-1896; Wm. H. Hulsey, 1897-1900; Jno. R. Wilkinson, 1901.

Old Inferior Court. Judges: From 1854 to 1868, when the Court was abolished, the following were the Judges: Julius A. Hayden, Stephen Terry, C. H. Strong, who held the first Court.

They were succeeded by Samuel Walker, James Donehoo, Clark Howell, S. C. Elam, Z. A. Rice, C. R. Hanleiter, Jethro W. Manning, Solomon K. Pace, Wm. A. Wilson, Edward M. Taliaferro, P. Owen, Perino Brown, J. A. Simmons, Columbus M. Payne, C. C. Green, Dan. P. Ferguson and Wm. Watkins.

The first County Officers were: Joseph H. Mead, Ordinary; Jonas S. Smith, Sheriff; Thomas J. Perkerson, Deputy Sheriff; Benjamin F. Bomar, Clerk Superior Court; C. M. Payne, Clerk Inferior Court; Robert M. Clark, Treasurer; James Bartlett, County Surveyor; and Jno. K. Landers, Coroner, who were elected February 23d, 1854.

Bar: During the half century of the existence of the Atlanta Bar only one, or two, of its members have been disbar-

red for unprofessional conduct. As a general rule, our Lawyers have been honorable gentlemen and faithful to their clients. Their leading characteristics have been unusual activity and perseverance. The most of them have been thoroughly competent, and some of them great lawyers. In point of ability they have ranked equally, at least, with the best lawyers of the South.

Leonard Christopher Simpson was Atlanta's first resident lawyer. He was a man of fine personal appearance and considerable ability. Prior to the formation of Fulton County, the lawyers of old DeKalb County principally, resided at Decatur, the County Site. Among them were Hines Holt, Charles Murphy, William Ezzard, James M. Calhoun, William H. Dabney, John Collier, John N. Ballenger, T. W. J. Hill, Richard Orme, and Geo. K. Smith, the latter residing at Stone Mountain, the most of whom subsequently removed to Atlanta. Those residing in Atlanta in the early days were L. C. Simpson, John L. Harris, Ben F. Harris, Marcus A. Bell, Fred H. West, Jethro W. Manning, Michael J. Ivy, Hezekiah Wells, John T. Wilson, Samuel B. Hoyt, Nat Mangum, Samuel C. Elam, A. W. Jones, West Harris, John A. Puckett, and, perhaps, a few others.

As the years passed on the following named lawyers came in: Basil H. Overby, Logan E. Bleckley, Amhurst W. Stone, Lucius J. Gartrell, Walter M. Hatch, Augustus Bates, Thomas Cox, Roger L. Whigham, Harry Beerman, Edward F. Hoge, Dennis F. Hammond, Benjamin H. Hill, Osborn A. Lochrane, Cincinnatus Peeples, Luther J. Glenn, Thomas L. Cooper, S. S. Fears, A. W. Hammond, Nathaniel J. Hammond, Barton Thrasher, Albert Thrasher, Edwin N. Broyles, Prior L. Mynatt, Joseph E. Brown, Richard H. Clark, Henry Jackson, Robert Baugh, Marshall J. Clarke, John T. Glenn, Martin Arnold, H. J. Sprayberry, John Milledge, James A.

Gray, Ben S. Daniel, John A. Stephens, Samuel B. Spencer, John L. Cunningham, Adolph Brandt, Geo. T. Fry, John Erskine, Green B. Haygood, John M. Clark, Wm. H. Underwood, Wm. F. Wright, Walter S. Gordin, L. J. Winn, Robert W. Sims, Augustus B. Culberson, A. C. Garlington, Jared I. Whitaker, M. M. Todwell, Chas. A. Collier, Howell C. Glenn, Robt. N. Ely, Hinton P. Wright, Walter H. Rhett, John S. Bigby, Thomas R. Daniel, Marshall De Graffenreid, Daniel P. Hill, George S. Thomas, R. S. Jeffries, W. A. Tigner, Robert P. Trippe, Thomas W. Latham, Jno. L. Conley, Madison Bell, Henry W. Hilliard, and Tom Cobb Jackson, all of whom are dead.

Of the older living members are Logan E. Bleckley, W. L. Calhoun, John L. Hopkins, Samuel Weil, Milton A. Candler, Wm. T. Newman, John B. Gordon, Ben. F. Abbott, Thos. P. Westmoreland, Alex. C. King, Wm. S. Thompson, Reuben Arnold, Sr., George Hillyer, Howard Van Epps, Z. D. Harrison, John C. Reed, Wm. J. Speairs, Wm. H. Hulsey, Clifford L. Anderson, Wm. R. Hammond, Chas. W. Smith, J. K. Hines, W. M. Bray, Hooper Alexander, Albert H. Cox, Jno. T. Pendleton, Wm. F. Albert, Walter R. Brown, Samuel Barnett, John B. Goodwin, Wm. D. Ellis, P. H. Brewster, Luther Z. Rosser, Rufus C. Dorsey, Lewis W. Thomas, Julius L. Brown, Hoke Smith, Chas. D. Hill, Jack J. Spalding, Jas. A. Anderson, Evan P. Howell, W. I. Heyward, Wm. F. Moyers, Jas. L. Mayson, Wm. A. Haygood, Thos. F. Corrigan, Henry Hillyer, Hubert L. Culberson, Alonzo A. Manning, Thomas Finley, Jerome M. McAfee, Joseph H. Smith, J. C. Jenkins, Augustus M. Reinhardt, Henry B. Tompkins, Jerome R. Simons, Howell E. Erwin, Malcolm Johnson.

Among those who have practiced here, are still living and have removed to other places are Olin Wellborn, J. J. Eckford, Wm. H. Pope, Patrick Calhoun, W. A. Brown, Wm. P. Cal-

houn, *Jas. B. Baird, S. A. Darnell, Henry P. Farrow, T. Stobo Farrar and S. D. McConnell.*

A number of Atlanta Lawyers have occupied high judicial positions. Logan E. Bleckley, Joseph E. Brown, Robert P. Trippe, Henry Kent McCay, and Osborn A. Lochrane, were Judges of the Supreme Court of Georgia. John Erskine, Henry Kent McCay and Wm. T. Newman, Judges of the United States District Court. Wm. H. Underwood, Wm. Ezzard, John Collier, Wm. F. Wright, Dennis F. Hammond, Cincinnatus Peeples, John S. Bigby, John L. Hopkins, George Hillyer, Richard H. Clark, Marshall J. Clark, and Wm. R. Hammond, were Judges of the Superior Court. Robert J. Cowart, Marshall J. Clarke, Rufus T. Dorsey, Richard H. Clarke, Howard Van Epps, were Judges of the City Court of Atlanta. Thomas P. Westmoreland and John D. Berry were Judges of the Criminal Court of Atlanta, and E. A. Calhoun is now its judge. Many, also, have held high political offices.

ATLANTA'S EARLY SCHOOLS.

INSTRUCTION OF THE YOUNG IN MARTHASVILLE AND ATLANTA.

Educational facilities in the early days of Atlanta were limited. The old school house was slimly attended, as in those days there were but few of tender age. When the first school was opened in Marthasville in 1845 the prospect was not very bright for the teacher, the first of whom was a lady. This temple of learning was a rude shanty situated near Dunning's Foundry and the Georgia R. R. Miss Martha Reed, who opened this school, taught it for a year or two.

In 1847 Dr. N. L. Angier, a noted man in affairs, later on in Atlanta, came to the young town and opened a school in a

building erected by himself for that purpose; it was known as Angier's Academy. The doctor was a fine instructor and his school was a noted one, as long as it was in existence.

In the same year Wm. L. White, of New York, became a resident, and he also opened a school.

In 1848, Dr. and Mrs. William H. Fernorden taught in what was known as the "Academy" for a brief period. Professor W. N. Jones also instructed the young in this period.

As Atlanta had begun to be widely known, its growth was quite rapid, and these schools seemed to be in keeping with the march of events, the academies and other advanced institutions supplanting the more primitive ones of the previous years.

It was not till 1851 that new schools were opened. In this year Mrs. T. S. Ogilby, a cultured lady, opened a school at the corner of Hunter and Pryor streets, the location of the old City Hall.

Another instructor, in the person of Miss Nevers, taught a school in the J. W. Bridwell House, on Marietta street.

In August, Miss C. W. Dews opened a school for females in the academy on Marietta street, formerly occupied by Mr. Wingfield.

Rev. T. D. Adair also taught in a building of his own, which he called the "Academy," beginning at the same time.

The Atlanta Military Academy was another candidate for favor opened this year, taught by G. A. Austin; succeeded later by Alex N. Wilson, A.M.

These numerous schools seemed to meet fully all the needs of the day; and it was not till 1858 that there were any additions. Professor Wilson removed to the Markham building, corner of Whitehall and Mitchell streets.

The next venture was a "select school" by Miss E. S. Reed and Mrs. A. L. Wright. This was located in the basement of

the (now) First Presbyterian church, on Marietta, near corner of Spring street.

Up to 1852 there had never been a movement for a free school. The average parent regarded the idea as rather a common one, and when an attempt was made to engraft it on the public, opposition was active. However, the plan triumphed, largely owing to the efforts of Mr. Edward W. Holland. This public-spirited citizen gave a house and lot to the town for the school, and the Council accepted it, thus inaugurating what proved to be a boon to the community. This school-house, generously donated for so laudable a purpose, was located near the present Jewish Synagogue, corner of Forsyth and Garnett streets.

In order to test the public feeling on the subject, a mass-meeting was called on October 6, in the City Hall. Mr. William Markham presided and J. S. Peterson was made secretary. A set of resolutions was adopted, calling upon the people to assemble at a later date to discuss more fully the matter. When that meeting was held it was found that the majority were averse to the project, and it fell through at that time. But a college for the education of girls in the higher branches was determined upon and became a success. This institution was located on the corner of (now) Ellis street and Courtland avenue, with Professor J. R. Mayson principal. It was opened in 1860 and continued, with great success, till 1863, when it was pressed into service by the Confederate Government for a hospital. The money for this college was raised by private subscription, the amount being \$15,000, Council having refused an appropriation of \$4,000 asked for by the management.

The present system of public schools of Atlanta was established in 1869, largely through the efforts of Dr. S. H. Stout and Dr. D. C. O'Keefe. The latter, who was alderman

at that time, introduced a resolution in Council in the fall of 1869, calling for a committee of that body to act with a number of citizens to investigate the subject of public schools. Hon. W. H. Hulsey, Mayor; Dr. D. C. O'Keefe and E. R. Carr were appointed such committee, and they selected the following citizens to co-operate with them: Dr. J. P. Logan, W. M. Janes, J. H. Flynn, E. E. Rawson, David Mayor, L. J. Gartrell and Dr. S. H. Stout.

On the 26th of November, Council adopted resolutions declaring its purpose to establish public schools. On December 10, following, a board of education was elected by Council. In November, 1870, Council passed an ordinance defining powers of the board, and December 8 the whole subject of public schools was submitted to the people for ratification, or otherwise. The proposition having carried in September, three school buildings were begun, and by January, 1872, completed. Mr. Bernard Mallon, of Savannah, was elected superintendent, and twenty-one ladies and six gentlemen were elected teachers.

FIRST TELEGRAPH OFFICE.

A MESSAGE SENT BY DR. KANE, THE ARCTIC EXPLORER.

Report of Special Committee. A. Leyden, chairman: The Macon & Western Branch Telegraph Company was organized in 1849, and the line built to Atlanta about May of the same year. Colonel C. R. Hanleiter was the first operator, and his son, William R., and Augustus Shaw, the first messengers. The office was in the Macon & Western Railway building, southwest corner Pryor and Alabama streets. The first dispatch received here was to Mr. U. L. Wright, agent

of the Central Railway. Soon after the line was opened for business, Dr. Kane, the celebrated arctic explorer, was passing through Atlanta. He sent a message to his father at Philadelphia, Pa., asking that certain articles necessary for his voyage be gotten ready for him by the time he should arrive at home. Shortly afterwards the line from Chattanooga to Augusta was completed. In this connection, the following article, taken from the *Macon Journal and Messenger*, of February 7, 1849, will prove of interest:

“Telegraph to Atlanta.—At a late meeting of the stockholders of the Macon & Western Branch Telegraph Company, held in the city of Griffin, Emmerson Foote, Esq., was chosen president; Reuben Cone, Richard Peters, Miles G. Dobbins and B. E. Berrian, directors. The work of erecting the posts has already been commenced, and it is supposed that the line will be in operation in two or three months.”

BANKING INSTITUTIONS.

FIRST REGULAR BANK ESTABLISHED IN 1852.

In the early days of Atlanta banking facilities were limited to agencies, through which exchange and loans could be made by the citizens when so desired. As cash or barter had been the custom from the first, and as exchange was practically unknown, banks were not deemed necessary. But as the town grew and funds accumulated, it became necessary to have places of deposit, other than the agencies, which were established by outside parties; in fact, the town deemed it a reflection upon its enterprise not to have a bank of its own, the first one being established in 1852, as below stated.

Report of Special Committee, John H. James, chairman: The first bank was begun on a small scale by the agent of the

Georgia Railroad depot, Mr. John F. Mims, in the year 1847. His principal business was to sell exchange on Augusta, as that city at that time was Atlanta's chief market.

In the year 1848, Messrs. Scott, Carhart & Company, bankers, of Macon, established an agency here, with U. L. Wright, manager, and Mr. W. J. Houston, cashier. Among the first depositors was J. B. Lofton, who came into the bank with his money in a pair of old-fashioned saddle bags.

The Bank of Atlanta was established in 1852. S. C. Higginson, president, and J. R. Valentine, cashier.

The Georgia Railroad and Banking Company established an agency in 1854, with Perino Brown as agent.

The Bank of Fulton was established in 1855. A. W. Stone, president; William M. Williams, cashier. In 1857 E. W. Holland and Alfred Austell bought the bank and assumed control of all its affairs. Ed. Holland, Jr., was the office boy and collector at that time.

The Atlanta Insurance and Banking Company began business in 1859. John W. Duncan, president; Perino Brown, cashier.

The Central Railroad and Banking Company, of Savannah, established an agency in 1859. Adam Jones, agent.

John H. James began the banking business in 1860.

The Bank of Ringgold established an agency in 1862. Walker P. Inman, agent.

The Atlanta National Bank was chartered in 1865. Alfred Austell, president; W. H. Tuller, cashier.

CHAPTER XXVII.

ATLANTA IN ITS SWADDLING CLOTHES—CONTINUED.

First Services—Then and Now—Worshipping God in the Woods—No Church Edifice Till 1845—Union Services in a Schoolhouse in 1843—Old “Wesley Chapel”—First Presbyterian Church Organization—The Baptists Early on the Ground—Rev. John S. Wilson Preached First Sermon—Some of the Early Ministers and Members of Churches—Temples of Worship in 1901.

The first building erected as a house of worship in early times was Wesley Chapel, on what is now North Pryor and the junction of Peachtree street. But previous to that a small log house was built by private subscription, which was used for union services. This was in 1843. A day school was taught there also. Before this event, however, services were occasionally held in the roundhouse of the Western & Atlantic Railroad, situated on Loyd street, about the southwest corner of the present union passenger depot. Following this services were held in the Wheat warehouse, which was situated on the southeast corner of what is now North Pryor street and Auburn avenue. Anterior to this, however, it is known that on one occasion services were held in the open air—the earth for a footstool, the blue canopy the covering. This was in the earliest days, when perhaps a dozen persons were considered quite a congregation.

In the first edifice (Wesley Chapel), above alluded to, Rev. John S. Wilson, D.D., preached the first sermon. This holy

man lived at Decatur; and on the completion of the church here he was invited to deliver the first sermon. He afterward became pastor of the Presbyterian Church, which was organized later.

THE FIRST CHURCH OF ATLANTA, GA.

BY FRANK P. RICE.

Remarkable as the history of the city is, the history of the church has been no less remarkable. In the year 1847 a small log house was erected near the junction of Pryor and Houston streets, where it is more than probable the first divine services were held by the Methodists of Atlanta, and in a few months there was organized what was known as Atlanta's first Sunday-school. It was organized on the second Sunday in June, 1847. All denominations united in it, and it was known as Atlanta's Union Sabbath-school. Robert M. Clarke was appointed secretary and treasurer. Among the persons who organized this school were Edwin Payne, A. F. Luckie, E. A. Johnson and others, and they were made a committee to solicit subscriptions, and a large number of citizens contributed to the fund for organizing the Sunday-school and to build a house to hold the same in. A building was erected with these subscriptions on the lot immediately in front of where the First Methodist Church now stands, in the triangle bounded by Peachtree, Pryor and Houston streets. Out of this Union Sunday-school sprang the first committee for the purpose of erecting old "Wesley Chapel." Through the efforts of Edwin Payne and others, a subscription was raised of seven hundred dollars to purchase the lot and build the church. The lot was purchased from Reuben Cone and Ami Williams, and a warranty deed was given by them to the

following parties as trustees of the church, under date of March 11, 1848: Thomas L. Thomas, Samuel Walker, Edwin Payne, David Thurman, James A. Collins and Stephen Terry. These brethren constituted the first board of trustees of Wesley Chapel.

The church was dedicated in March, 1848, by Bishop James O. Andrews. During the year 1848, Rev. Anderson Ray, Sr., Rev. Eustice W. Speer, Jr., Rev. J. W. Yarbrough and Rev. J. W. Hinton filled the pulpit.

The pastors of the First Methodist Church since its organization are as follows: 1848, Anderson Ray, Sr., Eustice W. Speer, Jr., J. W. Yarbrough and J. W. Hinton; 1849, J. W. Yarbrough and A. M. Wynn; 1850, Silas H. Cooper and J. L. Pierce; 1851, C. W. Thomas; 1852-3, W. H. Evans; 1854, J. P. Duncan and J. M. Austin; 1855, S. Anthony and J. Boring; 1856, C. P. Jewett; 1857-8, C. W. Key; 1859-60, J. B. Payne; 1861-2, W. J. Scott; 1863, J. W. Hinton; 1864, L. D. Huston; 1865, A. M. Thigpen; 1866-7, W. P. Harrison; 1868-9, F. A. Kimbell; 1870, W. P. Harrison; 1871, A. Wright; 1872-3, W. P. Harrison; 1874, E. W. Speer; 1875-6-7, W. P. Harrison; 1878, H. H. Parks; 1879, H. H. Parks; 1880, C. A. Evans; 1881, C. A. Evans; 1882, C. A. Evans; 1883, C. A. Evans; 1884, W. F. Glenn; 1885, W. F. Glenn; 1886, W. F. Glenn; 1887, H. C. Morrison (now Bishop); 1888, H. C. Morrison; 1889, H. C. Morrison; 1890, H. C. Morrison and I. S. Hopkins; 1891, W. D. Anderson; 1892, John B. Robins; 1893, John B. Robins; 1894, John B. Robins; 1895, John B. Robins; 1896, I. S. Hopkins, and until April, 1897, I. S. Hopkins; 1897 (balance of year), Walker Lewis; 1898, Walker Lewis; 1899, Walker Lewis; 1900, Walker Lewis; 1901, C. W. Byrd.

The board of trustees during much of this formative period, who were charged with the duties and guidance of many

of these enterprises, was an honorable and strong one, and such men as Judge William Ezzard, who was for a long time chairman of the board of trustees, had associated with him Er Lawshe, Hon. B. H. Hill, Sr., Hon. Alfred H. Colquitt, Judge James Jackson, Hon. N. J. Hammond, C. W. Hunnicutt, G. W. D. Cook and George Winship. These were all exemplary men, and their qualities have been portrayed in the work committed to their charge.

In the early days of Wesley Chapel, negroes, who were then slaves, belonged to the church, having their seats in the rear and in the gallery, and after the war, when the negroes were made free, the white members stated to them that the changed conditions made it necessary for them to go to themselves. There was a subscription raised by the membership of the church of about seven hundred dollars, and the negroes took this money and erected a church of their own. Thus their membership was disposed of.

Much could be said of the early organization of Wesley Chapel and the men who constituted the same. Such men as Payne, Cozart, Joseph Winship, Samuel Walker, Willis F. Peck, N. J. Hammond and many others who have passed beyond the river, could be mentioned.

At the death of Edwin Payne, he bequeathed to the First Methodist Church the sum of five hundred dollars, and this sum was to be loaned out at interest at 7 per cent., and the money so derived is to be used towards paying the pastor's salary.

The name of Wesley Chapel was continued until the cornerstone of the present church was laid, on September 1, 1870, and the church since that time has been known as the First Methodist Episcopal Church.

The articles of agreement between Er Lawshe, Joseph Winship, Robert F. Maddox, George W. D. Cook, Frank P.

Rice and James C. Davis, who were the building committee of the church, and William G. Newman and John N. Fain, under style of Newman & Fain, were executed March 14, 1870. The corner-stone of the new church was laid September 1, 1870, with the following inscription thereon: "First Methodist Episcopal Church, South; September 1, 1870."

Dr. W. P. Harrison was the pastor at the time of the commencement of the erection of the church, and was filling the pulpit when it was completed.

The church had been carrying a large debt for several years, which was extinguished through the efforts of General C. A. Evans, who was pastor in 1883, and in that year it was dedicated by him, the sermon being delivered on November 25, of that year.

A Sabbath-school was organized in 1853 by Green B. Haygood and Willis F. Peck, which proved the nucleus of Trinity Church. Green B. Haygood, chairman; Joseph Winship, Edwin Payne and Dr. George Smith were appointed building committee. A lot was purchased on Courthouse Square, and old Trinity was built there. Bishop Andrews dedicated this church in September, 1854, and Rev. J. P. Duncan preached the first sermon.

The records of Wesley Chapel were lost or destroyed during the Civil War, and no data of the church history during that period can be obtained, except the names of the pastors who served during that eventful time.

We find that in 1867 W. P. Harrison was pastor, and the following board of stewards: E. R. Sasseen, Er Lawshe, Willis F. Peck, J. O. Davis, J. N. Simmons and S. T. Atkins, all of whom have passed away from earth. The following are the board of trustees in that year: William Ezzard, Lewis Lawshe, S. T. Atkins, N. J. Hammond, J. C. Davis and John L. Hopkins, the latter being the only one now living. The

church roll this year was 337, nearly all of whom have gone to the "Land Beyond."

This church has contributed with her means and her working forces in the organizations of the following churches and missions: Trinity Church, the greatest and most powerful, next to herself, of Methodism, in this city, was organized through the instrumentality of Wesley Chapel. Evans Chapel is another branch in her church family; Payne's Chapel, in 1855; St. Paul's, in 1868; Merritts Avenue, in 1876; Park Street, in 1882; Grace Church, in 1883, and Asbury, in 1886. All of these churches have been aided by the "Mother Church." Decatur Street Mission is directly under the care of the First Methodist Church, and is doing a great work on Decatur street, and the surrounding territory.

In the years 1884-5-6, Rev. W. F. Glenn was pastor of the First Methodist Church. The church being free from debt, he began to gather strength and look around for further work. During the first of these years, the Marietta Street Mission was organized, and it has wrought an entire revolution in that section of the city. This mission was started in a railroad car, and today is comfortably quartered on Marietta street, with about 160 in the membership in Sunday-school, and has a full corps of workers in all of its departments. It is presided over by Mr. John M. Barclay, a devoted Christian man. He has been in charge of this mission since its commencement, and has been efficiently aided by Miss Sue Holloway and other consecrated members of the church.

During all of these years this church has been supplied and blessed with a board of stewards of consecrated, earnest and unselfish workers. The following constitute at this time the board of stewards of the First Methodist Church: Robert A. Hemphill, chairman; William Lawson Peel, treasurer; Robert Lee Avary, secretary; William A. Bass, T. B. Graves,

Frank P. Rice, C. J. Haden, William M. Nixon, George H. Holiday, James R. Nutting, John W. Hughes, William A. Osborne, C. W. Hunnicutt, Preston S. Arkwright, W. H. Johnson, John D. Allen, H. C. Leonard, E. B. Bridger, John Robert Mobley, Walker G. Browne, E. G. Moore, William M. Crumley, Nelson E. Murphey, B. B. Crew, H. E. W. Palmer, R. I. Cheatham, W. H. Patterson, Walter L. Colquitt, L. B. Parks, Joseph P. Davenport, W. L. Fain, Frank H. Reynolds, James Joshua Russell, William H. Fish, A. M. Reinhardt, S. W. Foster, A. M. Robinson, A. O. M. Gay, J. S. Todd, J. M. Shelly, George M. Traylor, D. C. Peacock, George Winship, William S. Witham, Steve R. Johnson, member *ex-officio*.

The following at this time constitute the board of trustees of the First Methodist Church: C. W. Hunnicutt, George Winship, Robert A. Hemphill, Benjamin B. Crew, William A. Bass, H. C. Leonard, W. A. Osborne, W. H. Patterson and W. L. Peel.

A wise and patriotic movement was organized in the old Wesley Chapel at the beginning of the war. It was known as the "Atlanta Relief and Hospital Association," its object being to relieve the suffering of the wounded and sick Confederate soldiers. They did a great work in this line. Mrs. Isaac Winship was president, and some of those associated with her in this work were Mrs. G. J. Foreacre, Mrs. J. N. Simmons, Mrs. Hamilton Goode, Mrs. M. A. J. Powell, Mrs. Benjamin Yancey, Mrs. William H. Rice, Mrs. Marion Wilson, Mrs. Basil Overby and Mrs. R. F. Maddox. These ladies devoted much of their time to this relief work.

THE PRESBYTERIAN CHURCH.

The Presbyterian Church had its beginning on the 8th of January, 1848, contemporary with the birth of Atlanta—

both have grown and prospered co-extensively. On this day nineteen persons adopted a declaration of rules, from which is taken the following:

"We, therefore, whose names are hereby subscribed, being by the providence of God assembled in this place, and desiring to enjoy the benefits, privileges and ordinances of the Church of Christ, as received and administered in the Presbyterian Church in these United States, of which church we are all members and communicants, do agree to unite in the organization of a church, to be known as "The Presbyterian Church of Atlanta.

"Adopted and subscribed to by us at Atlanta, the 8th of January, 1848.

"Joel Kelsey, Minerva Kelsey, Keziah Boyd, Margaret Boyd, Annie L. Houston, Jane Gill, O. Houston, Mary A. Thompson, C. J. Caldwell, Mary J. Thompson, Joseph Thompson, Henry Brockman, Ruth A. Brockman, James Davis, H. A. Frazer, Julia M. Frazer, Lucinda Cone, Harriet Norcross."

The first three ruling elders were Joel Kelsey, Oswald Houston and James Davis, to whom A. F. Luckie was shortly added. On the 28th of January the following trustees were pointed: John Glen, G. T. McGinley, O. Houston, J. A. Hayden, James Davis, Reuben Cone and Joseph Pitts.

A lot was soon purchased of Reuben Cone for \$300. On this lot a brick edifice was erected during the years, 1850, 1851 and 1852, at a cost of about \$4,200. The dimensions of this house were 70 feet by 40 feet, with a basement for Sunday-school room. There was a vestibule, and over it a gallery for organ and choir. There was no tower or steeple, only a small belfry, but no bell was ever placed in it. The building was dedicated on the Fourth of July, 1852.

Ministers: Rev. John S. Wilson was stated supply from

January 1, 1848, for nearly five years; Rev. J. L. King, January 1, 1853, for ten months; Rev. John E. DuBose, 1854, installed pastor, which he filled three years.

The records for ten years, from the date of organization were lost. During this period the ruling elders were Joel Kelsey, O. Houston, James Davis, A. F. Luckie, William Markham, J. P. Logan, John Rhea, George Robinson and A. N. Wilson. There were no deacons.

A division of the church occurred in 1858. Some fifty-seven persons thereupon organized on the 21st of February, 1858, and, by order of the Presbytery, they assumed the name of "The First Presbyterian Church of Atlanta." Shortly after the division, Rev. John S. Wilson, D.D., was chosen pastor of the First Church, and sustained this relation to the time of his death, in 1873, a period of about fifteen years. By a vote of the church, O. Houston, Joel Kelsey, George Robinson, William Markham and A. N. Wilson were recognized and duly declared ruling elders.

Subsequently, elders were elected and ordained, as follows: Berryman D. Shumate, 1858; L. B. Davis, 1862; James Hoge, 1862; S. B. Hoyt, 1862; William McMillan, 1862; W. P. Inman, 1862; V. Thompson, 1864; Joseph L. King, 1868; William M. Lowry, 1866; James Robinson, 1868; William A. Powell, 1868; C. M. Barry, 1868; T. D. Frierson, 1872; William A. Moore, 1872; J. M. Alexander, 1872.

Deacons: J. R. Wallace, 1858; T. G. Healey, 1858; S. B. Hoyt, 1858; W. J. Houston, 1862; J. S. Oliver, 1866; Carl Harman, 1867; William A. Powell, 1867; T. L. Langston, 1873; S. M. Inman, 1873; Leonard Bellingrath, 1873.

In 1870 Rev. David Wills, D.D., was chosen assistant to Dr. Wilson for one year. On the death of the latter, Rev. E. H. Barnett was called but declined. On September 21, 1873, Rev. Joseph H. Martin was chosen pastor; installed on the

16th of November; served till the 1st of November, 1882, when his pastoral relations ceased by resignation. In January, 1883, Rev. E. H. Barnett, D.D., was elected pastor, and on June 10, he was installed.

Rev. Charles P. Bridewell is the present pastor.

Second Building.—As the church had been blessed with a large number of accessions, and the old building was too small for the growing demands, in 1876 and early in 1877, a new house of worship was decided upon. On the 17th of July, 1877, a contract was made with Messrs. Cook and Stewart for the erection of the same, to cost some \$35,000. The excavation for the basement was made in August and September, and on the 13th of the latter month the foundation was begun, the edifice to be completed by November, 1878. Meantime the church worshipped in an edifice belonging to the Methodist Church, located on Marietta, near the corner of Spring street.

THE CENTRAL PRESBYTERIAN CHURCH.

On the 11th of February, 1858, the Presbytery of Flint River was addressed by thirty-nine members of the Atlanta Presbyterian Church, desiring to be created into a congregation separate from the organization known as the Atlanta Presbyterian Church, expressly stipulating it should not be called the Second Church. Presbytery answered the memorial by constituting the thirty-nine petitioners the Central Presbyterian Church. On the 14th of February these met and proceeded to organize a Presbyterian commonwealth by the election of Dr. J. P. Logan and Dr. John Rhea (the 5th) to the office of ruling elders and the installation of Messrs.

George S. Thomas and William P. Robinson as deacons in that congregation.

Having no home of its own, the little flock were granted permission to use the City Hall, and here they worshipped for over two years, Rev. John W. Baker being their first ministerial supply. Three months after its organization, on May 20, 1858, a lot was purchased, being the same now occupied by the beautiful structure known as the Central Presbyterian Church. During the summer of the year 1858 a church edifice was commenced. In the latter part of the year a regular pastor was chosen—Rev. J. L. Rogers. He was installed by Rev. Messrs. Patterson, Marks and Mickle, January 16, 1859, he resigning after four years' incumbency. During his' pastorate the church building was completed. It was dedicated March 3, 1860, Rev. Joseph C. Stiles, D.D., preaching the sermon. Rev. Robert Q. Mallard was elected as pastor, and, accepting, he served three years, the period of much suffering and peril in Atlanta. On July 22, the faithful pastor resigned to accept a call to New Orleans, and on the 27th of September following was dismissed to his new charge. Rev. Rufus K. Porter was chosen pastor in January, 1867, and served the Central until his demise, July 14, 1869. Rev. J. T. Leftwich was then elected pastor on October 17, of that year, beginning his work December 24, but he was not installed by Presbytery until May, 1870. In this position he served nine years, endearing himself to the congregation by his zeal and earnest work for his Master and the cause of humanity. Dr. Vaughn was stated supply for six months, when the church called Dr. William E. Boggs, of the Second Church, in Memphis, Tenn. When his duties during the yellow fever epidemic in that city were ended, Dr. Boggs accepted the invitation in October and began his labors in December, 1879.

Three years later he left to accept a position in the Theological Seminary of Columbia.

Dr. G. B. Strickler had been called to the pastorate and accepted the call before his predecessor left. Delayed by illness in his family, Dr. Strickler did not assume his charge till 1st of February, 1883. Soon after his labors began, church extension took on new proportions, and in a short time a colony of the Central was organized into a church of twenty-four members, and named the Wallace Church, in recognition of the substantial aid given it by Major Campbell Wallace, when a building was erected on West Fair street. This church has been served by Rev. N. Keff Smith, Rev. James Wood Pague, Rev. Mr. Cook, Rev. Mr. Bowman and Rev. Julian S. Sibley.

The Georgia Avenue Mission was projected by Dr. Rankin. As with the Wallace, this church had the aid of the Young Men's Prayer Association, and the result was another church. The Georgia Avenue was served by Rev. N. Keff Smith, Rev. James Wood Payne and Rev. Chalmers Fraser.

The next offshoot of the Central was the Inman Park Church, built in December, 1876. The first pastor was Rev. D. G. Armstrong.

The pastor of the Central at present writing, is Rev. Theron H. Rice, successor to Dr. Strickler.

THE BAPTIST CHURCH.

This denomination, which had worshipped in temporary abodes in the early days, in January, 1847, began the work of erecting a home of their own. Rev. D. G. Daniel, a missionary of the Georgia Baptist Convention, under direction of that body, about this time began his labors in Atlanta.

With a small sum of money he purchased the lot on which the First Church now stands, for \$130, and commenced the erection of a plain, wooden structure, which was soon completed. On the 5th of July it was dedicated. The original members of the church were: Rev. D. G. Daniel, Benjamin F. Bomar, John Jones, W. C. Hughes, John N. Jones, Mary J. Daniel, E. C. Daniel, Mary Boseman, Mary S. Rhodes, Martha J. Davis, Malinda Rape, Elizabeth Moody, Martha Jones, Elizabeth Shurburne, Susannah White, Mary Hughes and Lydia Clark. Mr. Daniel, the first pastor, was for several years annually elected pastor, until 1854, when he was succeeded by Rev. A. M. Spalding.

In August, preceding, letters of dismissal were granted to nine persons, who, with others, formed the Second Baptist Church.

Under the pastorate of Rev. H. C. Hornady, in 1863, the first proposition was made to build a new house of worship, but the excitement of the war was such that the matter was deferred. In August, 1865, the proposition to build was renewed, money raised, and in 1868 the foundation of the present large structure was laid; in the fall of 1869 it was completed, at a cost of \$30,500—the contributions being largely made by Northern and Western cities.

The following pastors have served the church since its organization: Rev. D. G. Daniel, from January, 1848, to April, 1850; Rev. D. G. Daniel and Rev. A. M. Spalding, from April, 1850, to April, 1851; Rev. A. M. Spalding, from April, 1851, to October, 1851; Rev. W. A. Robert, from October, 1851, to October, 1854; Rev. T. U. Wilkes, from October, 1854, to December, 1856; Rev. H. Williams, from December, 1856, to March, 1858; Rev. A. T. Holmes, from March, 1858, to August, 1859; Rev. T. U. Wilkes, from October, 1859, to March, 1861; Rev. H. C. Hornady, from March, 1861, to

March, 1867; Rev. R. W. Fuller, from February, 1868, to December, 1870; Rev. E. W. Warren, from April, 1871, to February, 1876; Rev. D. Gwin, from June, 1876, to June 1, 1884; Rev. J. B. Hawthorne, from July 1, 1884, to February 1, 1889; Rev. Reuben Jeffery, from April 1, 1889, to September, 1, 1889; Rev. J. B. Hawthorne, from October 1, 1889, to May 1, 1896. Dr. Hawthorne's was the longest, and in many respects the most prosperous, pastorate in the history of the church. Under his administration the church sent out colonies forming the West End and Jackson Hill Churches, built a nice home for the North Avenue Mission, and established a successful mission station at the Exposition Mills.

Rev. W. W. Landrum was chosen pastor in July, 1896, and entered upon his work September 1, 1896, which he has so acceptably filled up to the present.

The church, during all its history, has been, as it is today, in full co-operation with the Southern Baptist Convention and the Georgia Baptist Convention. It is perhaps one of the largest (of the Protestant) churches in the city. The Sunday-school is one of the great features—the officers and scholars numbering something over 1,200.

THE EPISCOPAL CHURCH.

The birth of this branch of the evangelical church is co-existent with that of Atlanta. It was in the year 1847 these two events occurred—the church perhaps a short period before Atlanta supplanted Marthasville. A few men met in the office of Richard Peters to organize in the spring of 1847, and about two weeks afterward, Samuel Mitchell had deeded a lot to them, the position lying along Washington street, and on which the first house of worship was erected, the present site

of St. Philip's. The congregation was very limited in numbers, but they were earnest and faithful. They were served occasionally by Rev. J. J. Hunt, a missionary, who divided his time between Jonesboro and Marthasville. In 1849 Mr. Richard Peters applied to the missionary board at Macon for a minister, and pledging \$300 a year for his support. Rev. J. W. Zimmer responded, and in February, 1850, took charge. He reports there were seven communicants that year. He remained till 1854, and was succeeded by Rev. Richard Johnson; he serving till 1859. Rev. A. F. Freeman succeeded him and remained till the approach to the city of the Federal army. In 1866 Rev. C. W. Thomas took charge and remained till 1871. For a brief period Rev. Mr. Coley was in charge, but it was not till March, 1872, that the church had another rector—the Rev. R. W. B. Elliott—until 1874, followed by Rev. R. C. Foute in 1875, whose ministry extended until 1884. Rev. Dr. Armstrong succeeded, and remained till 1886, when the Rev. Byron Holley followed, his term ending in 1889. Rev. Mr. Fonston came next, and remained till his death, in 1891. Rev. Dr. T. C. Tupper succeeded and remained from June, 1891, to July, 1890. The present incumbent, Very Rev. Albion W. Knight, succeeded Dr. Tupper.

St. Philip's Church (pro-Cathedral) has grown with Atlanta—both having a very humble beginning, struggling along the years, ever hopeful, buoyant and faithful. St. Philip's is one of the spiritually strong churches of the city, having in its membership some of the best citizenship of Atlanta. It has always exerted a potent influence on Atlanta, striving for better government and salutary legislation, and in all matters pertaining to useful organizations and benefactions, St. Philip's has always done its share. Among the many ennobling works of the congregation, which crowns St. Philip's with lasting fame, may be mentioned the organization known

as the St. Philip's Hospital Aid Society, formed amid the dark days of the city's investment by the Federal armies in 1864. This society knew no section, halted not for a moment to inquire, "under which flag?" but unhesitatingly nursed the sick and wounded and buried the dead soldier—wherever duty called, its devoted members went.

St. Philip's Church suffered greatly from devastation by vicious men of the Federal armies.

When the congregation returned at the close of the war, Bishop Elliott met with them, and it was decided to re-consecrate the church. The only service the Bishop could find for the purpose was an Irish form, which had been used during the terrible wars that devastated Ireland.

During the "reconstruction" period, General Meade, and many of the army officers, attended service at the little church, which became so popular that numerous additions were made to it. Through the efforts of General Meade and his wife, and the women of the church, the sum of three thousand dollars was raised, and an organ purchased.

THE CATHOLIC CHURCH.

Among the first settlers of Marthasville were John and James Lynch. Patrick Cannon and Daniel Dougherty. These were the first Catholics of Atlanta. This new community was early found by a missionary priest, who said the first mass for them in the home of Michael McCullough, near the corner of Loyd and Hunter streets. With the completion of

the Georgia Railroad, in 1846, other Catholics came; among them were Terrence Doonan, William J. Mann, Peter Malone, B. T. Lamb, William Kay, Joseph and John Gatins, Michael and Patrick Lynch. The little congregation was visited monthly by Fathers Barry and Duggan, of Augusta; Birmingham, of Edgefield, S. C.; Shannahan, of Macon, and J. F. O'Neil, Sr., of Savannah; mass being said at the house of Terrence Doonan.

By 1851 the congregation had grown sufficiently to have a resident priest, and Father J. F. O'Neil, Jr., was sent as the first pastor. He built a small frame church on the site of the present Church of the Immaculate Conception, corner Central avenue and Hunter streets, which was dedicated by Bishop Reynolds, of Charleston, as the State of Georgia was at that time embraced in the see of Charleston. During Mr. O'Neil's pastorate, the congregation grew steadily, and when, in 1860, he was succeeded by Father James Harson, the congregation numbered about two hundred.

In the early spring of 1861 Father Hassan went on a visit to Ireland, and Father Thomas O'Reily was left in charge. Upon Father Harson's return to America, he was prevented from returning to Atlanta by reason of the blockade of all Southern ports during the Civil War. During the trying days from 1861 to 1865, Father O'Reily was the devoted pastor, and did heroic work in the hospitals which filled the city, and upon the battlefields around Atlanta. During the siege of the city he was untiring in his devotion to his people, visiting them daily and encouraging them during these anxious days. During the occupation by the Federal army his fearless dignity won for him the admiration of the officers in charge, and upon the evacuation it was owing to his personal efforts that that portion of the city in which his church was located was saved from the general destruction by the army; thus, like-

wise, saving the Presbyterian (Second), Baptist (Second), and Episcopal (St. Philip's) churches, and the City Hall. At the close of the war Father O'Reily devoted himself to the task of building the present Church of the Immaculate Conception, which he began in 1869—an herculean task, considering the impoverished condition of his people. He likewise built the convent of the Sisters of Mercy, on Loyd street, and established the school. His health gave way, and he did not live to see the completion of his church—dying in 1872 at the early age of forty-one. Fathers Cullihan, Reily and Ribman were the successive pastors. In 1879 Father James O'Brien was placed in charge. During his term of office he completed the church and established St. Joseph's Infirmary, on Courtland street. In this year Sts. Peter and Paul was built on Marietta street. In 1896 this church passed under the control of the Marist Fathers, and in 1878 they built the Church of the Sacred Heart, on Ivy street, and moved the seat of the parish to that place.

CHAPTER XXVIII.

ATLANTA IN ITS SWADDLING CLOTHES—CONTINUED.

An Old Timer With a Good Memory—Relates Many Incidents of Early Days—Arrivals—First Oysters in the Shell Not Pleasing to the Natives—First Sewing Machine Brought to Atlanta—The First Liberty Pole—Franklin's Birthday Celebrated—Homicides and Suicides—Secret Societies.

The first writing and spelling school was taught by William Mulkey; the first singing school by a Mr. Kermera; the first dancing school by a Mr. Dusenberry.

The first millinery establishment was conducted by a Mrs. Wright, who afterwards removed to Marietta, and the first mantua-maker's by Mrs. Jerry Kehoe.

The first physicians were Drs. William and Joshua Gilbert, George C. Smith, F. Jeter Martin and N. L. Angier.

The first drug store was opened by Dr. N. L. Angier, on Whitehall street.

The first book bindery was started by William Kay.

The first ten pen alley was erected by Daniel Dougherty, on the northwest corner of Peachtree street and the railroad crossing.

The first billiard table was brought here by the late H. Muhlenbrink, in 1857.

The first sewing machine, a Singer, was brought to Atlanta by A. Leyden, and sold to C. R. Hanleiter.

The first sheriff of Fulton county was Thomas J. Perkerson.

The first bakery was put up by David Dougherty—P. J. Immel, baker.

The first resident daguerreotypist and photographer was C. W. Dill.

The first grand barbecue was given by the Whigs, in September, 1848, at Walton's Spring.

The first spring mattress made in Atlanta was by T. W. West.

The first building used for public exhibitions was Davis' Hall, corner of Alabama and Whitehall streets.

The first cemetery was located on the west side of Peachtree street, near its junction with (now) Baker street.

The first bookstore was opened by James McPherson.

The first steam planing mill and cotton gin manufactory in Atlanta was erected and operated on the corner of Forsyth street and the Western & Atlantic Railroad (now Kennesaw block), by the venerable and large-hearted Joseph Winship, about the year 1850.

One of the first dry goods and clothing stores was opened by David Mayer, in 1846.

Dry goods were first sold at wholesale in Atlanta by Ryan & Myers, on the northwest corner of Whitehall and Hunter streets.

Ezra Andrews and D. S. Miller were the first saddlers to open in Atlanta.

Lewis Lawshe was the first merchant tailor.

The first livery stable was opened and kept by Oliver H. Jones.

C. C. Rogers and Edward Parsons were the first butchers of Atlanta.

The first oysters in the shell came to C. R. Hanleiter in December, 1847.

The first shrimp—about one-half peck—came to the same party in 1848.

The first fresh salt water fish, mullet and trout, came to the same party the same year.

The first candy factory and cake bakery was opened by Immel & Cunningham, on Alabama street, near Broad.

In 1856, Franklin's birthday was celebrated for the first time by a superb dinner at the residence of C. R. Hanleiter, at which all the editors of the city and several typos were present.

The first accident by premature explosion of cannon occurred in 1857, when Mr. Daniel N. Poore lost his right arm.

The first liberty pole raised in Atlanta was erected in the square immediately in rear of the present Southern Express office, in 1856.

Judge Francis H. Cone assaulted Hon. A. H. Stephens with a knife and cane on the piazza of the Atlanta Hotel in 1848, inflicting several wounds. Mr. Stephens, after partially recovering, attended the great Whig mass meeting held that year at Walton's Spring, being drawn thither and back in an open buggy by a team of his friends in lieu of horses.

The first execution (hanging) was that of young Crockett, and the second that of John Cobb (both in 1857, but separately), for the murder of old Mr. Landrum. Mechanic Fire Company, No. 2, having been armed, equipped and drilled as infantry, served as guard, under command of C. R. Hanleiter.

The first suicide was by a lady—name not remembered. The second was by Dr. Land Gilbert, a young and talented physician.

In 1859 or 1860 James S. Slaughter, a talented young lawyer, suicided in the old Holland building.

The first murder was committed by a young man named

Humphries, in the precincts of Snake Nation, near where Peters street crosses the Macon & Western railway, in 1851; the victim being a son of old Mr. John Tiller.

Dr. Hillburn was killed by Elijah Bird in the same year. They were brothers-in-law.

In 1852 a son of a Mr. Odena, proprietor of a drinking saloon, shot and killed, in his father's saloon, a daguerrean artist named White.

In 1853 a schoolmaster named Greggs was killed by Dennis Haynes, near Culberson's old stand, now West End.

A man named Martin killed Daniel Dougherty, by cutting him in the abdomen, in 1854, on Whitehall street.

In 1856 four atrocious murders were committed; first, the killing and robbery of an old gentleman named Landrum, on the McDonough road (now Capitol avenue), by John Cobb and Crockett; second, the shooting of bailiff Webb by Wm. A. Choice, on Pryor street; third, young Amos Hammond was killed and his body placed on the track of the Macon & Western railroad, at night, where it was fearfully mangled by the incoming train; fourth, young Witcher shot and killed his father in the American Hotel, on the corner of Alabama and Pryor streets.

Having greatly enlarged his facilities, in 1859 C. R. Hanleiter (the first name being Wood, Hanleiter, Rice & Co.) established the "Franklin Printing House and Book Bindery." The machinery was run by a steam engine made expressly for him by Messrs. Noble Brothers, of Rome, Ga. This was, at the time, the largest and best appointed establishment of the kind in the Southern States, except the Methodist Publishing House at Nashville, Tenn.

In 1859, Miss Josephine E. Hanleiter (afterward Mrs. Henry Gullatt, recently deceased) presented to the Gate City Guard, Capt. G. Harvey Thompson, a costly silken flag mod-

eled after the "stars and stripes." In 1861, before the departure of the Guards for service in Virginia, the same lady altered the flag to represent the "Stars and Bars," when a second presentation took place. This flag, with all the company's baggage and supplies, was lost during their memorable retreat from Laurel Hill, in the winter of 1861-2.

SECRET SOCIETIES.

THE MASONS AND ODD FELLOWS FIRST TO ORGANIZE.

(Masonic.)

Atlanta Lodge, No. 59, F. and A. M.—Organized under dispensation April 13, and chartered October 26, A. D., 1847, A. L., 5847. Officers—Thos. W. Chandler, W. M.; W. H. Fuller, Sen. W.; L. R. Lanier, Jr. W.; Ed. A. Werner, Treas.; J. M. Boring, Secy.; H. C. Barrow, Sen. D.; G. A. Howald, Jr. D.; W. D. Luckie, C. E. Stephens, Stewards; J. G. McLin, Tyler.

Fulton Lodge, No. 216, F. and A. M.—Organized 1851; suspended by Grand Lodge until October, 1857, when it was revived. Officers—W. W. W. Bond, W. M.; W. H. Broxton, Sr. W.; M. V. D. Corput, Jr. W.; C. D. Jackson, Treas.; C. F. Barth, Secy.; L. Cohen, Sr. D.; T. E. Whitaker, Jr. D.; J. W. Keely, Steward; G. H. Gramling, Secretary; A. McLellan, Tyler.

Mount Zion Royal Arch Chapter, No. 16.—Chartered May 3, A. D., 1847, A. L. 5847. Officers—Thos. W. Chandler, M. E. H. P.; H. C. Barrow, E. K.; H. Marshall, E. S.; Henry

S. Orme, Capt. H.; W. W. Boyd, Prin. Soj.; L. R. Lanier, R. A. C.; E. J. Roach, M. 3d V.; V. T. Barnwell, M. 2d V.; Calvin Foy, M. 1st V.; G. D. Jackson, Treas.; Geo. H. Hammond Secy.; A. McLellan, Sentinel.

Jason Burr Council, No. 13.—Royal Masters and Select Masons of 27.—Organized in April, 1855. Officers—W. W. Boyd, T. Ill.; Thos. W. Chandler, H. T.; H. C. Barrow, H. A.; N. D'Alvigny, Treas.; J. M. Boring, Steward; J. G. McLin, Sentinel.

Coeur De Lion Commandery, No. 4, K. T.—Chartered September 17, A. D., 1859, A. O., 741. Officers—Thos. W. Chandler, P. C., Em Com.; Calvin Fay, Gen.; W. W. Boyd, C., Gen. Capt. Gen.; H. Marshall, Prelate; J. M. Willis, S. W.; W. H. Fuller, J. W.; Lewis Lawshe, Treas.; W. H. Turner, Rec.; Henry S. Orme, Warder; P. M. Sitton, Sw'd Br.; H. Hodges, Sw'd B'r.; A. M. Manning, 1st Gd.; C. C. Davis, 2d G.; Columbus Hughes, 3d Gd.; J. G. McLin, Sentinel.

White Eagle Chapter No. 1.—Rose Croix, A. and A. R.—Chartered July 3, 1866. Officers—W. W. Boyd, M. W.; Thos. W. Chandler, S. W.; A. J. Blair, J. W.; W. H. Fuller, Ora.; N. D'Alvigny, Alsuo; W. T. Mead, Sec.; H. C. Barrow, M. C.; Calvin Fay, S. Exp.; H. S. Orme, J. Exp.; M. Frank, G'd of Hem.; H. C. Kuhrt, Tyler.

(I. O. O. F.)

Central Lodge, No. 28.—Organized October 7, 1848. Officers: N. Buice, N. G.; W. D. Vest, G. D.; J. C. Rogers, Treasurer; B. F. Bennett, Secretary.

Barnes Lodge, No. 55.—Organized March 5, 1863. Officers: J. M. Hunnicutt, N. G.; C. E. Stephens, V. G.; E. P. McCown, Treasurer; S. W. Grubb, Secretary.

Empire Encampment, No. 12.—Chartered December 13,

1860. Officers: T. P. Fleming, C. P.; B. F. Bennett, H. P.; John A. Hill, Sen. W.; J. W. Baker, Jr. W.; S. W. Grubb, Scribe; M. Buice, Treasurer.

HIBERNIAN BENEVOLENT SOCIETY.

Organized in 1858. B. T. Lamb, President.

KNIGHTS OF JERICHO.

Atlanta Lodge, No. 1.—Organized November 6, 1852.

CHAPTER XXIX.

EARLY FIRE COMPANIES.

Numbers 1, 2, and Hook and Ladder Company—A Splendid Corps of Volunteers—But Few of the Old Regime Living—Fighting Fires and Acting as Home Guards During the War—The First Fire in Atlanta—Memories of Other Days—Mechanics' No. 2 Building on Washington Street.

In the spring of 1850, while Atlanta was but a bantling in years, the citizens determined to take measures to protect their property from the devouring elements. Without apparatus of any kind, the chances for saving houses from the flames were very slim. Yet it was a beginning, developing from a "bucket brigade" year by year into a splendid depart-

ment of volunteers, than whom there are none braver, more devoted to the cause, or more efficient at this time—all things considered. When it is remembered that they never shirked their duty, that they received no pay, and that during the Civil War they did duty as firemen and regular militia for the protection of life and property, all honor must be accorded them.

The first fire of any magnitude in Atlanta occurred in the winter of 1858, on the east side of Whitehall, about one hundred feet south of Alabama street. The building consumed by the flames was a frame, two stories high, with stores on the ground floor and dwellings above. When the fire engine got there the fire was so hot that no one could get up stairs—it being known there were some women and children in the upper part of the house. The fire companies had no ladders then, and while some were being procured, two children and a woman were burned up. Among the crowd gathered about the fire was a Mr. Frank Johnson, from New York, who had come here to connect himself with McNaught, Ormond & Company. He commented on the absence of ladders in the fire department, and immediately began soliciting subscriptions to purchase them. Responses were numerous, and it was proposed to organize a Hook and Ladder Company. William Rushton, John C. Peck and Mr. Johnson, with others, soon procure a charter, and the company was organized, with Mr. Rushton foreman, and Mr. Johnson assistant foreman. After a few years' service, Mr. Rushton resigned, and Mr. Johnson was elected foreman, and Mr. Peck assistant. Soon after the war began, Johnson enlisted in the Army of the Confederacy, and Peck became foreman, with James Banks assistant. In January, 1864, Peck resigned, and Mr. Banks succeeded him, holding that position till near the surrender. About this time the military (Federal) sent the truck and ladders to Chatta-

nooga, Tenn. Some time in September, 1865, a number of the old company having returned from the army, J. C. Peck called a meeting of the survivors, with the result that a committee was appointed to go to Chattanooga to recover the truck and ladders. Arriving there they found them all right, succeeded in getting them and returned them to Atlanta. The company immediately reorganized, with J. C. Peck foreman. In a short time the ranks of the company filled up, a new house was built for them, and Foreman Peck concluded he would resign, he being followed by Robert J. Lowry.

In 1860 these companies held a conference on combining into a fire department. This resulted in its consummation; an election followed, which resulted in the selection of William A. Barnes, chief; S. B. Sherwood, first assistant, and R. F. Maddox, second assistant. Chief Barnes was succeeded by S. B. Sherwood. The third chief was J. H. Mecalpin, and he was succeeded by Thomas G. Haney till the close of the war in 1865.

ATLANTA FIRE COMPANY, No. 1.

This pioneer in the fire department of Atlanta was chartered February 23, 1850, almost co-incident with the birth of the "Gate City." The men who began the noble work then have nearly all passed away, but old Number 1 still lives in the hearts of the people. The charter members of the company were: W. W. Baldwin, W. Barnes, C. C. Rhodes, G. R. Frazer, H. Muhlinbrink, B. T. Lamb, R. Gardner, S. Frankford, P. J. Immel, C. W. Hunnicutt, John Kershaw, T. J. Malone, H. M. Mitchell, W. J. Houston, L. J. Parr, J. F. Reynolds, C. A. Whaley, A. C. Pulliam, J. S. Malone. Their motto was:

"Prompt to Action," and well did they observe the injunction implied.

Although a volunteer company, the rules and regulations were very strict; fines were imposed for the least infraction.

MECHANIC FIRE COMPANY, No. 2.

FRANK T. RYAN.

It was on Friday night, December 10, 1856, with a cold rain falling, that some ten or fifteen men met in a wooden building, with the steps leading to the second story, on the outside, with a small landing at the top, that stood at the corner of Loyd and Alabama streets. These men, the majority of whom were employed in the Georgia Railroad shops, had met in this hall, by permission of the Masonic Order, for the purpose of organizing another fire company, as at that time there was only one thoroughly organized company, Number 1, commonly called "Blue Dick," although her chartered name was Atlanta No. 1. After some preliminaries, the meeting was called to order, and William Barnes was elected chairman, and C. C. Rhodes acted as secretary. Those present at that meeting were: William Barnes, Charles C. Rhodes, James E. Gullatt, Hamilton Crankshaw, Lever Richardson, G. W. T. Allen, D. A. Crockett, Frank T. Ryan, D. C. Kelly, Moses B. Crawford, Leonard Bellingrath, Albert Bellingrath, John H. Spann and Richard Saye. It was then and there determined to organize another company, that a charter should be applied for, and book opened for membership. It was concluded to call this company "Mechanic Fire Company, No. 2." and selected the motto, "The Public Good Our Only Aim." It was

not long before the company was fully recruited, and a meeting was called for the purpose of electing officers, with the following result, viz.: William Barnes, president; William Rushton, vice-president; Lever Richardson, first director; J. J. Hoyt, second director; James M. Toy, third director; John M. Spann, fourth director; Charles C. Rhodes, secretary; James E. Gullatt, treasurer; W. Hackett and D. C. Kelly, axmen.

The company had been organized some time before we received our engine. It was made by Hammond, of Boston, and took time to manufacture it as we wanted it. The majority of this company being skilled mechanics, knew what they wanted, and after its arrival knew if it was correct.

Our meetings were held the tenth of every month, and on the 10th of December of each year we had an annual parade, it being our anniversary, and at night a fireman's ball, when the festive firemen, draped in their uniforms, with their sweethearts "tripped the light fantastic toe" until the "wee sma' hours" in the morning. This company adopted a uniform different from the ordinary, the fatigue being an oil-cloth cape thrown across the shoulders, with the name and number in bold letters printed across the cape, with the fireman's hat, or helmet. The dress uniform, for parades, balls and extra occasions, was a gray dress coat, brass buttons with name and number on them, black pair of pants, black belts, and fireman's helmet, all of which had a tendency to make one look tastily draped. It was not long until we secured the ground and erected thereon a house, the same that now stands at the head of Washington street and Waverly Place. The company was equally divided into four squads, under the command of a director. Each squad was required to serve a month, during which time the care of the engine and house was looked after by the squad then on duty, and in case of fire, the squad on duty was in charge of the hose-reel and directed the streams

of water. As most of the members were skilled workmen, there being machinists, blacksmiths, moulders, painters, etc., and as each member took a pride in keeping things in shape, it could be readily seen that at all times our machine and premises were in first-class order. One of the rigid rules was that there should be no loitering around on Sunday, consequently there never was a noisy, boisterous crowd in the vicinity of the engine house on that day, but everything was orderly and quiet. On the night of our anniversary we generally had a banquet, where we met to discuss some toothsome edibles, and sample a quantity of liquid refreshments. Those happy occasions, with that free, generous and noble crowd, in reviewing the past, they loom up as bright oases in the rugged pathway of life; but how sad, when memory tells us that the most of that light-hearted, gay, hilarious crowd have solved the hidden mystery, and have joined that silent majority in the Great Beyond! To Mr. Henry Karwisch I am indebted for the privilege of reviewing the original minute book, as he has preserved the same, having been connected with the company closely since the war, serving for a term as its president. In reviewing that old book, how the recollection is refreshed, and how vividly the scenes of some forty-six years ago are brought to the mind. I find among the original members the following names, viz.: Hamilton Crankshaw, William G. Richards, W. H. Cowan, G. W. T. Allen, Dave A. Crockett, Frank T. Ryan, William Shearer, Leonard Bellingrath, Albert Bellingrath, Richard Saye, George W. Terry, J. Spillman, John M. Holbrook, C. P. Campbell, W. T. Campbell, S. T. Biggers, Oliver H. Jones, George Lyon, W. T. Williams, J. Gilbert, Dr. J. A. Taylor, William N. Kirkpatrick, Thomas Read and W. L. Calhoun. One of the largest fires the company had to contend with was before they had received their machine. It happened about 2 o'clock in the afternoon and burned nearly

the entire block, from where Chamberlin, Johnson & Company's store now stands down to Mitchell street. They were mostly one-story wooden stores, and made a terribly hot fire, while we had no engine, yet the company did good work in saving the contents, and aiding No. 1. It continued most of the afternoon before it was gotten under control. The company did good service up to and during the war. During bombardments they acted both as firemen and soldiers, responding most willingly where duty called. Sherman's soldiers destroyed our original engine, by running it off the high embankments that stood just back of the engine-house. After the war the company was revived and continued to do excellent service up to the time the paid fire department was organized, which of course put an end to the volunteer service, as their occupation, like Othello's, was gone. Although there are but few of the old original members now left, it is reasonable to suppose that not one of them ever passes the old house, which still stands at the head of Washington street and Waverly Place, with the original inscription over the main doors, "Organized December 10th, 1856," but what has vivid recollections of the past, and is reminded of the time that when the little bell in the belfry sounded forth its warning notes, he buckled on his armor and went forth to fight the fire fiend.

REORGANIZATION AFTER THE WAR.

Early in 1866 the remnants of the old companies were got together and reorganized, with the following membership: S. B. Sherwood, chief engineer; Henry Gullatt, first assistant engineer; W. G. Knox, second assistant engineer.

ATLANTA FIRE CO., No. 1.

(Steam Engine.)

Officers: John B. Norman, president; Charles Schnatz, first director; John Berkele, second director; John Wilbey, third director; Samuel Wilson, secretary; H. Mullenbrink, treasurer; John R. Ellsworth, rep to Fire Department; John Bridwell and M. Rogan, axemen.

Active Members—Privates: L. Alexander, H. G. Bell, H. W. Broxton, P. J. Cannon, M. L. Collier, John W. Collier, W. B. Cox, Pat Dale, John Eisenhut, John Ficken, Daniel Fleck, John Galvin, B. Garcia, P. Garvy, John Gramling, Z. W. Grogan, D. H. Gaudy, Thomas Haney, Henry Haney, M. Haverly, A. F. Henderson, J. Immel, M. J. Immel, William James, John Jenzen, H. W. Joyner, John Klotz, Henry Kuhrt, A. Klassett, William Karog, P. Kavanagh, Peter Lynch, J. Lynch, J. E. Mann, James Mann, William J. Mann, Henry Mann, J. P. Mason, William K. Mason, L. Murrins, John McGhee, Martin Nalley, P. Oehlich, John Peel, W. P. Pettis, George Roob, H. Ransford, M. L. Robers, Jacob Schoen, William Spencer, S. B. Sherwood, J. K. Weaver, A. H. Van Loan, Richard Van Loan.

Honorary Members: P. J. Bracken, Martin Daly, John H. Flynn, William Forsyth, Charles Heinz, C. W. Hunnicutt, John Kershaw, William Kidd, I. Kirby, B. T. Lamb, John Lynch, J. H. Mecalpin, T. C. Murphy, J. Staddeman.

 MECHANIC No. 2.

Officers: J. E. Gullatt, president; James K. Kelley, vice-president; W. L. Luckie, Jr., secretary; O. H. Jones, treas-

urer; E. Buice, first director; Charles Beerman, second director; W. G. Middleton, chief engineer; G. T. Anderson and W. F. Woods, pipemen; J. M. Buice and Joseph Wiley, axemen; M. L. Lichenstadt, rep to Fire Department; James F. Alexander, M.D., surgeon.

Members: C. W. Buice, J. D. Buice, H. Bellingrath, T. W. Bradbury, W. J. Moman, J. T. Campbell, J. L. Crenshaw, Arch Darby, J. R. Dewberry, J. B. Doby, Carl Harrison, Fred Krogg, W. Y. Langford, J. L. Lyons, W. H. Manning, M. F. Middleton, B. F. Moore, Thomas O'Connor, Thomas Read, J. C. Rogers, C. C. Rhodes, S. Rosenfeld, M. Rote, P. Schraum, George Schlotfeldt, Joseph Spilman, D. Steinheimer, I. Steinheimer, J. E. Williams, Hugh Wilson, W. L. Calhoun.

TALLULAH Co. No. 3.

Officers: E. C. Murphy, president; S. W. Grubb, vice-president; W. C. Shearer, first director; Jesse Smith, second director; F. M. Queen, hose director; J. M. Williams, secretary; L. H. Clarke, treasurer; H. S. Orme, surgeon; A. P. Bell, rep to Fire Department; E. Mercer, foreman first squad; L. B. Scudder, foreman second squad; W. R. Biggers, foreman hose squad; David Buice and B. Kane, axemen.

Active Members: Carl Bohnefeld, Herman Bohnefeld, Richard Bohnefeld, E. A. Center, Frank Christopher, William F. Clarke, Benjamin B. Crew, John D. Clarke, J. A. Deringer, R. A. Fife, Robert C. Fitts, J. B. Groves, A. J. Haralson, John A. Hill, J. S. Holland, F. Hewson, G. W. Jack, C. A. Johnson, W. N. Judson, J. R. Love, W. T. Mead, E. L. D. Mobley, J. E. Mullin, John R. Parks, B. C. Queen, J. J. Rogers, R. A. Robinson, J. B. Smith, J. M. Starnes, Charles Steadman, J. W. Stokes, C. D. Smith, A. Theme, George

Thompson, C. A. Thrower, Gabe Valentino, John Valentino, E. A. Warwick, T. F. Warwick, J. Y. Wells, J. R. Whaley, Isaac Williams.

ATLANTA HOOK AND LADDER CO. No. 1.

Officers: J. L. Queen, foreman; C. F. S. D'Alvigny, assistant foreman; J. S. Yarbrough, secretary; George Johnson, treasurer; E. N. Holland, rep to Fire Department.

Active members: J. M. Bockout, A. D. Bradburn, W. M. Bryant, G. A. Buckhardt, George Butt, A. Erginzinger, C. A. Forsyth, George Franklin, M. Harkman, C. W. Holley, J. H. James, F. M. Johnson, Robert J. Lowry, W. J. Lampkin, W. C. McDade, A. McWaters, L. G. Morris, G. W. Parrott, W. G. Peters, D. M. Queen, George Rakestraw, J. W. Reeves, F. M. Richardson, E. C. Smith, Henry Wilson, John Young.

Honorary Members: George Edwards*, N. R. Fowler*, S. B. Love*, John Morrison, J. C. Peck*, Thomas Scrutchin.

* Honorary members.

CHAPTER XXX.

INCIDENTS—PERSONAL AND OTHERWISE.

Mr. Bell Has a Bell For a Sign—The Famous “Murrell’s Row” and Its Habitués—“Slabtown” and How named—The Fillmore Flag Raising—The Man who Climbed the Pole and His Tragic Death—His Widow Given \$2,000 by Citizens—The “Ferris Wheel”—Visit to Atlanta of President Fillmore—His Grand Reception—The First Theatre and Some Who Trode Its Boards—Jeff Davis’ Arrest—Erection of Market Houses and Jail.

One of the early merchants was a Mr. Bell, who believed in attracting customers to his place of business by an extraordinary scheme. He had a large bell made and hung it out in front of his store. Over it was painted the words, “The Bell House.” Mr. Bell’s store was located on Decatur street. It is said he got himself well advertised by his unique sign.

* * *

“Baptising the Methodist Church bell” was how the boys about town designated it, when they, on one occasion, in the dead of night, took the old bell from the tower, which stood on the outside of the church, and put it in the well of the Baptist minister.

* * *

The Young Men’s Christian Association was organized in 1858, Sydney Root being made president; John Clarke, J. Hill Davis and M. C. Cole, vice-presidents.

* * *

“Murrell’s Row” was located on the north side of Decatur road (now Decatur street) between Peachtree and North Pryor

streets. It was famed for its disreputable characters, who gathered there to fight chickens, drink and gamble, and also concoct schemes to bid defiance to the better elements. The row of houses consisted of rambling and extraordinary architectural designs, according to the fancy or means of the builder.

* * *

“Slabtown” was the appropriately named cluster of houses in the neighborhood of J. Norcross’ sawmill, on Decatur road, near the present Southern (formerly Air Line freight depot), corner of Decatur and Pratt streets. Mr. Norcross sold the slabs from his mill to the people for their first homes—in many cases he gave them away to the very poor and needy.

* * *

There were manufactured during the war in Atlanta almost every conceivable weapon of warfare—from field ordnance to a revolver; to say nothing of the celebrated “Joe Brown Pike,” perhaps the only instrument of warfare of its kind in the Confederacy. Ammunition was also made of every description, from the largest shell to percussion caps, balls, etc. Swords and habres were made in great variety and in abundance.

* * *

A carrier’s address, issued by one of the early papers (Colonel C. R. Hanleiter’s) was full of enthusiasm about Atlanta—singing its praises thus:

“The greatest place in all the nation,
The greatest place for legislation,
Or any other occupation—
The very center of creation.”

* * *

Williams’ Atlanta Directory for 1859-60 contained thirty-eight pages of advertisements, representing sixty-odd firms.

This work was done by Mr. Lynch, successor to William Kay. It contained 262 pages, including the United States Postoffice Directory.

* * *

The death of Ex-Mayor John F. Mims, in 1856, was a distinct loss to the community. During his incumbency of the Mayor's office, in 1853, a great many changes in the affairs of the city were made. It is said by those in a position to know that the town was perhaps more benefited, morally and otherwise, by the official actions of the Mayor and Council during that year than those of any previous administration. The City Hall grounds were purchased, and negotiations made for funds to build the City Hall (where the Capitol of the State now stands). At his suggestion the first city map was made. He caused an ordinance to be passed holding owners of property amenable for disorderly acts of tenants. Though the city had no constitutional authority to do this, it had the desired effect of largely ridding the city of a lawless class who had been extremely troublesome.

* * *

JEFF DAVIS' ARREST.

It was in the year 1859, when Mr. Davis was United States Senator, that he passed through Atlanta on his way to his home in Mississippi. As he stepped off a train in the "carshed" two policemen approached the senator and told him he was under arrest. Mr. Davis mildly protested and told the officers there must be a mistake. But this availed him nothing, as his captors were quite sure they had the right man. They took their prisoner, at his solicitation, before Col. James M. Calhoun, the mayor, who, on seeing his old friend under arrest, was deeply chagrined. The officers, on learning their mistake in capturing—not the train robber they were after,

but a United States Senator—were greatly mortified, and were profuse in their apologies. The Mayor severely reprimanded them—a lesson they never forgot.

* * *

FIRST COMPANY FOR SOUTHERN CONFEDERACY.

The honor belongs to a company which George W. Lee took to Pensacola, Fla., in February, 1861, of being the first to tender its services to President Jefferson Davis, at Montgomery. Some of the members of this company were, Dr. E. L. Connally, Dr. James Knott, Samuel Robinson and W. J. Pollard, who afterwards became attached to the war department, with the title of colonel. As the company returned from its successful mission they met with ovations all along the route. On the train with them were some ladies, who became so enthused that they procured some material at Grantville, made and presented the company with a handsome flag, the first one ever made in Georgia. This flag showed seven stars in a circle on a blue union and three horizontal bars of red and white. Captain Lee's company was put with a company from Macon, one from Ringgold (under command of Captain Sprayberry), a company from Cartersville (under command of Captain Howard), and made into an independent battalion under command of Major (afterwards General) Villepogue. The battalion was soon increased to a regiment and commanded by Colonel Smith, of Macon.

THE FIRST VERTICALLY ROTATING TRANSPORTATION WHEEL.

At some period during the lifetime of Marthasville, and afterwards in Atlanta, there lived a diminutive specimen of the French nationality named Antonio Maquino. He had a

wagon-yard on the slope between Peachtree street and the old Walton Spring, near which, under some large shade trees he had a confectionary and "knick-nack" establishment. Among other devices, or contrivances, whereby to attract patronage and entertain his patrons, he had built, of wood, a large wheel, patterned after the old-time mill wheels of that day, about forty feet in diameter. It was rudely constructed of rough material—possibly not exactly circular—not so large, and far less beautiful and symmetrical than the famous "Ferris wheel" of World's Fair fame. Maquino's wheel was made of wood, revolved on an axle, and a couple of muscular negro fellows supplied the motive power. The cars, the number of which is not remembered, were made of good, strong dry-goods boxes. During rainy weather the concern would get tight, and entertainment on it had to be suspended. Many of our citizens, then schoolboys, remember the wheel, and more than one Pioneer remembers having been revolutionized by it.

So far as the principle of this novel device for entertainment is concerned, as perfected in the "Ferris Wheel," Atlanta is at least forty years ahead of Chicago, as the Maquino Wheel was operated in the early fifties.

VISIT OF PRESIDENT FILLMORE.

Atlantians were ever imbued with the spirit of patriotism. Coming, as they did, from many States of the Union, to cast their fortunes in the new and progressive city, they pulled together for its advancement in every way. Politics ran high in those days, and Atlanta had her share of partisans of the Whig and Democratic parties, respectively. And when it came to honoring the chief executive of the nation, as they did President Millard Fillmore, in 1856, both parties laid

down their arms for the nonce, forgot their animosities and strove to honor their guest. We here quote from a letter to the historian of the Pioneers Citizens' Society, written by C. R. Hanleiter in 1892, anent this matter. The writer says:

"No more cordial greeting was ever awarded to a public man than that given by the early citizens of Atlanta to Millard Fillmore. He came via the Georgia Railroad, and was received at the union passenger depot (then a wooden shed) by the Mayor and a vast number of other dignitaries and citizens, with enthusiastic cheers mingled with the blowing of the whistles of a dozen or more locomotives, which had been assembled for the purpose (a mode of welcome never before accorded any man, and altogether peculiar to Atlanta). After a brief address of welcome by the Mayor, and Mr. Fillmore's reply, he was escorted to Dr. Thompson's hotel, where he was introduced to the people, who called in large numbers to grasp his hand. This ceremony over, he was taken in charge by a committee of citizens and driven over the city, and in the afternoon he was entertained at the hotel at one of the largest and best appointed banquets ever, up to that time, given in upper Georgia. All the leading men of the city and neighboring country united in doing honor to the distinguished guest. An incident of the banquet is fresh in my memory: The late Rev. John R. Duncan was celebrated as a sweet singer. He sat at the table on Mr. Fillmore's right. The toasts and responses being over, some one called upon Mr. Duncan for a song. He responded readily with a parting song, and in the first verse, suiting the action to the words, rose to his feet and extended his hand to the visiting president, who immediately arose and, grasping both Mr. Duncan's hands, remained in that position until the song was concluded, tears meanwhile flowing down his honest, manly face. The scene was magical;

the entire company, as by inspiration, arose to their feet, clasped hands, and as many as could joined in the singing."

In the evening a reception was held, at which the best citizens, including ladies, appeared. Mr. Fillmore carried with him, when he left the city, recollections of Atlanta's hospitality which would cheer him through life.

The ball given in honor of Mr. Fillmore was opened by Miss Fannie Butt, daughter of the Mayor, and a gentleman from Rome, Ga., who was Mayor of that City.

The Fillmore pole raising occurred at this time. It was the occasion of the visit of Mr. Fillmore to the city. Two trees had been cut, peeled and fastened together and erected in a vacant lot. A fine, large flag had been procured to kiss the breeze from the apex. When the ropes had been attached to the pole and the flag partially run up, it was found that the ropes were entangled. The vast crowd was disappointed, and the managers dismayed. The latter offered \$100 to any one who would climb the pole and disentangle the ropes. A stranger in the crowd, by the name of _____ claiming to have been a sailor at one time, accepted the proposition. After he had reached a dizzy height, he took out his knife and cut one of the ropes and fell. He survived but a short while. The citizens raised a subscription of \$2,000 and gave his widow.

THE FIRST CALABOOSE.

The administration of justice in the early days was attended with many difficulties and dangers. The lawless element were in the majority, but they were hardly ever a match for the strong arm of the law. They had to be subdued by

a moral force, such as the better class were possessed of, rather than by the number of the officers. The marshal was at first alone in his onerous duties, but he was invincible. The citizens never hesitated when called upon to assist him. In the case of the first marshal, German M. Lester, it soon became known it wouldn't do to "fool with him." He was a brave, fearless man, yet kind and gentle. On a certain occasion he was sitting on his little Indian pony, talking in his kindly way to a crowd of boys about their mischievous ways, when one of them—said to have been Joe Gatins—slipped around to the rear of the pony, tied a bunch of firecrackers to his tail and set them off. The marshal's lecture to the boys came to a sudden ending with the explosion of the first cracker—the pony having jumped into the air and "lit a-running." The marshal never did say how far the pony ran before he could stop him, but the boys said it was three days before the marshal made his appearance again on the streets.

But to the story of the calaboose. The building that then served as the police station was a one-room log cabin that stood on the west side of Pryor, near Alabama street. There was a high embankment on the lot at that time and the little lock-up was built on the edge of the embankment. The floor of the cabin was made of heavy slabs, and, as they were not nailed down, it was a favorite trick with the boys about town when they had been locked up to sober off, to remove the slabs and escape. The county jail was at that time in Decatur, and the little calaboose here was used mainly as a place of detention for run-away negroes until their owners could be notified. The key of that famous prison is now in the possession of Mr. H. F. Lester (son of the old marshal). It is made of brass and is a huge affair compared with the keys of today. It is about eight inches long and weighs a quarter of a pound.

The lock used on the calaboose was one of the old-fashioned wooden locks that was worked with this large key.

It was not an easy job to police Atlanta in those days, for the old inhabitants all agree that there never was a town of like size that had as many wild and mischievous boys in it. One little harmless amusement that the boys about town were wont to indulge in at that time consisted in rolling a hogshead full of hogs down the Alabama street hill. They would get a big sugar hogshead and putting four or five grunTERS securely inside start it rolling at the top of the Alabama street hill at the place where Whitehall now crosses. The hogshead would roll until it hit the big embankment on which the calaboose stood and the racket made by the imprisoned porkers would bring everybody in the village running to the place of the terrific noise. This was one of the mild jokes that the town marshal of those days had to put up with.

CHAPTER XXXI.

EARLY RAILROADS AND THE UNION PASSENGER
DEPOT.

Report of George W. Adair, L. P. Grant, James E. Williams, W. L. Calhoun, E. T. Hunnicutt, William McConnell, Dr. Joe Bosworth, on Union Passenger Depot—Railroad Building—Land Grants—Atlanta's Arteries—The Georgia Western, or Georgia Pacific (now Southern) Railway—Atlanta's Donations To That Road—George W. Adair, R. F. Maddox, Thomas G. Healey, John H. James and A. Leyden, Committee.

REPORT OF SPECIAL COMMITTEE.

George W. Adair, Chairman.

The history of the Union Passenger Depot is somewhat checkered, and of great interest. A review of railroad history will be in order to lead up to this depot history. The State of Georgia chartered, in 1836, and decided to build a railroad at her own expense, from the Tennessee line, leading to the, then, "Ross Landing," on the Tennessee river (now Chattanooga), to a point east of the Chattahoochee river, in DeKalb county, most convenient for other connecting roads to reach. After it was decided to build this line by the State, the Georgia Railroad, which run out from Augusta, first chartered from Augusta to Athens and Eatonton, via Union Point, decided to extend it to the eastern terminus of the State Road. The Central had been chartered and built about the same time from Savannah to Macon. A charter was then

obtained by the old Macon & Western Railroad from Macon to Forsyth, Ga. The first act was passed December 21, 1836. At that time, James Day was speaker of the House of Representatives; Robert M. Echols, president of the Senate, and William Schley, governor. However, this charter was an amendment to the charter of the Monroe Railroad, approved December 23, 1833—Thomas Glasscock, speaker; Jacob Wood, president of the Senate, and Wilson Lumpkin, governor. Title was changed from the Macon & Western Railroad, by act approved December 20, 1845. In "White's Statistics of Georgia," the following paragraph appears relating to second question: "The Macon & Western was chartered in 1833 under the name and style of the "Monroe Railroad and Banking Company." The road was first chartered from Macon to Forsyth, in Monroe county, in 1836; the charter was amended authorizing the extension of the road in a northwesterly direction to some point on or near the Chattahoochee, to be thereafter determined. The road, and all its equipment, was sold on the 5th day of August, 1845, under a decree of the court. The road was opened its whole length, from Macon to Atlanta, 101 miles, October 1, 1846."

When the State Road had been graded, and the old Monroe had been graded to Atlanta, the Monroe road touched the State Road at about what is now known as the "Gas Works Lot." Governor Lumpkin had been appointed commissioner to hear and settle claims against the State, and had Charles F. M. Garnett as chief engineer. Garnett and Lumpkin induced Samuel Mitchell, of Pike county, who owned all of land lot 77, fourteenth district, DeKalb county then, to make a donation of right-of-way, five acres of land at the terminus for railroad purposes, which will be more clearly understood by the following deed from Samuel Mitchell to the State of Georgia:

STATE OF GEORGIA.

Whereas, The General Assembly has by law provided for a great public work known as the Western & Atlantic Railroad, a part of which is so called on lands belonging to me; now, be it known that I, Samuel Mitchell, of the county of Pike and State aforesaid, find in consideration of the desire which I feel for the interest and prosperity of my State aforesaid, and with a desire to promote every improvement which may conduce to the welfare of the people of said State, do, by these presents, concede and grant to the said State for the use purposes of said road or travel of sufficient space or breadth to answer all convenient and necessary purposes of said road as may be designated by the chief engineer of said State over and upon lot of land 77 in the fourteenth district of Henry, now DeKalb county, Georgia, together with the privilege of taking and using timber either stone or gravel lying on said space for the connection of said road; and moreover the said Samuel Mitchell being actuated by the patriotic motives above set forth does by these presents further give, cede, grant and convey unto the aforesaid State the further advantage of five acres of land to be taken out of, reserved and designated from any part of his said tract of land, which may hereafter be chosen and selected by Wilson Lumpkin and F. M. Garnett as the most suitable place for the Eastern Terminus of said Western & Atlantic Railroad, for placing thereon the necessary buildings which may hereafter be required for public purposes at the termination of said road, provided said five acres of land shall be laid out and embraced by lines running at right angles and in compact form, together with all the appurtenances belonging to said five acres of land, and for the perpetual guarantee of the rights and privileges herein conveyed to the State of Georgia the said S. Mitchell doth hereby bind himself, his heirs, and assigns in fee simple forever.

In testimony whereof he hath hereunto set his hand and seal this, 11th day of July, 1842.

S. MITCHELL.

Witness:

Register October 11, 1849.

WILSON LUMPKIN,

J. F. MCKINER,

C. TUCKER, J. P.

THE MACON & WESTERN RAILROAD.

He also deed to Macon & Western Railroad the tract of land which will be more clearly defined in the following deed:

STATE OF GEORGIA—DEKALB COUNTY.

This indenture made and entered into this, 24th day of April, 1846, between the Macon & Western Railroad Company (State and county not given) and Samuel Mitchell, of the county of Pike and State aforesaid, of the other part: Witnesseth, That the said Samuel Mitchell for and in consideration of the received value of his property at and near Atlanta, from the construction of the Macon & Western Railroad, and the location of their depot over and upon the same, and for the further consideration of the sum of One Dollar to him in hand paid at or before the sealing and delivering of these presents, the receipt whereof is hereby acknowledged, hath given, granted, bargained and sold, and doth by these presents, give, grant, bargain, sell and convey unto the said Macon & Western Railroad Company, so much of lot No. 77 in the fourteenth district of originally Henry (now DeKalb) county, as may be occupied by said Railroad, being a width of fifty feet from the center each way and such additional width as shall be covered by any deep filling, together with lot designated on plan of the town of Atlanta herewith record-

ed as Macon & Western Depot, and bounded as follows: On one side by the Western & Atlantic Railroad, on the other side by the lot conveyed to the State of Georgia, and on another side by Alabama street, and on a fourth side by Whitehall street; except one-quarter of an acre at the corner of Whitehall and Alabama streets, as seen in plan above referred to. To have and to hold said parcel of land for railroad purposes exclusively unto the said Macon & Western Railroad Company and their successors, together with all and singular the rights members and appurtenances thereof to the same in any manner belonging to their own proper use, benefit, and behalf forever in fee simple. And the said Samuel Mitchell, for himself, his heirs, executors and administrators, the said bargained premises unto said Macon & Western Railroad Company and their successors, will warrant and forever defend the right and title thereto against themselves and against the claims of all other persons whatever. In witness whereof the said Samuel Mitchell hath hereunto set his hand and affixed his seal on the day and year above written.

SAMUEL MITCHELL.

Signed, sealed and delivered in presence of:

SAMUEL G. JONES,

CHAS. F. M. GARRETT.

OPENING OF PRYOR STREET, NORTH.

The old car-shed, about where the Union Depot now stands, was erected and used by all the roads to the close of the war. Before the war, the Western & Atlantic (State Road) and the City of Atlanta made an arrangement to use the tract of land bounded by Pryor, Decatur and Loyd streets, as a park; at the close of the war the Macon & Western depot,

standing on what is now known as Pryor street, and part of the Dodd and Jackson buildings and turn-table tracks, on the ground between Loyd, Alabama and now Pryor street, was considered a nuisance by reason of its small space, and being in the central part of the city. In 1865, I had returned from Forrest's command to Atlanta. Colonel James M. Calhoun had been elected Mayor with the following members of the Council: S. B. Love, clerk; J. H. Porter, treasurer; John Collier, B. N. Williford, L. S. Salmons, F. M. Richardson, Thomas R. Ripley, George W. Terry, L. S. Mead, Z. A. Rice, James M. Simmons and Edward R. Sasseen. Mr. G. W. Terry resigned in June, and C. F. Wood was elected to fill the vacancy. In July Mr. Rice resigned, and I was elected to fill that vacancy.

At the first meeting after I was elected, Mr. Sasseen reported that he was making poor progress towards opening Pryor street, and I suggested to the Mayor that the better way to accomplish that end was by negotiation. Mayor Calhoun appointed me as a member of the committee on streets and public works, and at the request of the other members, I was made chairman. Immediately, I wrote to Colonel Jack White, at Griffin, who was then superintendent of the Macon & Western Railroad, to come to Atlanta on important business. He came, and I explained to him that the city wanted to extend Pryor street across all the railroad tracks, and would like, also, to have the depot moved further out of town. He said that he was open to an arrangement if he could procure sufficient eligible ground elsewhere, and with approval of his board of directors. I walked with him westward down the railroad track to Mitchell street. He said that if he could get what was then known as "Richard Peters' goat lot" (a lot in which he pastured his Angora goats) and one or two other small pieces, he would exchange the entire ground owned by

them, which was bounded by Alabama, Loyd and Whitehall streets, and the State Road grounds—except a lot on the corner of Whitehall and Alabama streets, now occupied by the John H. James & Son, bankers, known as the “old Holland lot” (71 feet on Whitehall and 90 feet on Alabama street). I consulted with Mr. Richard Peters and got his price on the goat lot, and also on the other two pieces, one belonging to William Soloman, I remember. I bought this property for \$25,000, as per deed, \$3,000 in green backs (gold then being at 50 per cent. premium) and the balance in ten year 7 per cent. bonds, the parties deeding this property to the Macon & Western Railroad, where they moved and built their present depot and sidetracks, and we proceeded then to open Pryor street across all the railroad tracks.

Soon after the consummation of this arrangement, Judge Daniel Pittman and Judge O. A. Locrane set up for the Mitchell heirs a claim to the property, trying first to compromise, taking the legal position that as the property had been donated by Samuel Mitchell, their ancestor, to the road for railroad purposes, that the railroad had no right to dispose of it to the city or to private parties. Suit was finally commenced by these parties to recover the land for the Mitchell heirs. Colonel Robert Powell, of Barnesville, married one of Mitchell's daughters, and represented the other heirs in the suit.

In the meantime, reconstruction had taken place. Rufus B. Bullock was elected Governor of the State of Georgia under the new Constitution: H. I. Kimball had bought, through me, from Dr. Joseph Thompson, the old Atlanta Hotel, and had built the first Kimball House. In the meantime he had undertaken to steer the Mitchell heirs. The land bounded by Decatur, Pryor and Loyd streets had originally been used by the State Road officials for offices, etc.; but they had made

some kind of arrangement with the City of Atlanta to convert said land into a city park, running a side-track into it, commencing at about Whitehall street and running through what is now known as the Kiser store lot, to the center of the tract, which was thought would hold the property from reversion. The city ornamented the ground, laying out walks, planting shrubbery, grass, etc., which made quite an extensive plaza.

H. I. Kimball and others then commenced negotiating with the Mitchell heirs, who had also commenced a suit for that tract, which negotiation resulted in a compromise. I never knew the amount the heirs received for the plaza portion, but they agreed to take the proceeds of all between Pryor and Loyd, except 100 feet fronting on Alabama and Pryor running back to the right-of-way, for their equity in the part I bought from the Macon & Western Railroad, and permitted a plat and sale of both tracts of land, whereupon I divided the north part into city lots, and, also, the south block, between Alabama and Loyd, and advertised and sold it in 1870. The first lot I sold was on the corner of Wall and Pryor streets, now known as the Kiser store. I commenced the sale at that corner, and after I announced the terms of the sale, the late Judge Dennis F. Hammond, as the attorney of Seago, Dobbins, Austell and others, read a notice protesting against the sale. After he had completed his protest, I asked for bidders, and Joseph E. Brown said: "Start the corner at \$300 a front foot for me." I proceeded with the sale. Governor B. bought several of the lots, and Judge Bleckley, D. Pittman, Foster Blodgett and O. A. Lochrane, all acting as attorneys for one side or the other, also bought property in the block. I sold every lot in about three hours, and my commissions were about \$7,500 (the largest auction commissions I ever received in one day).

The result of that sale was the building up of these two

blocks into well known business houses; and nothing ever came of Judge Hammond's protest, so far as I know.

The balance of the ground deeded by Mitchell, west of Whitehall street, is now occupied by the Western & Atlantic lessees and by the Central Railroad system, which has absorbed the old Monroe Railroad & Banking Company and the Macon & Western Railroad Company, for depots, tracks, etc.

In the compromise, the ground now occupied by Wall street, the Union Depot and the side-track between Loyd and Pryor streets, were retained by the State Road for railroad purposes, the claim of the Mitchell heirs being quieted by a general adjustment. The present Union Depot was built very near the site of what was known as the old car shed, perhaps a few feet further north, and covers some more ground than the old shed.

It is due to history to state that the City of Atlanta realized from the sale, after reconveying corner of Alabama and Loyd (vid. 669) to the Mitchell heirs, \$175,000 for property that cost them only \$25,000, and the removal of what was then—and would now be considered—a very great railroad nuisance. All this occurred while I was chairman of that committee, and I beg to say that Messrs. Sasseen and Williford served on the committee with me, heartily co-operated with me, and approved of every move I made. I feel proud of my record as an Atlanta councilman. It was the only time I ever served in that capacity, and I shall never serve again.

The deed from Colonel White to the City of Atlanta, will explain the first transfer. In fact, the following deeds, which I take from the records: The Mitchell heirs to H. I. Kimball; reconveyance from Kimball to the heirs; the deed from Governor Bullock; Mayor Ezzard to the Mitchell heirs; and the record of settlement. All these deeds, carefully examined, will explain the authentic history of the various transfers that

resulted in the railroad property passing into the hands of private individuals, and the narrowing down of the area that is now held by the State Railroad.

GEO. W. ADAIR,
Chairman.

DEED TO CITY BY MACON & WESTERN RAILWAY.

GEORGIA—FULTON COUNTY.

This indenture made and entered into this the twenty-fifth day of October, in the year eighteen hundred and sixty-five, between the Macon & Western Railroad Company of the one part and the Mayor and Council of the City of Atlanta of the other part. Witnesseth: That for and in consideration of the sum of twenty-five thousand dollars, by the said Mayor and City Council to the said Macon & Western Railroad Company, to-wit: To Andrew J. White, the acting president of said railroad company, the receipt whereof is hereby acknowledged. The party of the first part hath bargained and sold, and doth by these presents remise, release and forever quit-claim to the said Mayor and Council aforesaid, and to their successors in office, and to his and their assigns, all right, title, interest, claim or demand. that the said Macon & Western Railroad Company now has or may have had in and to the following described parcels of land, to-wit: So much of lot seventy-seven (77) in the fourteenth (14th) district of originally Henry, now Fulton, county aforesaid as the lot designated on the plan of said City of Atlanta, the plat of which was recorded with a deed thereto from Samuel Mitchell to the Macon & Western Railroad Company, in the county of DeKalb. in said State. on the nineteenth of September eighteen hundred and forty-six (1846), as the Macon & Western Depot, and bounded as follows: On

one side by the Western & Atlantic Railroad, on another side by lot conveyed to the State of Georgia, on another side by Alabama street, and on the fourth side by Whitehall street, as seen on the plan above referred to. Except about a quarter of an acre at the corner of Whitehall and Alabama streets, called on a map of said city the "Holland Reserve," now owned by Peter Huger and Virgil A. Gaskell, and, also, for the same consideration, the said Macon & Western Railroad Company hath bargained and sold, and by these presents doth remise, release, and forever quit claim to the said Mayor and Council aforesaid and their successors in office all the following tract or parcel of land, to-wit: That portion of land which the said Macon and Western Railroad Company uses as railroad track, and for a section table, between the said Alabama street and the Georgia Railroad track, which last mentioned parcel of land is now marked by stone pillars or posts on and at each corner thereof, and which lot lies east of the first described lot of land, all being on land lot seventy-seven (77) in the fourteenth (14th) district of originally Henry, now Fulton) county aforesaid, agreeably to the original survey of said district, with all the right, members and appurtenances to the said parcels of land in anywise belonging or appertaining. To have and to hold the said lots or parcels of land to the said Mayor and Council and his and their successors in office, so that the said Macon & Western Railroad Company, nor its agents, nor their successors in office, or the legal representatives or assigns, or any other person, persons, or company claiming under the said Macon & Western Railroad Company shall at any time hereafter, by any way or means, have, claim or demand any right or title to said lots of land, or either of them, or any part thereof, inconsistent with right hereby conveyed to the said Mayor and Council aforesaid.

In testimony whereof, the Macon & Western Railroad

Company, by its acting president, executed this deed by his hand and seal on the day and year first above written.

[SEAL] A. J. WHITE,
Macon & Western Railroad Company.

Signed, sealed and delivered in presence of us:

W. L. CALHOUN,

W. R. VENABLE, Clk. S. C.

GEORGIA—FULTON COUNTY.

Clerk's Office Superior Court—Left for record this the 25th day of February, 1891, at 12 o'clock M., and recorded in Book TT, page 220, this 7th day of March, 1891.

G. H. TANNER, Clerk.

GEORGIA—PIKE COUNTY.

For and in consideration of five thousand (\$5,000) dollars to us paid, we, Jane L. Mitchell, as administratrix, with the will annexed of Samuel Mitchell and Jane L. Mitchell, Mrs. S. Jane Kendall, J. H. Mitchell, R. J. Powell and his wife Eliza, formerly Eliza Mitchell, Mary Mitchell, Belle Mitchell and Robert Mitchell, as heirs at law of said Samuel Mitchell, and all being of age, have this day bargained and sold, and we hereby transfer and convey unto Hannibal I. Kimball and his heirs forever all our title and interest in and to the following described parcels of land, to-wit: Five acres of land lying in the City of Atlanta, county of Fulton, and State aforesaid, bounded by Decatur street on the one side and Alabama street on the other side and reaching from Loyd to Pryor streets, and also that lot of land bounded by Alabama street on the one side and the railroad on the other, extending from Pryor street to Whitehall. Except that portion on the corner of Alabama and Whitehall streets, improved, and ex-

cepting here from the right of way to the railway. To have and to hold said parcels of land unto said H. I. Kimball and his heirs forever. We warrant the title of said land against the claims of all persons claiming by, through or under us or either of us, but no further.

In witness whereof we have hereunto set our hands and seals this 18th day of June, 1870.

Signed, sealed and delivered as to J. H. Mitchell, R. J. Powell, Mary Mitchell, Belle Mitchell and Robert Mitchell, before us:

W. D. REDDING,
J. B. HANSON, N. P.

Signed, sealed and delivered as to Jane L. Mitchell, administratrix and heir at law, Mrs. S. J. Kendall and Mrs. Mrs. Eliza Powell, before us:

CHAS. F. REDDING,
JAMES T. G. CALDWELL, J. P.

• JANE L. MITCHELL,	[L. S.]
Administratrix, with Will Annexed.	
JANE L. MITCHELL.	[L. S.]
S. J. KENDALL.	[L. S.]
JOHN H. MITCHELL.	[L. S.]
R. J. POWELL.	[L. S.]
M. B. MITCHELL.	[L. S.]
BELLE MITCHELL.	[L. S.]
ROBERT MITCHELL.	[L. S.]
E. POWELL.	[L. S.]

Recorded June 12, 1876:

James D. Collins, C. S. C.

STATE OF GEORGIA—FULTON COUNTY.

This indenture made and entered into this, the 20th day of June, 1870, between Hannibal I. Kimball, of the county and State aforesaid, of the one part, and James L. Mitchell, S. J. Kendall, J. H. Mitchell, Robert J. Powell and his wife Eliza Powell (formerly Eliza Mitchell), Mary B. Mitchell, Belle Mitchell and Robert Mitchell, heirs at law of Samuel Mitchell, deceased, all of Pike county, in said State, of the other part, witnesseth that the said H. I. Kimball, for and in consideration of the sum of \$500 to me in hand paid by the said parties of the second part, have bargained and sold, and do by these presents, grant, bargain and sell to the said parties of the second part, their heirs and assigns forever, all that tract or parcel of land lying and being in the City of Atlanta, and being known and designated as the property originally belonging to the said Samuel Mitchell, deceased, and being that property lying between Decatur street and Alabama street, and running from Loyd street to Pryor street, the said property being the same conveyed by Samuel Mitchell in his lifetime to the State of Georgia for certain purposes expressed in said conveyance, and also all that tract or parcel of land originally conveyed by said Samuel Mitchell in his lifetime to Macon & Western Railroad and lying and situated in said City of Atlanta, bounded by Alabama street on the one side and the railroad right-of-way on the other side, and reaching from Pryor street to Whitehall street, except that portion improved at the corner of Whitehall and Alabama streets. To have and to hold the said property to the said parties of the second part, their heirs and assigns forever, in fee simple. And I, the said H. I. Kimball, for myself and heirs, executors and administrators, the said bargained property to the said parties of the second part, their heirs, executors and administrators, shall and will warrant the right and

title hereto, against the claims of all persons claiming by, through, or under me, but no farther. In witness whereof, the said party, H. I. Kimball, hath hereunto set his hand and seal.

H. I. KIMBALL.

Signed, sealed and delivered in presence of:

W. E. ARMSTRONG.

DARWIN G. JONES, N. P. Fulton Co., Ga.

STATE OF GEORGIA—FULTON COUNTY.

This indenture made and entered into this, 29th day of October, 1870, between his excellency, Rufus B. Bullock, Governor of this State, of the first part, and the heirs of Samuel Mitchell, late of Pike county, in said State, to-wit: Jane L. Mitchell, widow; S. Jane Kendall, John H. Mitchell, Robert J. Powell and Eliza Powell (formerly Eliza Mitchell), Mary B. Mitchell, Belle Mitchell and Robert Mitchell, of the other part. Witnesseth: That his excellency, the Governor, in pursuance of a joint resolution of the General Assembly of the State, approved October 25, 1870, and the authority and direction of the General Assembly contained in such resolutions accepting the compromise submitted by the said heirs of Samuel Mitchell, touching certain lands lying in the City of Atlanta, and in consideration of the payment of \$35,000 and the compliance by said heirs with the proposition of settlement submitted as aforesaid, doth hereby grant and convey unto said parties of the second part, their heirs and assigns, the following lands, to-wit: All that tract or parcel of land originally donated to the State of Georgia by Samuel Mitchell, and lying from Decatur street to Alabama street, and from Pryor street to Loyd street, except that portion of the same which commences at a point on Loyd street, 77 feet north of

the corner of Alabama street, and running west to a point on Pryor street, 132 feet north from the corner of Alabama and Pryor streets; thence north 23 feet to the new depot; thence north 195 feet to a point 190 feet from Decatur street on Pryor street; thence to a point on Loyd street, 235 feet from the corner of Decatur and Loyd streets; thence along Loyd street 228 feet to the beginning point on Loyd street, all of which will more fully appear by a map of the same hereto attached, making the property reserved by the State and the property hereby conveyed to the parties of the second part being the whole of said property lying north of the new depot, known as the Park, and the property on the south of the same, on Alabama street, not included in the exception as aforesaid. To have and to hold said bargained premises with all the rights, members and appurtenances thereinto belonging to the said party of the second part, their heirs and assigns, in fee simple. And the said Rufus B. Bullock, as Governor of this State, for himself and his successors, in pursuance of the resolution of the General Assembly, as aforesaid, the bargained property unto the said parties of the second part, their heirs and assigns will warrant and defend the right and title thereof against the lawful claims of all persons.

In witness whereof, the said party of the first part, Rufus B. Bullock, as Governor of the State of Georgia, has hereunto set his hand and caused the Great Seal of the State to be affixed, the day and year above written.

RUFUS B. BULLOCK.

By the Governor:

DAVID G. GOTTING, Secretary of State.

Executed, stamped and delivered:

ROBERT H. BROWN.

JNO. L. HOPKINS, S. C. A. C.

STATE OF GEORGIA—FULTON COUNTY.

This indenture made this, 5th day of November, 1870, between the Mayor and Council of the City of Atlanta, of the county of Fulton, of the one part, and Jane L. Mitchell, S. J. Kendall, J. H. Mitchell, Robert J. Powell and his wife Eliza Powell, M. B. Mitchell, Belle Mitchell and Robert Mitchell, of the county of Pike, of the other part. Witnesseth: That the said Mayor and Council of the City of Atlanta, for and in consideration of the sum of \$100, and in pursuance of a resolution of the City Council, settling the litigation between said parties for certain deeds, \$——— *in hand paid* at and before the sealing and delivering of these presents, the receipt whereof is hereby acknowledged, have granted, bargained, sold and conveyed, and by these presents does grant, bargain, sell and convey unto the said parties of the second part, their heirs and assigns, all that tract or parcel of land, lying and being in the City of Atlanta, commencing on the corner of Loyd street and Alabama street, in the said city, and turning up said street to the point of railroad privilege on lands reserved by the State of Georgia 70 feet, and thence along the said railroad to a point commencing 100 feet on Pryor street and from such point across to Alabama street to a point 100 feet from Pryor street on said Alabama street, as appears by a map of the property of the Mitchell heirs, sold on the 3d instant. To have and to hold the said bargained premises with all and singular, the rights, members and appurtenances thereof to the same belonging or in anywise appertaining to the only proper use, benefit and behalf of them, the said parties of the second part, and their heirs, administrators and assigns in fee simple, and the said Mayor and Council of the City of Atlanta, their successors, heirs and administrators, the said property as aforesaid unto the said parties of the second part, their heirs, executors, administra-

tors and assigns against the said Mayor and Council of the City of Atlanta, their successors, heirs, administrators, shall and will warrant and forever defend by virtue of these presents, against the claims of all persons, claiming through us under them, but no further. In witness whereof, the said Mayor and Council of the City of Atlanta, by William Ezzard, Mayor, hath hereunto set the hands and affixed official seal the day and year first above written.

WM. EZZARD, Mayor.

Signed, sealed and delivered in presence of:

GEO. W. ADAIR.

DANIEL PITTMAN, Ordinary.

STATE OF GEORGIA—FULTON COUNTY.

In consideration of a settlement made with the City of Atlanta of certain suits pending for certain lands lying in the City of Atlanta, and the sum of ten (\$10.00) dollars to us paid, we, Jane L. Mitchell, S. J. Kendall, J. H. Mitchell, R. J. Powell and his wife Eliza Powell (formerly Eliza Mitchell), Mary Mitchell, Belle Mitchell and Robert Mitchell, heirs of Samuel Mitchell, have this day bargained and sold, and hereby transfer and convey unto the Mayor and Council of the City of Atlanta and their successors in office forever, the following described parcels of land, to-wit: All the land originally deeded by Samuel Mitchell in lifetime to Macon & Western Railroad, and lying on Alabama street, in the City of Atlanta, Ga., between Whitehall street (Mitchell street in copy of record) and Pryor street, and between Alabama street and the railroad, except that portion on the corner of Alabama and Whitehall streets, improved, and also 100 feet lying on Alabama street and running back up Pryor street about 132

feet to the railroad privilege. To have and to hold said lands unto said bargainers and their successors in office forever. We covenant that we are lawfully seized of said land, have a good right to convey it, and that it is unincumbered. We warrant the title to said land unto said bargainers and their successors against the lawful claims of all persons.

Witness our hands and seals this, 29th day of October, 1870.

JANE L. MITCHELL,
 S. J. KENDALL,
 JNO. H. MITCHELL,
 ROBT. J. POWELL,
 ELIZA T. POWELL (formerly
 ELIZA T. MITCHELL),
 MARY MITCHELL,
 BELLE MITCHELL,
 ROBERT MITCHELL.

Executed, stamped and delivered in our presence :

H. P. POWELL.

JAS. H. FRYER, J. P.

STATE OF GEORGIA—PIKE COUNTY.

In consideration of a settlement made with the State of Georgia relative to suits for lands in the City of Atlanta, and the sum of ten dollars to us in hand paid by his excellency, the Governor of this State, we, Jane L. Mitchell, S. Jane Kendall, J. H. Mitchell, Robert J. Powell and his wife Eliza Powell (formerly Eliza Mitchell), Mary Mitchell, Belle Mitchell and Robert Mitchell, have this day bargained and sold, and hereby transfer and convey unto Rufus B. Bullock, as Governor of the State of Georgia, and unto his successors

in office forever for the use of said State, the following described parcel of land, to-wit: All that tract or parcel of land in the City of Atlanta, State and county aforesaid, bounded as follows: Commencing at a point on Loyd street, 77 feet north of the corner of Alabama street, and running thence west to a point on Pryor street, 132 feet north from the corner of Alabama and Pryor streets; thence along Pryor street 23 feet to the new depot; thence north 195 feet to a point on Pryor street 190 feet from the corner of Decatur and Pryor streets; thence to a point on Loyd street 235 feet from the corner of Decatur and Loyd streets. Thence along Loyd street 228 feet to the beginning point on Loyd street, all of which will more fully appear by a map of the same hereto attached. To have and to hold said land unto said bargainee as Governor and unto his successors in office forever for the use of the State of Georgia. We warrant the title to said land unto said bargainee and his successors against the lawful claims of all persons.

Witness our hands and seals this, 29th day of October, 1870.

JANE L. MITCHELL,
S. J. KENDALL,
JNO. H. MITCHELL,
ROBT. J. POWELL,
ELIZA T. POWELL (formerly
ELIZA T. MITCHELL),
MARY MITCHELL,
BELLE MITCHELL,
ROBERT MITCHELL.

Attest:

H. P. POWELL.

JAS. H. FRYER, J. P.

THE GEORGIA WESTERN RAILWAY.

The Georgia Western Railroad was chartered February 18, 1854. The incorporators were: William Markham, L. P. Grant, Richard Peters, Ira O. McDaniel, A. B. Forsyth, John F. Mims, Terrence Doonan, J. A. Hayden, Joseph Thompson, Green B. Haygood, James M. Calhoun, William P. Nichols, James E. Williams, James F. Alexander, B. H. Oberly, T. A. Warwick, A. J. Brady, Daniel Hook, John James, A. H. Harrison and Abbott W. McWhorter.

The original intention was to construct a road from Atlanta to Gunter's Landing. The value of the coal and iron mines in Alabama, at that time, was but little thought of. James A. Grant, a brother of Colonel L. P. Grant, a thoroughly competent engineer, was put on the line, and the preliminary surveys were run through. The war came on, and the enterprise languished. The City of Atlanta subscribed for the construction of said road, \$300,000; and the Georgia Railroad & Banking Company, John H. King, president, subscribed \$250,000. After reconstruction, the building of the road was revived, a mass meeting was held, the citizens were enthusiastic, and the city authorities, by resolution, renewed the old ante-war subscription. New directors were elected. John H. James, Mayor of the City; F. P. Rice, A. W. Mitchell, L. P. Grant, G. W. Adair, A. Leyden chairman of the Finance Committee, and perhaps others whom I cannot remember, were on the board of directors, with Campbell Wallace as president. Colonel Robinson, with an able corps of engineers, John A. Grant, Young Elliott, Henry Collier and Mr. Maples, were put in the field. The bed of the road was graded 27 miles to Douglasville, a bridge built over the Chattahoochee river and Sweetwater creek, the contract was let out to Grant, Alexander & Company, and the work was pushed forward. The

city issued her bonds for \$300,000, and my recollection is that they were disposed of at about an average of seventy-five cents on the dollar. Mr. King and the Georgia Railroad directors repudiated their subscription; Major Wallace resigned the presidency, G. W. Adair was elected in his place; and he, with his board of directors, commenced suit against the Georgia Railroad, but never were able to collect anything. The expense exceeded the amount realized by the bonds, about \$65,000. Grant, Alexander & Company sued the City of Atlanta for the deficit. It was sold and bought by the plaintiffs in execution, and deed made to John T. Grant, W. D. Grant, Thomas Alexander and Henry Alexander, by them transferred to John B. Gordon, and by him sold to the Georgia Pacific Railroad, who then organized under the following directors: John B. Gordon, H. J. Jewett, A. S. Buford, E. C. Gordon, A. C. Heakill, T. M. R. Talcott, H. W. Perkins, C. H. Phinzy and Joseph Bryan, June 1, 1881. It was again transferred to other parties, who, under the new organization, completed and equipped it from Atlanta to Birmingham under the name, "Georgia Pacific," thus opening up the coal and iron mines, and resulted in extending the road to the Mississippi river via Columbus, Miss.; also, a road from Birmingham to Schofield, Ala., tapping the Memphis & Charleston Railroad at Tusculumbia, and also a road from Birmingham to Nashville, via Decatur, Ala. In fact, it was the initial step in constructing a great system of important roads. It is safe to say that Atlanta has been amply remunerated for her liberal donation to the enterprise, as it enabled her to secure coal for manufacturing purposes upon such terms as has made Atlanta, at present, a great manufacturing center.

In this connection it may not be amiss to allude to another great and similar enterprise originated and voiced by the City of Atlanta. About the same time the Georgia Western was

started, Jonathan Norcross and others conceived the construction of what was known as the "Air Line Railroad," and the following named gentlemen were the incorporators: William Markham, L. P. Grant, Richard Peters, Jonathan Norcross, William Ezzard, I. O. McDaniel, John F. Mims, John Glenn, Joseph Thompson, J. A. Hayden, G. B. Haygood, A. W. Stone, B. H. Overby, Daniel Hook, J. I. Whittaker and Amos W. Hammond, April 3, 1856. This road had a similar amount subscribed by the City of Atlanta, and run equally as checkered a career as the Georgia Western. But little was done prior to the war, but after reconstruction B. Y. Sage, Judge S. B. Hoyt, Jonathan Norcross and Alfred Austell took the matter up and visited Richmond, Va., and interested S. B. Buford in the enterprise, forming a new board of directors, who elected Colonel Buford as president. A. S. Buford, S. B. Hoyt and Alfred Austell were made the executive committee of said board; E. W. Holland was treasurer, and Colonel Larkin Smith was elected auditor. Through Judge Hoyt, the Mayor and Council of Atlanta renewed the subscription of \$300,000 to the road, and private individuals in Atlanta donated another \$100,000. The original mover in this great enterprise, Jonathan Norcross, was active in canvassing for funds to build it, the work was let out, and the road was graded and equipped to Charlotte, N. C., and the total cost was, in round numbers, about \$13,000,000. To raise funds, the company issued bonds, based on Atlanta's and private subscriptions. When completed, the road was sold by a receiver, and bought by Eugene Kelly and others of the original bond-holders, who recapitalized it at \$4,000,000; and it has passed into the hands of the Richmond & Terminal Syndicate, who now control and use it as one of their main trunk lines.

I have not the means of giving these figures accurately,

but it is enough to say that from the City of Atlanta having made the donation, and from the fact of her enterprising citizens having so liberally responded, we are indebted that this great road was finally constructed and equipped, and is now the short mail route between Atlanta and Washington, and further east.

Though not asked about the Air Line, her history and that of the Georgia Western were so similar in conception and completion, and so equal and grand in their results, that I could not refrain from giving this brief *resume* of the latter road.

It is gratifying to know that Atlanta, enjoying the position of a great railroad center—so much so that it has attracted capital and enterprise sufficient to make her the grandest new city in the South—has secured these roads at so slight a cost, either in her corporate or individual capacity.

The Atlanta & Florida, that has been completed from the city to Fort Valley, was the next and last candidate for public favor. She has cost our citizens, thus far, a snug little sum, but it may be the nucleus of another trunk line that will give back, like "bread cast upon the waters," to the city all that she has cost her citizens. Atlanta has contributed, at different times, several feeders to main roads, but, in the main, she is enjoying all the privileges of the vast capital these roads have cost, at a very slight outlay.

GEO. W. ADAIR, Chairman.

CHAPTER XXXII.

INTERESTING STORIES BY EARLY INHABITANTS.

Richard Peters Tells How Atlanta Got Its Name—Colonel C. R. Hanleiter's Recollections—The Atlanta Pioneer and Historic Society—Incidents related by Norcross, Ezzard, Hayden, Bleckley, Bray and Others—The "Law and Order Party" and the "Rowdy Party"—Citizens Put Down the Rowdies—Mingling the Waters of the Mississippi and the Atlantic Ocean—The Memphis & Charleston Railroad Completed—Atlantians Go to Charleston and to Memphis.

The following from Mr. Richard Peters, deceased, satisfactorily explains how Atlanta obtained its name :

“ATLANTA, GA., May 9, 1871.

“MR. W. R. HANLEITER: Dear Sir—In answer to your note, asking me to give you some information relative to the naming of Atlanta, I will state that in the year 1845, J. Edgar Thompson, Esq., the present distinguished civil engineer and railroad king, was chief engineer of the Georgia Railroad. Atlanta was then known as Marthasville. At that date I was the superintendent and resident engineer of the finished portion of the road, from Augusta to Covington, and it became a part of my duty to arrange the freight lists and to notify the public of the opening of the road from Covington to Marthasville.

“I was not satisfied with the name given a point that, even at that early day, had become somewhat notorious by the Hon. John C. Calhoun, who, on passing through to the Memphis

Convention, prophesied a great city in the future. I wrote to Mr. Thompson, who then resided in Madison, asking him to think of a name that would suit the place better. His reply was, in substance, as follows: 'Eureka—Atlanta, the terminus of the Western & Atlantic Railroad. Atlantic, masculine; Atlanta, feminine—a coined word—and if you think it will suit, adopt it.' I was delighted with the suggestion, and in a few days issued the circulars adopting the name, and had them generally distributed throughout Georgia and Tennessee, and at the next session of the Legislature, the act of incorporation was changed by inserting Atlanta in place of Marthasville.

“Yours truly,

“RICHARD PETERS.”

THE ATLANTA PIONEER AND HISTORIC SOCIETY.

On the evening of the 24th of April, 1871, at the request of William R. Hanleiter, a number of gentlemen assembled in the parlors of the Kimball House for the purpose of lending their aid in perpetuating the incidents connected with the early history of Atlanta. Those present were: William Ezard, J. Norcross, J. A. Hayden, H. C. Holcombe, David Mayer, John H. Flynn, John Glenn, Thomas Kyle, M. J. Ivey, John Silvey, L. E. Bleckley, John Thrasher, Dr. W. C. Moore, E. T. Hunnicutt, W. M. Bray, D. N. Poore and William R. Hanleiter.

The main portion of the evening's conversation, as phonetically taken at the time, which follows, contained some interesting facts and incidents which had not been published before that time. The meeting was pleasant and sociable, and composed of gentlemen who represented the foremost ranks of society.

Before adjournment, the gentlemen present, on motion of

Mr. Hanleiter, organized themselves into the "Atlanta Pioneer and Historic Society," and unanimously elected officers for the following year, as follows: William Ezzard, president; Jonathan Norcross, vice-president, and William R. Hanleiter, secretary.

Messrs. L. E. Bleckley and W. M. Bray were appointed a committee to draft a constitution and by-laws. The society adjourned to meet on the third Monday evening in May.

[For some reason, not apparent, the society never held another meeting. Mr. Hanleiter moved to Griffin shortly thereafter.]

INCIDENTS RELATED BY THOSE PRESENT.

JOHN THRASHER—"When I arrived in this place, in 1839, the country was entirely covered by forest. There was but one house here at that time, and that stood where the old post-office was formerly located; it was built of logs and was occupied by an old woman and her daughter, about sixteen years of age. I found a man, also, named Thurman, living in the country near by. I went to work building and fixing up, and built a store. First one moved in from the country and then another, until we had a right smart little town. The people around here were very poor. There were a great many of the women who wore no shoes at all. We had dirt floors in our homes. There was a man named Johnson in the store with me, and the firm was Johnson & Thrasher. That was the only store in the place at that time.

"As the place grew up, the present Whitehall street was the place for drinking and fighting. After a while I sold out and went to Griffin, and there is a period of a few years that I do not know much about. I came back in 1844 and went into business on Marietta street. At that time Mr. Norcross

had a horse sawmill, which was regarded as a curiosity. People came from the country on purpose to look at it.

“The next event of importance is the attempted incorporation of the town. There was a charter procured, but a few of us declared that we would not have such laws as they had made. A lawyer said that he could break up the whole thing for fifty dollars, and we paid it, and went on without a charter until the next meeting of the Legislature. This was in 1846, and in the year 1847 they got another. Marthasville was incorporated in 1843.

“At one time, while I was absent from town, my brother-in-law, who was associated with me in the store, bought a piece of land thirty feet long, running back two hundred feet, between Mitchell and Hunter streets, next to Jones’ building, for sixty dollars. I was very much provoked when I heard of it, for I had previously refused to give five dollars an acre for the same land, and he had given at the rate of two dollars a foot for it. I told him if he made any more such trades as that I would dissolve partnership with him sure. A little while after he sold the same piece of property for ninety dollars, and I told him the fools are not all dead yet, and never to buy another piece of property in Atlanta by the foot again.

“Decatur street was called ‘Murrel’s Row,’ and was a great place for cock-fighting.

“The first engine that came here was called the ‘Florida.’ It was brought up from Madison drawn by sixteen mules. The people were nearly wild. They came from the country for miles to see it. I recollect when they started, the engineer got the people to push it.

“There was one particular piece of property that I wanted after the town got settled and was named Atlanta, and that was called Loyd’s Corner. I tried for fifteen years to buy that

property. The first time he asked me \$3,000, and I offered him \$2,500. After a while I concluded to give him his price, and then he asked me \$4,000. I concluded to give him \$4,000 and he asked me \$5,000, and he went on in that way till he got up to \$25,000, and I finally took it at that price. It went up from \$3,000 to \$25,000 before the trade was made. This property around here [Kimball House] was at one time put up at auction and was bought for \$250."

WILLIAM EZZARD—"The name of the 'Gate City' was given to Atlanta in Charleston in 1856, and it came about in this way: When the road was completed connecting Charleston with Memphis, the people of Charleston put a hogshead of water from the bay on the car and their fire engine, and went on with them to Memphis and carried the water there for the purpose of mingling the waters of the Atlantic with the Mississippi. In the year 1857, in May or June, the Mayor of Memphis and a large number of ladies and gentlemen came here on their way to Charleston, carrying water from the Mississippi, and they had their fire engine with them, also, for the purpose of mingling the waters of the Mississippi with the waters of the Atlantic. They arrived here about 12 o'clock. I was then Mayor of Atlanta, and we gave them a reception and prepared a handsome collation for them. They seemed to be very much pleased with the treatment they received. The next morning they left for Charleston, and with them myself and a large number of ladies and gentlemen from this city. We arrived in Charleston and had a grand time there. We paraded there and marched down to the bay and there went through the ceremony of pumping this water from the Mississippi into the ocean. There was on this occasion a great many people from all portions of the State of Georgia and from all parts of South Carolina. There was a grand banquet given by the people of Charleston. Everything was well ar-

ranged. There was a committee appointed to prepare toasts for the occasion. There was a toast drafted for Savannah, one for Macon, one for Augusta, and one for Atlanta, etc. The toast prepared and given for Atlanta was: 'The Gate City—the only tribute which she requires of those who pass through her boundaries is that they stop long enough to partake of the hospitality of her citizens.' That was the substance of the toast, although I do not remember the exact language. After that Atlanta was always called the Gate City, and it was never known as that before. I responded to this toast for Atlanta. It was given, I suppose, from the fact that this railroad had just been constructed through the mountains for the purpose of connecting the West with the Atlantic ocean, and there was no other way to get to either place except to pass through Atlanta."

MR. NORCROSS—"At the time I was elected Mayor there was called an 'orderly party' and a 'rowdy party.' The rowdy party was very strong, and they bid defiance to law and were very bitter against me because I was in favor and took active steps in the direction of law and order. The leaders of this party, the rowdies and ruffians and gamblers, swore that I should not be Mayor of the town, and said if I did not resign I should leave town. I concluded I would not do that, and two or three mornings after I was inaugurated I got up and found a cannon pointed directly at my store door. They said that they had fired it off, but there was no mark of any shot around my store anywhere. They swore the cannon should remain there until I left. I went around and took counsel of the good citizens, and I found that there were plenty of men who, when they could have the law to uphold them, were ready to enforce peace and good order. We organized about forty or fifty and drilled, and they were well drilled, too. There was a young man by the name of Chase, a bold, active, determined

young man, who was foremost in the matter. This rowdy party saw the movement that was being made against them, and they went to work and entrenched themselves, and swore they would not be arrested, but when they saw the force that was collected against them, they made no resistance. From that time to this the people of Atlanta have been a peaceful and law-abiding people; that is, the party of law and order have been triumphant whenever they have showed their determination to uphold the law and preserve the peace.

“There are one or two more items that I want to mention, and one of them is this: When the Georgia Railroad was finished, or about that time, there was a change made in the kind of currency used for change. The usual way of keeping accounts was by $6\frac{1}{4}$ cents, $12\frac{1}{2}$ cents, $37\frac{1}{2}$ cents, etc., fractional parts of a cent being used. I was the first man that commenced using accounts by the Federal money system—cents, dimes, half-dimes, etc.—and I believe Atlanta was the first place in Georgia this change was inaugurated. The first merchants that came here were men of small capital, almost no capital at all, and who were not able to give credit. Trade was always brisk. A good deal of trade always centered here, but our merchants never sold on credit, and the consequence was that from the first we established a cash trade, and a result of this system was we always sold our goods for a less price and realized less profits.

“The earliest merchants that came in after John Thrasher were myself and Collier & Loyd. The first time that a train of cars came here on the Georgia Railroad, which was about the 15th of September, 1845, there were but two stores here that sold general merchandise, and they were Collier & Loyd and myself. Kyle had a little grocery store, and Dunn had a little hat and bonnet store, but they did not amount to a great deal.”

JUDGE HAYDEN—"When I first came here, Mr. Norcross had a sawmill turned by two old horses, and he sawed about one hundred and seventy-five feet of lumber per day. The women of the country came in on purpose to look at it, and the people swore that he fed his horses on sawdust. This mill was located just about where the Air Line Railroad depot is now."

MR. NORCROSS—"The first hotel here, after the Georgia road was finished, was started by a Dr. Joseph Thompson. Previous to that there was a little house on this [Kimball House] square, with the rooms on two ground and two above. That was all the hotel and all the boarding house there was in Atlanta. The postoffice was there, too."

MR. EZZARD—"I recollect very well when the first passenger car came up from Milledgeville. The Western & Atlantic Railroad was then finished as far as Marietta, and the car went on through. There was one old farmer that made the engineer promise that he would stop and let him and daughter walk over the bridge across the Chattahoochee."

MR. NORCROSS—"I recollect very well the first train of cars over the Georgia Railroad. It was on the 15th of September, 1845. The train came in about dark. Judge King was on board and a great many others. There were a great many people out, and there was a great deal of excitement. There was a well in the square here, and such was the excitement, and it being dark, a man fell into the well and was drowned. Judge King came very near falling in there, also. It was dark, and he was just on the brink of stepping in when some one caught and saved him. I suppose there were about twenty families here at that time."

MR. MAYER—"In 1848 there were two hundred and fifteen votes polled at the election of Mayor. There was great excitement and everybody drummed up."

MR. KYLE—"In 1843 there were about seven families here. Just beyond where the Governor's Mansion now stands was the burying-ground."

MR. NORCROSS—"The next great event in the history of Atlanta was the arrival of the cars on the Macon road. It was in 1846 or 1847. When it fell into new hands, the same was changed from the old Monroe Railroad to the Macon & Western Railroad. The stock was bought up and they commenced to build it. They at first decided to run the track in up by the State road shops, and to make the depot there. With that view, the embankment up there was constructed. Those of us who lived up there and had bought property, thought that the town would be up there, and we went to work and held a meeting and brought all the influence we could to bear upon the company to get them to change the proposed location and bring it down here, and we prevailed on Mr. Tyler, who was president of the company, to bring the road down here [Kimball House] to this public square, upon condition that Mr. Mitchell would give a place for the depot. It was done, and that was a turning point in the history of Atlanta."

MR. THRASHER—"That was my ruin. I bought one hundred acres of land with the expectation that the Macon road would stop up by the State road shops, and when I found that the road was going down here, I was very much enraged, and sold out my interest in that hundred acres for four dollars an acre, although it was about one-half of what I gave for it. I did not think the property would ever be worth anything out there, and I sold out and went to Griffin."

MR. NORCROSS—"The reason why the streets are so crooked is, that every man built on his land just to suit himself. The charter that was broken up by 'Cousin John' and those associated with him, provided for the appointment of commissioners to lay out the streets, but they were not allowed, or would

not exercise their duties, and so every one built upon his own land just as he pleased. There were only just a few that believed there would ever be a town here at all. That was one reason why the commissioners would not act—they did not think it a matter of much importance. Governor Crawford did not believe that there would ever be a city here, and Colonel Long, the chief engineer of the Georgia road, said that Atlanta would never be anything but a wood station.”

JUDGE HAYDEN—“Colonel Long spent all of his money at Marietta. He spent thousands of dollars there. He gave it as his opinion that when all the roads were built, Atlanta would consist of a crossroads store, a blacksmith shop and perhaps a little cobbler’s shop.”

COL. BLECKLEY—“The first fire took place in 1850, on Alabama street, near the place where the building occupied by the Southern Express Company now stands. It was on the 16th of April. It made a light that illumined the whole town. Soon after the fire commenced, the alarm was given at a warehouse two or three hundred yards off, and several bales of cotton were destroyed. Then, about the time that fire had been extinguished, another alarm was given. The property damaged and lost was very large. There were, of course, no steam engines, or no engines of any kind, nothing but buckets of water with which to put out the fire. During the fire some one entered the Georgia railroad depot and with an axe broke open the money drawer and took from \$40 to \$70. There were search-warrants issued and arrests made and a court of investigation held. There was great excitement. The impression was that the thieves were those who brought about these fires for the purpose of getting an opportunity to rob.”

“H. C. HOLCOMBE—“In the year 1844 I was in Atlanta, Ga. (then Marthasville), and found only a few small houses on Decatur street, opposite the Kimball House, two or three on

Kile's corner, and some few scattering shanties on other points. No running of cars here then, there being no railroads completed to this point at that time (July 28, 1844).

"I became a citizen of Atlanta on the 4th of May, 1847. I then found a population of about two hundred and fifty or three hundred persons, counting all ages and colors, males and females. In September of that year the Methodist Episcopal Church held its quarterly meeting under a cotton shed, which stood very near the present residence of Mr. James H. Porter, on Wheat street. There was not a church building in the place sufficiently large in which that assembly could be convened. All of the lots now occupied by church edifices were then in brush and forest trees. There was a circular saw cutting lumber by horse-power on the lot now occupied by the second city market house, which is now being used as city police headquarters. The grounds upon which now stands the depot and office building of the State Railroad were surrounded by sturdy oaks of the forest, the immediate grounds being a caney marsh, the surface of which was some twenty-five to thirty feet below the present grading. Cattle were frequently found mired and fast in the marsh, having gone there to feed on the switch cane and other marsh growth. There were but two houses on Alabama street, between Loyd and Whitehall streets; and the first fire that occurred in Atlanta consumed one of them—the same being in April, 1850. The first killing that occurred in Atlanta was the case of William Terrell killing one Mr. McWilliams by stabbing, which took place in 1847. Dr. N. G. Hilburn was murdered by Elijah Bird (his brother-in-law), who cut his throat, from which he died instantly. Dr. D'Alvigny was soon at the spot, and pronounced him dead in a few moments after the cutting took place, which was in December, 1850. Bird was afterwards convicted of murder for that act, but was par-

done by the Legislature. The first brick house erected in Atlanta was the 'Atlanta Hotel,' which occupied the grounds now covered by the Kimball House. I saw the 'razor-strop man' in 1847, standing on a large stump, from which a tree had but a little time before been cut, in Whitehall street, in front of Redwine & Fox's drug store—corner of Alabama and Whitehall—crying off his razor-strops and saying that he had a 'few more of the same sort left.' Then there were but a few houses in that part of the city.

"The grounds now occupied by the Medical College were, in 1847 and 1848, covered with a deep and thick forest, in which small wild game were to be seen and frequently picked off by the apt and anxious marksman.

"The grounds known as the Storr's schoolhouse, is in the midst of what was the large fields then being planted and cultivated by the Ivey family, who were the owners of all that portion of ground lying in that vicinity.

"Those cedar trees now growing so luxuriantly in a lot on Marietta street, opposite the State Capitol, were transplanted by Dr. Nat Austin, in 1848, that lot being that year opened up from the wild forest by the said Austin. These trees were then mere switches, not so large as a convenient-sized walking cane."

[The above notes were taken from William R. Hanleiter's Atlanta Directory for 1871.]

CHAPTER XXXIII.

INTERESTING STORIES BY EARLY INHABITANTS.
CONTINUED.

Atlanta in 1848—Five Public Roads Ran Through Town—Dr. Joseph Thompson—Some of the Early Merchants—The “Midway” of Atlanta—Atlanta’s Cotton Trade—Decatur Would Build a Chinese Wall to Exclude Atlantians—Early Fairs—The Naming of Whitehall Street.

BY N. A. McLENDON.

In 1848 Atlanta was only a small country village in the heart of an almost impenetrable wilderness, surrounded by huge forest trees and thick undergrowth. Now we have a magnificent city, with long stretches of magnificent thoroughfares, and many of her streets paved with the best material known. In September, 1848, the town of Atlanta claimed a population of two thousand inhabitants. The principal streets then were the five public roads which entered the town from adjacent counties, viz: Decatur, Marietta, McDonough (now Capitol avenue), and the road leading westward to Newnan and Campbellton; on this last named road, two miles out, where West End is now located, there was a small village, which boasted of one store, a race-track and a public house, called “Whitehall.” This public road is now Peters street. The fifth and last street was the Peachtree road, running north, which took its name from Peachtree creek. At that time there were only two houses on that road within the corporate limits; one of them is yet standing, at the junction of

Ivy and Peachtree; the other stood where General Clement A. Evans now resides, 442 Peachtree. Then, there was a Methodist camp-ground on the right of Peachtree, near North avenue and Piedmont avenue, near a large, bold spring in the bottom. All the streets in Atlanta at that date were of original soil, except from Alabama to Marietta, on Whitehall, where plank walks and streets had been laid, which crossed a small stream near where Wall street is now located. The older portion of Atlanta was then on the north side of Decatur street, down to Ivy; here small wooden stores and dwellings were located. The block from Pryor to Loyd, opposite the Kimball House and Union Depot, was the property of the State, and the freight depot of the State road (now Western & Atlantic Railroad) stood near the corner of Wall and Pryor. Near the center of this block the offices of the State road were located. The postoffice was a wooden building, located on the corner of Peachtree, Edgewood and Decatur streets. Mr. Washington Collier, the present owner of this property, was the postmaster, under the administration of President James K. Polk. Thomas Kyle was the proprietor of a small store, which then stood where the Healy building now stands, corner of Peachtree and Marietta streets; he carried a mixed stock of goods, but the biggest part of his trade was in very wet goods. Jonathan Norcross owned a store on the corner now known as the Norcross building; he carried a general stock of merchandise and did a large business. On the corner, at the railroad crossing and Peachtree street (now known as the Dougherty & Flynn property), was a small confectionery store and soda fountain, run by Mr. Dougherty. From the railroad to Alabama, on the east side of Whitehall there was a small wooden house, called the Holland House. Richard Peters had a stage-stand and stable, which occupied about one-half of the block from the railroad to Alabama street. The other portion of

this block was filled with horse-racks. There were no livery stables in Atlanta, and people visiting the town used these racks for the purpose of hitching their horses and teams. On the north side of the block, from Whitehall to Pryor, was located the freight depot of the "Monroe Railroad." The block on the north side of Alabama, between Pryor and Loyd, was a vacant lot, owned by the State of Georgia. On the south side of Alabama, between Pryor and Loyd were three stores, one of them owned by Loyd. Collins & Clark, who carried a stock of general merchandise; another was occupied by Mr. A. Wheat, general merchandise, and the other was used by Mr. Daniel McShuffrie, who dealt in wet goods exclusively. On the south side, from Pryor to Whitehall, there was only one storehouse, and that stood on the corner, and was occupied by Mr. U. L. Wright, who had a first-class grocery store. On the opposite corner, Johnson & Smith occupied a storehouse and dealt in general merchandise. There were about a dozen other storehouses on Whitehall, between Alabama and Mitchell, most of them between Alabama and Hunter streets; they were occupied by James Doan, A. Dulin, Terrence Doonan, William Mann, Robert Mangum, William Herring, Richard Hightower, James Davis, A. B. Forsyth and I. O. & P. E. McDaniel; all dealt in general merchandise. I. O. & P. E. McDaniel occupied a two-story brick building on the corner of Whitehall and Hunter, where the Keely building now stands. The upper story of this building was used as a public hall; it was the only brick storehouse in the town. Haas & Levi, Sternberger & Co., and B. F. Bomar & Co., also had stores and dealt in dry goods and clothing. Dr. N. L. Angier, drugs; Lewis Lawshe, merchant tailor; McPherson & Richards, books and stationery; John Tomlinson, tinware, were all in business and occupied stores on Whitehall. U. L. Wright, A. Dolin, I. O. & P. E. McDaniel, John Trammell,

Jonathan Norcross, Terrence Doonan, Fields Hight and A. B. Forsyth were the principal cotton buyers. The manufacturers were Humphries Brothers, shoes; John Tomlinson, tinware; James Craven, jugware, and Andy Wells, brick.

There were four churches: Wesley Chapel, corner Peachtree, Pryor and Houston; First Baptist, corner Forsyth and Walton; First Presbyterian, near corner Marietta and Spring, and the Episcopal Church (now known as St. Philip's), corner Washington and Hunter streets. The cemetery at that time was on the west side of Peachtree, corner of what is now Baker street. About 1849 or 1850, Oakland Cemetery was bought by the city, and the dead were moved from the old and re-interred in Oakland.

The physicians were William Gilbert, N. L. Angier and George Smith. Dr. James F. Alexander moved to Atlanta in April, 1849, during the small-pox epidemic. Dr. Nick Welch was one of our dentists and Dr. N. G. Hilburn the other. The lawyers were Logan E. Bleckley, Chris Simpson, Green B. Haygood, John L. Harris and Luther J. Glenn. The resident portion of the town was scattered from Marietta to Spring, from North Forsyth to Luckie, and on Decatur, Pryor, McDonough (now Capitol avenue), West Alabama and South Forsyth street as far as Peters street. The best resident portion was on Alabama and South Forsyth as far as Peters, and Atlanta's "400" dwelt on these streets at that date. Castleberry Hill was the center of the street from the railroad crossing on Peters to the junction of Walker and Peters street, and had a very unsavory reputation; it was then known as the "Midway" of Atlanta. The principal resort was Walton Spring, corner James and Spring. This resort at that time was as popular as Grant Park is now. The water from this spring was pure and cold, and ran from under a rock.

Antonie kept a refreshment stand at the spring, where he

sold soda water, ice cream, cakes and fruits. The baptismal pool was also located near this spring. A man known as "Monkey" Baker had a menagerie of monkeys and guinea pigs near the junction of Walker and Peters streets.

In 1848 the Whig party had a grand mass-meeting at Walton Spring in the interest of their candidates, Taylor and Filmore, for president and vice-president. The people came in droves, by rail, buggies and wagons, from all portions of the State, and the crowd was estimated at ten thousand. There were a number of great lights, representatives of the grand old Whig party, who made speeches. Alexander H. Stephens was to speak, but was unable to do so, on account of stabs received in a personal encounter with Judge Cone a few days before, but he occupied a seat on the stand, and was held up so that the people might see him. This was the biggest event that had ever occurred in the town. After Taylor and Filmore were elected, there was a much larger demonstration. People flocked from every quarter; some of them came from seventy-five to one hundred miles; large quantities of rich pine had been procured, and every one was supplied with a torch-light, and such a time as we had had never been known before within the borders of Atlanta, and, in my judgment, has never been surpassed since, except the great torch-light procession in honor of the visit of Grover Cleveland, in 1887.

From 1848 to the completion of the West Point Railroad to Atlanta, the wagon trade was immense. Long trains, with two, four and six mules, and many yoke of oxen, came in daily with cotton. Some days there was so much that it was impossible to weigh all of it the day it was received. The cotton came from Campbell, Carroll, Coweta, Fayette, Heard, Henry, Meriwether and Troup counties, Georgia, and from North Alabama. The merchants did an immense business, and nearly every wagon returned home laden with merchandise.

Nearly all of the cotton shipped from Atlanta went to Charleston and Savannah.

The first hanging occurred in Atlanta in 1858. The gallows was erected on the corner of what is now Crumley and Martin streets, and the victim was David Crockett. Crockett, Cobb and Jones murdered a man by the name of Landrum, from Carroll county, Georgia, who brought and sold a lot of beef cattle here. They murdered him after the sale, expecting to get his money; but he had taken the precaution to deposit his money in the town, and was on his way to the country to spend the night with a friend. Crockett confessed his crime, and implicated the other two men. Cobb was tried, convicted and hung; Jones was sent to the penitentiary, but was pardoned out by Governor Brown when Sherman marched through Georgia, with the understanding that he should enlist in the army in defense of the South, which he did, and served throughout the war in a company commanded by the notorious Dr. Roberts. After the war he went to Nashville, Tenn. Crockett wrote a book of his life and realized a snug sum from its sale. About the same date of this murder, William Choice killed an officer by the name of Webb. Logan E. Bleckley, who was then solicitor-general of the Coweta Circuit, prosecuted Choice. He was convicted and sentenced to be hung, but was pardoned by the Georgia Legislature. Judge O. A. Bull, of Troup county, was the presiding judge. James M. Calhoun, Augustus R. Wright and Hon. Benjamin Hill defended Choice. Choice died in Rome, Ga., since the war. Atlanta, in her early days, had her enemies, as she has now. The old and aristocratic town of Decatur, one of her nearest neighbors, entertained the bitterest feelings toward her, and even threatened to build a wall between the two towns, similar to the Chinese walls, in order to prevent intercourse between their citizens, but Atlanta won in this instance, as she has

ever done; for in less than five years she had captured more than three-fourths of Decatur's population. Atlanta was built up by mechanics and energetic merchants of small means. One of the peculiarities of Atlanta's population is their intense love for the dear old place. Her citizens may move away, but eventually will return, if able to do so.

BY MRS. WILLIS CARLISLE.

My father moved to Georgia in 1828. Later on they moved to Marietta where I was married in 1841. Rev. Josiah Burke, who performed the ceremony, advised my husband to move to Terminus, as he said it would some day be a large place. We took his advice, and one warm day in June we started out on our journey.

Not greater was the fire and enthusiasm that coursed the veins of those who long ago turned their faces toward the California wilds in search of gold than was that of this young couple as they started to win the goal (or gold) at Terminus. As we, with our wagons and worldly effects, reached our destination, a rude structure which we had procured from Judge Cone, of Decatur, as a dwelling, we found, to our consternation, that it was occupied, and, what was more, by rude people who refused to vacate. There we were, alone, thrust out into the wilderness without shelter, neighbor or friend. It was the only available shelter for miles around, having been built by Mr. John Thrasher (known as "Cousin John") and used years before as a commissary for the old "Monroe Road" hands. It was situated on Marietta road, in front of the present First Presbyterian Church. The families occupying it were Irish, employed to grade the road, and seemed to be fixtures. We began looking about us for shelter, until we could

notify Judge Cone, and finally found an old dilapidated shanty in which cattle had found refuge, and here we camped. After some delay, we obtained possession of shanty number one, which, for comfort, was little better than that we had just vacated. But it was to be home; and let not the reader forget we were young, ambitious and quite visionary. We felt that Terminus would not always be a terminus, but the beginning of much grand and glorious future prosperity. Can it be gainsaid, as Atlanta, great and beautiful Atlanta—the magic city—looms up from that little Terminus, in all her present majesty and pride?

Notwithstanding the noble resolve of this young wife to stand by her husband and suffer as he suffered, our finer feelings recoiled at sight of the rude floor and bare walls of the one room which she realized was to be parlor, bedroom, store for groceries, and possibly dining room and kitchen, all in one. Imagine, if you can, young reader—if you are a mother or wife—this young wife's feelings as she stood and gazed at her surroundings. Yet, as she gazed in disappointment and uncertain fear, this sweet reflection came to her: Mary, the mother of Jesus, had only a manger for her cherished one to be born in; why should I ask for more? So the young and expectant mother, of only seventeen summers, bowed her head in meek submission and grieved no more. Not so the young and manly husband and the wife's mother. They knew their dear one's life was in danger, and, without medical aid, which could not be procured easily (the nearest physician being at Decatur, six miles distant), or some neighbor's assistance, it would be impossible to keep her here. But, dreading the possible separation, they diligently searched the vast wilderness for the home of some settler. Day after day did the young wife and her mother traverse these hills and dales in search of life; but not even the familiar bark of a dog greeted their

ears. Oft and anon they would strike, in their wanderings, a beaten path, or trail, and eagerly follow it; but their chase would only lead to some spring used by the old railroad hands years before. One of these was, I remember, near the spot where the steel Forsyth street bridge now stands; another was the old Walton spring.

There were several farm houses scattered about through the country, one of which was owned by Mr. Hardy Ivy, nearly a mile distant to the east; another by Mr. Little, out on the Decatur road, and one by Mr. Humphreys, out on Whitehall road—he owned the “Whitehall House.” There were two farmers, Mr. Emory and Mr. Edwin Collier, out on the Peachtree road to the ford of the creek. These were too far away, however, for the two pedestrians to find in their search, when it was afterward realized how widely scattered they were, for it was years before the city’s limits reached them.

As before said, our little cabin of one (big) room and a shed was to serve as dwelling and grocery. The stage, driven by Tom Shivers, passed every other day, back and forth from Decatur to Marietta. This event was an oasis in the desert of our lives, for it was the only thing that broke the terrible monotony.

Just here let me say, my experience as pioneer settler of this vast city was so thrilling during those early days of hardship, that should I live to see Atlanta’s hundredth anniversary, my memory would ever be fresh with the trying events of fifty years ago. And yet, “Every cloud has its silver lining;” and as I reflect, the silvery lining then to us was in the genial, welcome visit of some old friend from our former home.

There were no churches, no Sabbath-schools, so we spent the day quietly at home.

Peachtree road! Does not that grate upon the sensitive ear of some of our fastidious residents of Peachtree street of

today? Does the picture of the quiet little country road, with the two paths made by the wheels on each side of the strip of green, you know, all grown up with bushes and stumps, through which the horse would plod, cause you to turn away incredulous and perhaps disdainfully, fair reader? To me it is one of the dearest of pictures. The asphalt pavement, electric lights, etc., of today sink into insignificance in comparison.

When the land was surveyed and lots offered for sale, we bought the second that was sold, which was in the block running from the corner of Pryor and Decatur streets back to Line street (now Edgewood avenue). On the corner fronting Decatur my husband erected a small building in which he continued to keep and sell groceries. His was the first grocery store, and the store moved here later from Bolton, by Loyd & Collins, on the cars, was the first dry goods store of the place. To the rear of this block fronting line street we had moved our dwelling from upon Peachtree, and had as a neighbor A. B. Forsyth.

The first sermon was preached in the rock warehouse by Rev. John L. Thomas, a Methodist minister; and the first boarding house was kept in the engineer's office by Mr. Gannan for the benefit of the engineers.

As the days, weeks and months rolled by, the modest little Terminus put on a new garb and changed her name to Marihasville. The same characteristics which mark Atlanta of today were hers then, namely: Thrift, energy and steady purpose. The growth was so marvelous and rapid it was impossible to keep pace with it.

Many changes have taken place since those early days when the happy young couple made such a venture. My husband died in 1859, leaving me with a family of six children, all of whom I have lived to see grown to manhood and womanhood,

except the eldest son, Willis P., who died in infancy. Willis Ely, who died in Texas in 1890. Mrs. R. E. Jenkins died in 1874. The others are Mrs. D. H. Hoyt and Mrs. Julia Withers, the latter of whom married Mr. Walter Withers, an old iron founder, and himself a pioneer. She (Julia) was my first born, and has for many years had the honor of being called "the pioneer babe of Atlanta." Is it any wonder that as I look about me and view Atlanta of today and that of fifty years ago, my heart throbs with natural pride and affection when I am called "the Mother of Atlanta?" She is in her infancy! But my three score years and ten are very nearly numbered. Her grand and glorious work has only begun—mine is all but finished. I am only waiting for the Master's call from that "City not made with hands."

[NOTE—This was prepared by Mrs. Carlisle in 1892, her death occurring in ——.]

BY WASHINGTON J. HOUSTON.

Previous to August 1, 1846, Mr. John W. Graves, an enterprising planter of Newton county, and the Hon. Mark A. Cooper, of Cass county, one of our largest manufacturers of iron products, also a farmer of note, met by accident on a train going to Greensboro, Ga., to attend a sale of negroes.

The Georgia Railroad had just reached its terminus, Marthasville, now Atlanta. Mr. Graves owned the land upon which the Stone Mountain Inn and the railroad depot had been located. Wishing to do something that would develop the town and surrounding country, he asked Mr. Cooper to suggest some plan by which he could attract the people of that section. Mr. Cooper seeing that it was very desirable to call public attention to the vast and varied resources of Georgia,

and especially of her mountain section, so little known to the lower inhabitants of the State, suggested that Stone Mountain, with its natural attractions, might properly be made the point for the assembling of some of the prominent men of the State to organize an agricultural and international improvement jubilee association. Mr. Graves, seeing the force of this suggestion, at once accepted it and with Mr. Cooper's assistance formulated and issued a letter asking the following named prominent citizens to unite in a call, suggesting as the several railroads in Georgia will be finished by August 1st, and that Georgia's splendid system of internal improvements will then be nearly completed, a matter of sincere congratulation, affording an opportunity of witnessing its operations, and appreciating the incalculable benefit conferred upon the State at large, and agriculture in particular, request all interested to assemble at Stone Mountain, in DeKalb county, on that date. Signed, George W. Crawford, C. J. McDonald, W. Lumpkin, Mark A. Cooper, Garnett Andrews, N. L. Hutchins, C. Dougherty, William C. Daniel, P. G. Morrow, R. M. Cleveland, Elijah E. Jones, A. F. Saffold, William Jones, Junius Hillyer, A. J. Miller, Jacob Phinizy, B. H. Warren, William Dearing, John Cunningham, John H. Nelson, Asbury Hull, Carey Wood, John D. Watkins, Nathaniel Allen, H. J. Oglesby, D. Lyle, Ker Boyce, Matt Martin, George S. Myley, W. Cumming, John Phinizy, James Long, James Harper, J. M. Calhoun, D. McKenzie, E. R. Mills, J. C. Harrington, Thomas Flournoy, J. S. Richard, G. P. Cozart, Thomas Foster. These gentlemen fully represented the masses, and while there are but few—if any of them—now living, there are many descendants and acquaintances that can testify to their worth and value to our State in their various professions and occupations.

To this call sixty-one responded, and paid one dollar each, organized under the name of the Southern Central Agricul-

tural Society, holding their first fair at Stone Mountain on August 1, 1846, in a beautiful grove furnished free by Mr. Johnson, landlord of Stone Mountain Hotel. The citizens erected at their own expense creditable buildings sufficient to accommodate the exhibitors.

The first meeting was held in a stand erected by Mr. Graves south of the railroad and the only exhibits offered were a jack and ginnett with their groom, all the property of Mr. Graves.

The next year, 1847, using their own language, "a sure enough fair" was held, which with visitors and articles together, nearly filled the ten pin alley just in front of the Stone Mountain Hotel. Visitors were charged ten cents admittance. A few premiums were awarded.

Following this fair, the fairs of 1848 and 1849 were held at Stone Mountain; with the last many outside attractions were added. Barnum with his big shows and circus was the leading attraction, of the day, bringing people from all the surrounding counties, prominent among them the country boy in home-made attire, and his best girl, whose fashions were shaped by her home surroundings and her happiness made interesting by the entire absence of formality. To this interesting gathering Atlanta furnished her quota, who resolved that fun should be the order of the day, installing it with engaging Tipo Sultan, the big elephant, to such extent as to render him almost unmanageable. Winding up in the sudden falling of the seats, a general scrambling for the outside, followed by a collapse of the canvas and many painful bruises. Order was soon restored, the fair and circus progressed without further interruption, and the fair pronounced the most successful of all previous fairs. So successful that Atlanta determined to secure the next, and in 1850 the exhibit took place in Atlanta on Fair street, from which the street derived

its name. The place is now thickly populated, and one in passing along now would scarcely believe that several successful exhibitions were held on the south side of Fair street about where Fair street schoolhouse now stands, and that a fine spring headed a clear flowing stream of ample capacity to supply the demands of the large number of people assembling and numbers of horses, cattle, sheep, hogs and other stock exhibited.

The fair of 1850 was a grand success in every particular, made so by the great interest manifested in it by our then valued townsman, the Hon. Richard Peters. The agricultural interests of Georgia will never come up to its full duty until it places in our Capitol a monument to this great man, who has done more in the great and rapid development of stock raising and diversified agriculture than any other individual of our State.

Much credit for success was due to the Hon. Mark A. Cooper, president, and Hon. David W. Lewis, secretary of this fair.

Macon was in her prosperous day and at this time was furnishing through Mr. Isaac Scott, president of the Bank of State, about all the funds used in Atlanta in buying cotton. Feeling a sense of superiority, she demanded the fair of 1851, and by a hotly contested ballot won it, and with such enterprising men as Isaac Scott, I. C. Plant, T. G. Holt and others, combined with the efforts of the best men of Clarke and Richmond counties, made this the greatest fair ever held in the southern country. There were many features at this exhibition that could be profitably reinstated at this day. Addresses were delivered by Judge Garnett Andrews, Bishop Elliott, Rev. Thomas F. Scott and Hon. Edmund Ruffin, of Virginia, all pointing to the great future of this country. Mrs. Caroline Lee Hentz, the beautiful musical composer of that day, electrified the audience with some of her patriotic compositions.

Essays were read by James M. Chambers on treatment and cultivation of cotton and corn and by Nathan Bass on treatment and management of slaves.

Hon. David W. Lewis on retiring from office as secretary paid a well deserved and beautiful testimonial to the Hon. Mark A. Cooper, of Cass county; Hon. Thos. Stocks, of Greene county, and the Hon. William M. D'Antignac, of Richmond, for valuable aid rendered, delegating to them the honor of the great success achieved.

Embraced in the proceedings of this fair are letters to Mr. Cooper expressing regrets at their inability to attend from many distinguished men in the history of our nation, among them W. O. Butler, of Kentucky; Wingfield Scott, Millard Fillmore, Daniel Webster and Henry Clay. A reproduction of these letters would furnish interesting reading to many of the present generation.

After disclaiming any intention to reflect on the methods of conducting fairs of the present day, I will add that the exhibits of the forties and fifties were solely conducted for the elevation of mankind and the development of our mechanical, agricultural and educational interests and did not embrace many features of the present that are prominently displayed on the boards as leading attractions. Such things as pool rooms, midways, beer gardens and gambling devices were unknown on the grounds.

BY JOHN C. HENDRIX.

My first visit to Atlanta was in 1847. I was a boy twelve years old. My father and brothers had a wagon each, loaded with things from our farm in Lumpkin county. We sold some corn to Jonathan Norcross, at the old Norcross corner, at 50 cents a bushel. We sold some potatoes to a man named

Prater, who had a little planked up store on Loyd street near the Southwest corner of Alabama street. There was a branch running across (now) Alabama street, near Pryor. So we could not go that way, owing to the mud and water. Norcross had a big, plain plank store house fronting on Marietta, the street being paved with pine slabs put down the round side up. About where the First Methodist Church now stands (Peachtree and Pryor streets) they were cutting cord wood. A little school house stood about the junction of Peachtree and Houston streets (which were then old country roads).

A man named Gus Wheat, from my old county, had a store somewhere, as I remember going there to see him. It did not look to me then that Atlanta would ever be a city. I came here several times each year until 1859, when I moved here.

The first cotton I ever sold was to A. B. & W. G. Forsyth. They had an office about where the Gould building is on Decatur street, near Peachtree; this was in 1849. They cut the cotton, agreed on the price, then gave a ticket to the Georgia Railroad depot, where it was weighed by the agent, and gave another ticket of the weight. This I carried back to Mr. Wright Rogers, whom I knew many years after,) who paid me for the cotton. Atlanta in her early days was a great wagon market. The wagons would line the Peachtree road thickly for miles. I remember counting the teams we met between Atlanta and Pinkneyville, near what is now Norcross, and the number was something over a hundred and fifty. Some were one-horse or ox, some six horses, or mules, with bells on the lead horses. North Carolina wagons loaded with apples were frequent.

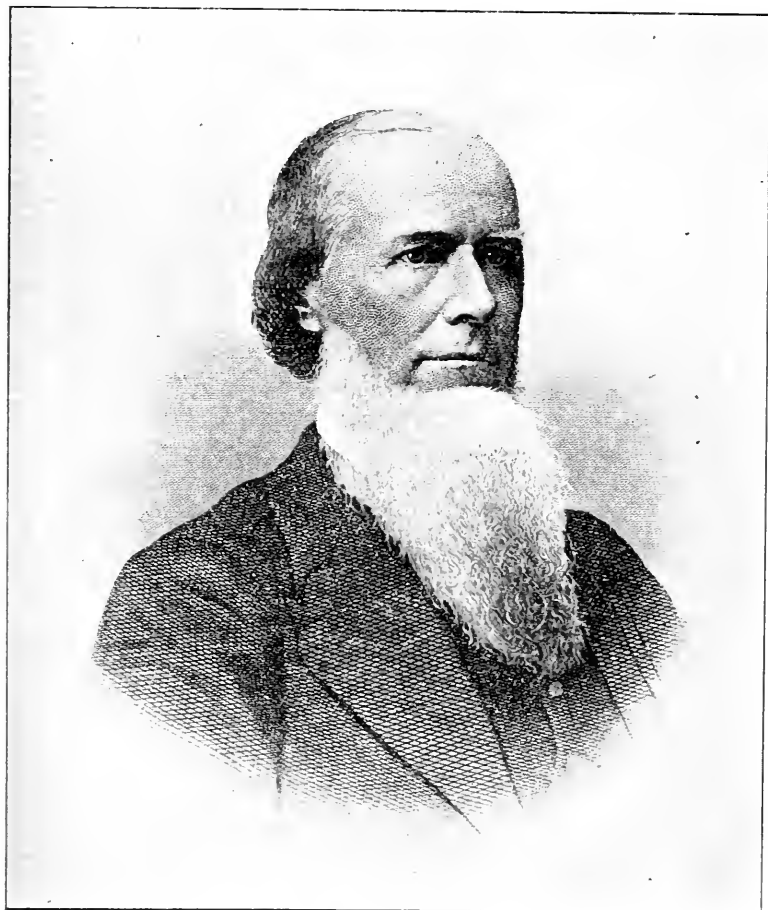
On my first trip in 1849, Mr. Norcross told me to go to the sugar cask—which I did without waiting for a second invitation. I don't know how much sugar I eat, but up to that time I had thought I could eat my weight of it.

Tom and A. G. Kile were here on my first visit, or come soon thereafter, and held forth at what was until recently known as Kile's corner, on the Northwest corner of Marietta and Peachtree. Jack Oliver, another old Lumpkin county man, was here on my first visit. I have watched the growth of the city before the destruction and since; have noted the pluck and energy of the people, and have never seen the time when it became necessary to do a thing but that the people would fall in line and do it. After the surrender, when we came back and lived in tents and huts, the people put their hands in their pockets and bought a fire engine—the city not being able to do so. The old citizens had a rough time in bad weather; the streets would get impassible and the wood wagons could not haul wood; and then there were no wood yards, and no coal came here then. In 1859 there was a wood famine. I walked through the mud and snow three miles to get a friend to bring me some wood.

PHYSICIANS WHO LIVED IN ATLANTA BEFORE THE WAR.

J. G. Westmoreland. W. F. Westmoreland. H. W. Westmoreland. Joshua Gilbert. S. T. Biggers. J. F. Alexander, T. C. H. Wilson, Travis Powell, T. S. Powell, Noel D'Alvigny, H. W. Brown, Jesse Boring, J. M. Boring, W. A. Shelby, J. P. Logan, E. N. Calhoun, J. L. Cleveland, D. C. O'Keefe, A. Means, R. J. Massey, W. P. Harding, William Moore, W. W. Durham, N. L. Angier, John C. Calhoun, T. M. Darnall, Edward L. Calhoun, Chapman Powell, Eben Hillyer, Eli Griffin, James M. Morris, J. F. Albert and E. J. Roach.

BIOGRAPHIES.



JOSEPH EMERSON BROWN.

JOSEPH EMERSON BROWN,

(BY FRANK T. RYAN.)

The twenty-fourth governor of Georgia, was born in Pickens District, South Carolina, April 15, 1821. While he was still a boy his father removed to Union county, Georgia, where the lad grew to manhood. It was in that remote mountain home, under the influence and control of steady, religious parents, that he passed his early youth. He labored in the field and attended stock to aid in the family support until he was nineteen years of age. He had been sent to the country schools, had learned to read and write, and had acquired some knowledge of arithmetic. Hearing of Calhoun Academy in South Carolina, he determined to acquire more learning, so, in 1840, at the age of nineteen, he left his father's house with nothing but his clothing and a pair of oxen. Walking most of the way, he finally reached the academy where he acquired his education, for which he had to go in debt. Returning to Georgia he engaged as teacher at Canton, and, having been admitted to the bar, he also began practice as an attorney. He afterward finished his legal studies at Yale Law School, from which he was graduated in 1846, when he again took up the practice of law at Canton. Entering into politics, his promotion was rapid. In 1847 he married Elizabeth, daughter of Rev. Joseph Grisham, a Baptist clergyman, of South Carolina, who has been among the most devoted of wives. She has been constantly by his side in all his arduous duties, with aid in toil and wise counsel in times of trial and embarrassment. They have been blessed with eight children, viz.: Julius L. Brown, Mary V., now the wife of Dr. E. L. Connally, Joseph M. Brown, Franklin Pierce Brown, Elijah A., Charles M., Sallie Eugenia and George M.

The subject of this sketch was elected to the State Senate in 1849, a Pierce elector in 1852, Judge of the Superior Courts of the Blue Ridge Circuit in 1855, and governor in 1857, and re-elected in 1859. A secessionist in 1860, his war demonstra-

tion after Georgia seceded was so able and vigorous that, in spite of the precedent of only two terms for governor, he was re-elected in 1861, and again in 1863, over the strongest men in the State. He was the most conspicuous Southern war executive, and had an able and historical correspondence with President Jeff Davis. After the war in 1865, he was imprisoned in Washington, but only for a short while. After his release he returned to Georgia, and took a very prominent position in what was known as the reconstruction period, advising his people to accept the inevitable. He was appointed Chief Justice of the Supreme Court of Georgia, resigning in 1870 to become president of the Western and Atlantic Railroad, which position he held for twenty years. Upon Senator Gordon's resignation the governor appointed our subject to fill the vacancy. He was elected by a very pronounced vote of the Legislature to fill the rest of Senator Gordon's term, and was re-elected for another full term in 1884. Owing to declining health, he was, on March 3, 1891, compelled to retire from public life, full of honors. Beginning without means, a country lad, he has been successful in every great field of public and private life. He has been Governor, Chief Justice of the State Supreme Court, United States Senator, president of a railroad, and main owner of manufacturing and mining plants which employ thousands of hands. His handsome donation of \$50,000 as a perpetual fund to educate the poor boys of Georgia, which he gave to the State University at Athens, was a noble act, and clearly shows that he had not forgotten how, in his young days, he struggled and contended with poverty for the learning he acquired, and no doubt at that time he formed the determination that should he ever be financially able that he would so arrange with some educational institution that all the boys who desired should have the chance to obtain a higher education. He also gave \$50,000 to the Baptist College at Louisville, Ky., and there is now a scholarship in that college known as the Brown scholarship. He also gave \$25,000 to a Baptist college at Richmond, Va.

His last illness was long, tedious and painful, but during it all, his true, loving wife was ever at his side, nursing him both day and night, anxious and willing to supply his every

want. On the 30th of November, 1894, his spirit took its flight, surrounded by his sorrowing and loving family. His remains were removed to the State Capitol, where for twenty-four hours they lay in state, being viewed by hundreds. On the day of the burial, memorial services were held in the Senate chamber, participated in by many of the prominent men of the State, after which the body was removed to the Second Baptist Church, where the religious services were concluded, and just as the sun was hiding behind the western horizon, followed by a large concourse of his fellow citizens, his mortal remains were borne to their last resting place in Oakland Cemetery.

JONATHAN NORCROSS,

Known as Atlanta's most historic citizen, was identified, till his death, with her interests and gradual development since the city was but the humble terminus of a railroad. He was not only one of the early residents, but mayor when the settlement was assuming the proportions of a large town. He has been a potent factor in almost every enterprise. He came to Atlanta in 1844, when no streets had been built; only four roads converged, known as Peachtree, Decatur, Marietta and McDonough. He opened a general store, but soon after started a sawmill, and had his time wholly occupied in sawing crossties and "string timbers" for the State Road. In a few months he built a home near the corner of Decatur and Pratt streets. In the latter part of 1850 he was nominated by the citizens for mayor. His opponent was L. C. Simpson, a lawyer. These factions were known respectively as the "moral" and "rowdy" parties. The campaign was heated. Mr. Norcross gathered votes by the distribution of fruit and candy, while his opponent offered whiskey and like stimulants. The "moral" party won. Mr. Norcross was not only mayor, but chief of police and superintendent of the streets as well, and, considering that the population was but

a conglomeration of railroad hands out of employment, and gambling of daily occurrence, with an occasional murder, had his hands full enforcing order and maintaining peace. In the same year he established a general merchandise store. Groceries and dry goods formed the bulk of his stock, but a sign over the front door announced that "shingles and feathers" were his specialties. His labors in this direction were productive of merited success. While in the sawmill business Mr. Norcross invented a vertical saw, consisting of a circular wheel forty feet in diameter, and was adjusted in an almost horizontal position, with which he was able to saw about 1,000 feet of lumber a day. The timber thus prepared was utilized in building the Georgia Railroad, the first locomotive of which came into Atlanta September 16th. The Norcross building, on Marietta street, was destroyed some years since, owing to an insecure foundation, and a large brick structure erected in its place.

Mr. Norcross was not so engrossed with business affairs as to preclude literary research. He had a fine library, in which he found time to commune with the silent speakers of many-sided lore. He displayed remarkable authorship in "The History of Democracy," "The Conflict of Labor and Capital," "Common Sense Views of State Sovereignty vs. United States Supremacy" "and Democracy Examined." He was married in April, 1845, to Mrs. Montgomery (nee Harriet N. Bogle), of Blount county, Tennessee, who died in 1876, leaving one son, Rev. Virgil Norcross, a prominent Baptist minister of this city. Mr. Norcross contracted a second marriage September 4, 1877, with Miss Mary Ann Hill.

JAMES ETHELDRED WILLIAMS,

Mayor of Atlanta in 1866 and 1868, was born January 16, 1826, in Granger county, East Tennessee. His ancestors, Williamses, Forts, Copelands and Freemans, were English and for several years residents of upper Carolina and Virginia. His grandfather, Matthew Williams, about 1788, in Edgecombe county, North Carolina, married Elizabeth Fort, daughter of Elias and Sarah Sugg Fort, and removed with the Fort family to Robertson county, Tennessee, where the new settlement was named Fort's Station, and where was born, in 1793, William Fort Williams, the father of Mayor Williams.

At the age of nineteen William F. Williams volunteered in the First Tennessee Regiment and served under General Andrew Jackson through the Louisiana campaign of the War of 1812.

In 1818 he married Ann K. Copeland, daughter of William and Mary Copeland, and purchased the Copeland homestead, near Bean's Station, Granger county, East Tennessee, forty miles east of Knoxville, Tenn., on the great highway from Washington, D. C., to New Orleans.

Here was born, the 26th of January, 1826, James Etheldred Williams, the second of ten children, eight of whom survived childhood, viz.: Cynthia Elizabeth, William Matthew, Cornelia Catherine, Mary Lucretia, Thomas Humes, Lucy Jane and Samuel Copeland.

After attending school at home and in Knoxville, and going through the course of Holston College, at Newmarket, Tenn., he sold goods for his cousin, William Williams, at Rocky Springs, for two years, and in 1846-7 was assistant postmaster, in charge of the postoffice at Knoxville, during the absence of the postmaster, Colonel Samuel W. Bell, who went to the Mexican War. Although only twenty years old when he assumed the duties of this very responsible place—Knoxville being then one of the largest and most important offices in the South—he received special commendation from

the department at Washington for the manner in which he discharged his duties.

The next three or four years he engaged in business with James and William Williams, his cousins, who had large business interests at Knoxville, and operated a line of steamboats on the Tennessee river from Knoxville to Decatur, Ala. While engaged as clerk on one of these steamboats he had the pleasure of hearing the famous singer, Jenny Lind, who, learning that the officers and employes on the boat on which she was traveling were by their duties denied the privilege of hearing her sing on land, through her sweetness and sympathetic appreciation of their attentions to her comfort as a passenger, sang for them on the boat all her choicest songs, and he frequently related this incident, expressing his admiration for her character.

In October, 1851, moved by the fame of Atlanta's business activity and advantages, he cast his fortune with the young "Gate City," for whose welfare he spent the remainder of his life.

His large acquaintance and strong connections throughout Tennessee and what was then known as the West, gave him most favorable opportunity, and the business he established in 1851, and continued until 1864 (when the city was destroyed by Sherman), was perhaps the largest and best known in this section, handling the produce of Tennessee and the West, on commission. His warehouse was first located on the Southwest corner of Hunter and Pryor streets, but the increased business requiring more room, about 1855 he bought the lot and built a store fifty by one hundred and sixty feet on Decatur street, opposite the Atlanta Hotel (now the Kimball House), and converted the upper stories into a theater, called the Atheneum, which was quite equal for Atlanta of that day, to the Grand Opera House of this period. Then, as now, Atlanta boasted of the finest theater between Washington and New Orleans, consequently all the best actors, touring from New York to New Orleans, made a stop at Atlanta, and the city was the gainer.

Always a Democrat, strongly opposed to Whiggery, Know-Nothingism and Abolitionism, Mr. Williams was an ardent

and active Secessionist, and when the war came on he shirked no responsibility and no duty evolved from the effort to establish the principles he advocated.

Physically incapacitated from active service in the field, he equipped and supported three brothers—Captain William M. Williams, of Company B (Fulton Dragoons), Cobb's Legion of Cavalry; Major Thomas H. Williams, of Cobb's Legion, and Colonel Samuel C. Williams, chief of artillery of Stewart's Corps of Hood's Army of Tennessee—until the siege of Atlanta destroyed his business, when he entered the service, in spite of his disability, as a private in Company B, Captain Samuel B. Sherwood, of the Atlanta Volunteer Fire Battalion, under Colonel (later Brigadier-General) Marcus J. Wright, doing garrison duty during the siege of Atlanta, July 25th to September 1st, 1864, and from that time until the surrender in 1865, in the medical department of the Army of Tennessee.

At all times an active participant in every movement to build up Atlanta, many years of his life were spent in public service. As a member of the City Council, both before and during the war, he devoted time and money to Atlanta's welfare, and, in recognition of this, his fellow citizens, in 1865, when the new Atlanta was to be founded on the solid rock of truth and justice and wisdom, called him to the head of the city government, and for three years—the hardest three years in her history—he directed the building of the magnificent foundations of Atlanta's present greatness.

Associated with him were those grand Pioneers, Richard Peters, Edward E. Rawson, Alfred Austell, Jonathan Norcross, Frank Rice, Frank M. Richardson, William B. Cox, Weldon Mitchell, Julius A. Hayden, George Terry, Anthony Murphy, Edward W. Holland, John L. Hopkins, Lovick P. Thomas, Sr., Seaborn B. Love, John H. Meeaslin, Robert M. Farrar and others, some as members of Council, some as officials—all as true sons of Atlanta, whose mother-city being in distress, gave of their brain and their substance for her relief. During this period the State Capitol was removed to Atlanta; the Atlanta and Charlotte Air Line Railway was built, and the building of the Georgia Pacific Railway as-

sured through the subscription by Atlanta of \$300,000. No other three things contributed more than these to Atlanta's present prosperity, and all these received Mayor Williams' active and successful support.

After the expiration of his term of office as Mayor, he engaged for several years in independent trading in provisions, grain and packing-house products until about 1880, when he retired from active business.

From that time he was enabled, by reason of his leisure, to do much for the comfort and care of that noble fellowship of citizens who we now know as Pioneers. One of the charter members of the Pioneer Citizens' Society, he was active in its organization and support. At first elected vice-president, he was, on the retirement of President Jonathan Norcross, elected president, to which position he was annually re-elected, and was active in his discharge of the duties of this position to the time of his death—one of the last times he was out before his last illness being to attend the funeral services of a deceased Pioneer. He was also a Master Mason, was a Past Master of Fulton Lodge and a member of Georgia Lodge at the time of his death.

No more fitting tribute, from many paid to his memory, can be given than the following short extract from the address of Past Master Edward S. McCandless, in conducting the Masonic services at the funeral of Mayor Williams: "As Masons we are taught by his life and death to console ourselves with the thought that our loss is the eternal gain, glory and happiness of our beloved brother, and this deep affliction is sent to purify our hearts for the indwelling of that Divine Love that alone can bring consolation.

"For many years, in faithful attendance, he has gone in and out among us, with his loving handshake and cheerful greetings, laboring earnestly to erect his own 'Masonic Temple,' selecting for its construction only the truest and best materials from the quarries of Masonry and adorning this spiritual 'Temple' with all the virtues, as taught by the beautiful lessons of our Order, thus rendering it an acceptable and pleasing offering to the Grand Architect of the Universe, who has now called our brother from the labors of earth to the eternal

refreshments of Heaven, to crown him with the immortality of an everlasting and glorious life."

Mr. Williams was married, October 26, 1852, to Miss Sarah Elizabeth Lovejoy, daughter of John Burton Lovejoy, of Chattooga county, Georgia, whose ancestors, Hintons and Bradfords, came to Georgia from North Carolina and Virginia immediately after the Revolutionary War.

Their children, all of whom are now (1901) living, were, in the order of their birth: William Fort, Etheldred, Thomas Humes, Jr., James Edward, Martha Lovejoy, Anne Elizabeth, Cornelia Catherine (Mrs. Evert A. Baneker, Jr.), and Samuel Copeland, Jr., all of whom, except James E., who lives in Louisville, Ky., are now residents of Atlanta.

Mrs. Williams died July 20, 1899, and, after only a few months' separation, Mr. Williams followed her April 10, 1900. His last illness was very short, and his death, caused by exposure at the funeral of a deceased friend and Pioneer, was undoubtedly hastened by the longing of his whole being to be united beyond the river with her who was the cherished sharer of his cares and triumphs for almost half a century.



GEORGE W. ADAIR.

GEORGE W. ADAIR

Was born in Morgan county, Georgia, March 1, 1823, and died September 29, 1899. His father followed the trade of a wheelwright, and settled in DeKalk county, five miles south of Decatur. He resided here till the death of his mother, in 1835, and was then sent to Decatur, Ga., to enter the employ of G. B. Butler. His bright, winning ways soon attracted the attention of those about him, and, in 1840, Colonel J. M. Calhoun, William H. Dabney, Hon. Charles Murphy and Dr. Ephraim M. Poole, desiring to forward his interests, advanced the necessary amount for a two-years' course in the Decatur Academy. After completing this, young Adair studied law in the office of Judge John J. Floyd and General J. N. Williamson, of Covington, Ga., and, after two years' application, was admitted to the bar. Being young and inexperienced, he found progress slow, and having a debt of several hundred dollars to cancel, he withdrew from his profession and accepted a position tendered him by J. Edgar Thompson, chief engineer, as conductor on the Georgia Railroad, running between Social Circle and Augusta, and was in charge of the first train that entered Atlanta. After leaving the employ of the road, he moved to Covington, Ga., thence to Charleston, S. C., and located permanently in Atlanta in 1854. Under the firm name of Adair & Ezzard, he conducted a mercantile store for two years, and then entered the general trading and real estate business.

Colonel Adair, originally a whig in political belief, vehemently opposed the idea of secession, and was defeated in the race for the secession convention. When, however, war was declared, he placed himself beside his Southern comrades, ready to assert the claims of his people. He established, in 1860, the *Southern Confederacy*, being assisted by J. Henley Smith. This daily journal, issued until the battle of Chickamauga, was bold and decisive in its advocacy of the Southern cause. In the last year of the war he volunteered as an aide on the staff of General N. B. Forrest. This association de-

veloped a strong and lasting friendship that was broken only by the death of that gallant leader. When the war was over he returned to find his home destroyed and his accumulated fortune well-nigh vanished. In partnership with Messrs. Clayton and Purse, he opened a general commission house, and at the same time resumed his interest in the real estate business. In 1865 he retired from the firm, and since that time has confined himself to real estate. As an auctioneer of properties in Atlanta, Birmingham, Sheffield and Chattanooga, he never lost a dollar through irregularity of procedure or defective title.

Colonel Adair was ever a firm friend of Atlanta and of his native State, Georgia. He has been prominently connected with numerous important enterprises, especially the building of railroads. His zeal and energy gave a decided impetus to the rapid growth and prosperity of this city. He was an earnest promoter and vice-president of the Atlanta Street Railway in 1870, being associated with Richard Peters. In the financial panic of 1873, followed by the resumption of specie payment, Colonel Adair was compelled to make an assignment of all his property. With indomitable determination, possessing the respect, confidence and sympathy of the community, he again began at the foundation, and, by honesty, tenacity and ability, erected a large and handsome fortune over the wreck of his former accumulation. Colonel Adair was connected with the Atlanta Cotton Factory, the Cotton Exposition, director of the Kimball House Company, president of the Georgia Western Railway, director of the Piedmont Exposition, and director of Mrs. Ballard's Female Seminary. He was a member of the Constitutional Convention in 1865, of the City Council, the Board of Water Commissioners, and the Board of County Commission of Roads and Revenues. He never sought political honors, but naturally took a devoted interest in both state and national affairs. Colonel Adair, as a writer, was terse, convincing and logical; as a speaker, eloquent and witty, with a gift for repartee seldom equalled; as a business man he was active, energetic and far-seeing, and a gentleman of kind and attractive disposition, and a character stainless and honorable. His

ancestry was Irish and French and came to America in 1711, landing in Charleston, and there separating to different parts of the country.

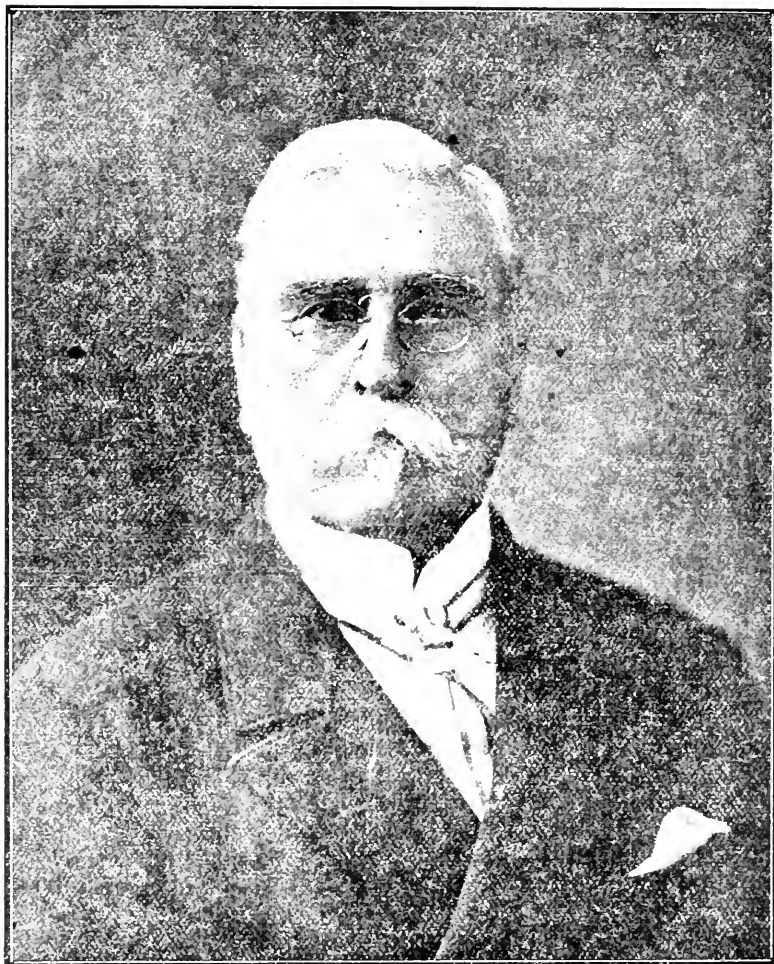
ROBERT FLOURNOY MADDUX.

The subject of this sketch was born in Putnam county, Georgia, January 3, 1829. His grandfather, Notley Maddox, was a captain of artillery in the Revolutionary War, distinguished for his bravery in numerous battles. His father, Edward Maddox, was a man of consecrated piety and intelligence of high order, a pillar in the Methodist Church and a leader in his county. He removed from Putnam to Troup county, and from an humble, old-field school the subject of this sketch received his education. As a boy he was industrious and thrifty. His father owned 300 slaves, yet the son preferred work to inactivity; he, therefore, at the age of fourteen, cultivated his own acre of ground during vacation, thus laying the foundation for his fortune in after life.

Endued with patriotism and love of country, although not having attained to years of maturity, he offered his services to the government for the Mexican War of 1847-8. The quota from his State, however, was made up, and his services were not required. Thus he early exemplified the spirit that animated his forefather in his devotion to the colonies in their struggles with the British invaders.

At the age of twenty-one, so well known was he for his steadiness of purpose, his manliness and sterling character, that he was elected sheriff of the county. He moved to La-Grange to enter upon his duties in that responsible office. When his term expired he entered into the mercantile business. Subsequently he was elected treasurer; also served the city in council.

In 1858 Colonel Maddox moved to the City of Atlanta, and here he began merchandising. A stranger, without a relative or acquaintance near him, his cordial manners and win-



ROBERT FLOURNOY MADDOX.

ning ways soon brought him friends. When the war between the States came on, three years later, he gave up his already brilliant prospects, left family and friends, to defend his State and country—how well, his career as a Confederate soldier amply attests. He organized the “Calhoun Guards” and was elected captain of the company by his enthusiastic friends. Later on, when a camp of 6,000 troops of the State was to be organized at Camp McDonough, the governor put him in command till the organization was completed. When the grand old Forty-second of Georgia was organized, Captain Maddox was made lieutenant-colonel. He remained with the regiment two years, participating in all the battles the organization had—and they were many and brilliant. In 1863 he organized the “Second Georgia Reserves,” was made colonel and followed its fortunes till the surrender, in 1865. With the dawn of white-winged Peace he sheathed his sword (which had never known dishonor) and returned to Atlanta. Deeply touched at the destruction of the city, and grieved at the distress on every hand, he hurriedly and with a stout heart bent his energies to the task of aiding in her rehabilitation. His unfailing brightness of character and energy enthused and cheered all about him.

In the fall of 1865 he was elected to the Legislature. It was a time that tried men’s souls, and his people knew him for one who would bare his breast to the political storm, as he had to that of shot and shell. Everywhere distress held sway—there was need of prompt action—his State was prostrate! He took a prominent part in that wise measure of the General Assembly to purchase \$200,000 worth of grain for distribution to the needy. Governor Jenkins appointed him to make the purchase from the granaries of the West. So well did he accomplish the task, that the General Assembly voted him a resolution of thanks.

Colonel Maddox was destined to play another important role—this time in the first aldermanic board of the City of Atlanta. In the discharge of his arduous duties here, especially as a member of the finance committee, he brought to bear his splendid abilities, and to him Atlanta is due a debt of lasting gratitude for his untiring efforts to rehabilitate and

restore her credit. His career as a cotton merchant, which he entered directly after the war, was one of great success. In 1880 he engaged in banking and the manufacture of fertilizers. He organized the firm of Maddox-Rucker Banking Company and the Old Dominion Guano Company, as president of both.

In works of beneficence Colonel Maddox always took a prominent part. He was, however, one of those few men who "do good by stealth."

It was his pleasure to confer upon a young lady of talent a musical education, which would enable her in after life, if necessary, to maintain herself by this means.

Many others received aid from his liberal hand; indeed, he seemed unable to turn a supplicant away, and so kindly did he succor the petitioner that it left no sting behind. One of his good deeds was to give, through his church, the sum of \$1,000, the interest to be used for the poor of the congregation for all time to come. In church work he was prominent and faithful. When the First Methodist Church was erected, although not a member at that time, he applied himself to the task of raising money for that purpose. He headed the subscription with a liberal sum. After its completion he turned to the work of securing an organ; as usual, heading the list. It resulted in securing the largest and finest organ in the city.

He died June 6, 1894, being in his seventieth year, the allotted span of life. His remains were followed to the last resting place by a very large honorary escort of the leading citizens, including the directors of the Chamber of Commerce, Confederate Veterans, members of the Pioneer Citizens' Society of Atlanta, and numerous other friends and admirers.

It is no wonder, then, that at his death the church and the whole city felt deeply the great blow. On July 2, 1899, a vast concourse of people gathered at the First Methodist in memorial services, to do honor to his memory. Addresses were delivered by gentlemen who knew him well, touching upon his life since early manhood. They were tributes reflecting the sentiments of the community and of the whole State. Mr.

William A. Osborne, Mr. Preston A. Miller, Colonel W. H. Hulsey and Mr. Frank P. Rice were the principal speakers on that occasion.

In 1860 Colonel Maddox was wedded to Miss Maurice J. Reynolds, daughter of Judge Parmeadus Reynolds, of Covington, Ga. The union was blessed with two children, who survive him—Mrs. Eula Maddox Jackson and Mr. Robert F. Maddox.

The remains of Colonel Maddox lie in his family mausoleum in Oakland Cemetery, where so many of the pioneers of this city are. And from his last resting place arises the memory of a life well lived; of whom it may be truly said:

“None knew him but to love him,
None named him but to praise.”

EDWARD EVERETT RAWSON

was born in Craftsbury, Vt., 1818, and died in Atlanta, Ga., April 10, 1893. Like most country boys born about that time in the rural districts of New England, the subject of this sketch was reared and employed on the farm in boyhood and youth, receiving only the rudimental education obtainable at the country district school. When nineteen years of age his father died, and he decided to leave home and seek business and fortune elsewhere. His elder brother, William A. Rawson, having settled and established himself in business in Lumpkin, Ga., Mr. Rawson, at the solicitation of his brother, joined him. He remained with his brother as clerk until 1841, when 23 years of age, he opened a dry goods store in Lumpkin, on his own account, building up a large and lucrative business. The late Judge James Clarke, (whose daughter he subsequently married,) soon joined him as a partner, and, later, Mr. Edwin P. Chamberlin (now of the firm of Chamberlin, Johnson-DuBose Co., of this city) was admitted as a partner.

Sixteen years of arduous and uninterrupted attention to business had made such serious inroads on his health, that he determined to close his business in Lumpkin and seek a more invigorating climate, and a locality where his accumulated means and superior business and financial ability could find scope and profit. After joint investigation by himself and Mr. Sidney Root, Mr. Rawson decided on permanently settling in Atlanta, Mr. Root coming soon after. This was in 1857.

Mr. Rawson purchased and settled the beautiful and commanding home-site of Mr. James T. Doane, on Pryor street, and after getting well established embarked in the hardware business under the firm name of Rawson, Gilbert & Burr. About the time the war came on this firm was succeeded by the firm of Richardson & Faulkner, Mr. Rawson confining his business to real estate and kindred investments. In 1863-4 he was a member of the City Council, under the mayoralty of the Hon. James M. Calhoun, with whom he visited General Sherman to remonstrate against the forcible removal of the population of Atlanta. After the destruction of the city he removed with his family to Des Moines, Iowa.

Mr. Rawson returned to Atlanta in June, 1865, and readily and earnestly gave his time and services to the rebuilding of the city. During 1867 and 1868 he was a member of the City Council, where his influence for good and permanent progress was strong and wide. The removal of the State capitol to Atlanta had his untiring support, and the successful establishment of our public school system was an object very near his heart. To it he gave time and advice and self-sacrificing service. He was a member of the Board of Education from the inauguration of the public school system until a few years preceding his death, serving as treasurer from 1868 to 1888. The salary attached to this office—\$300 a year—he placed in the hands of the superintendent, Major W. F. Slaton, to be expended for shoes or other needed articles for the poorer children. To his valuable services as chairman of the Water Commissioners, and excellent judgment and financial management are largely due the admirable Water Works enjoyed by Atlanta. During this period, Mr. Rawson was engaged in active merchandise or other business. First, until 1879 in gen-

eral merchandising; but in 1879 he became interested in Atlanta Coffin Factory, with which he was connected until 1887, when, with his sons and Charles E. Boynton, his nephew, as principal proprietors, he established the Gate City Coffin Company, of which he was made, and remained, president until a short time before his death. Sagacious, conservative, firm and persistent, of unswerving integrity of character, he naturally secured unlimited confidence, and was enabled to achieve uninterrupted success in every business and public enterprise he undertook. Every public trust came to him unsought as a result of conspicuous nobility of character, was held until voluntarily given up, and every detail of duty imposed was attended to with scrupulous conscientiousness.

In early life Mr. Rawson professed religion and united with the Methodist church in which faith and membership he lived an exemplar of Christian faith and devotion, liberality and charity—making and leaving a shining record. In all the walks of life—as son, parent, husband—as subordinate and as chief—as citizen, patriot and philanthropist—and above and better than all, a faithful, consistent, devoted and humble trustful Christian, Edward Everett Rawson lived a practical example worthy of universal emulation. To Trinity church, of which he was a member from the time he came to Atlanta until he died, he was a benediction; foremost in action and in amount of contributions in all church work, devoid of all ostentation. The position of Trinity church, of whose board of stewards he was a member about thirty years, and chairman of it twenty-five years, as the leading one the Georgia Conference is pre-eminently due to this true and faithful Christian soldier. Realizing that the vital forces were weakening, a few months before he died he sent a message to the church, saying that he wished to see it free from debt before he died, and proposed to pay one-fourth the amount, \$1,000. It is almost needless to say, the church raised the needed sum. Serenely, with trustful faith, Mr. Rawson waited for and answered the summons of the Master he so lovingly and so obediently served to “come up higher”—to enter upon that rest—that blissful immortality promised the dutiful “Children of the Heavenly King.”

In 1846 Mr. Rawson married Miss Elizabeth W. Clarke, daughter of Judge James Clarke, of Lumpkin, Ga., by whom he had nine children, all of whom survive him, and are pleasantly settled in life.

[Note. Since the above was written, and on January 6, 1902, Wm. C. Rawson passed away from life.—Ed.]

C. W. HUNNICUTT,

President of the Hunnicutt & Bellingrath Company, wholesale and retail dealers in iron pipe, fittings, plumbing, steam and gas fitting supplies, was born in Mecklinburg county, in North Carolina, February 27, 1827, and came to Georgia in 1838. In 1847 he came to Atlanta and accepted a position in a clothing store as a clerk, agreeing to work six months for his board. After two months' trial his ability as a salesman attracted the attention of his employers and they offered to give him \$12.50 per month for the remaining four months to take charge of a branch store at Cartersville, Ga., which offer he accepted. In 1848 he returned to Atlanta and remained with the same firm until 1852, when he opened a dry goods and clothing store under the name of Hunnicutt & Silvey, at the head of which he remained a number of years, establishing a fine business reputation. In 1858 he decided to make a change, and he went into the drug business with a friend, Dr. James A. Taylor, in which undertaking he was very successful. In 1866 he embarked into the plumbing and supply business, which he has successfully conducted until the present time. Mr. Hunnicutt has often been urged by his friends to accept public positions of trust, but has always refused, preferring private life and close attention to his business. Against his desire and wish he was elected county commissioner and placed at the head of the board, which position he held for fourteen years until he tendered his resignation. Mr. Hunnicutt is distinctively a business man, a man

whose efforts have tended to build up Atlanta and make it a city. He came to the city when the place consisted of only cross-road stores, and has always had faith that the city would grow to a large and prosperous one. Modest, plain and unassuming, he has worked his way up to his present independent position, respected of the whole community.

JULIUS L. BROWN.

(BY FRANK T. RYAN.)

Julius L. Brown is the oldest child of Georgia's War Governor, the Hon. Joseph E. Brown.

He was born at Canton, Ga., May 31, 1848, and though only a boy of sixteen years, entered the Confederate Army in 1864, and fought and endured the hardships of a soldier to the end of the struggle. After the war, he studied under R. M. Johnson, the famous author, and was fitted in one year to enter the junior class at the State University, where he ranked high and became a junior and senior orator. He was admitted to the bar in September, 1869, and was graduated from the Harvard Law School in June, 1870, with one of the honors. He served as assistant to United States District Attorney until 1872, and sole general counsel for the Western and Atlanta Railroad for twenty years, 1870 to 1890. Suggesting the East Tennessee Railroad line through Georgia, he, as general counsel for Georgia, drew up, and, after a hard contest with the Central and Georgia railroad magnates, secured the granting of a legislative charter. He chartered the Metropolitan Company and built two street railways.

He was president of the Mystic Owls, a society something similar to the Mardi Gras at New Orleans. He inaugurated and directed three annual displays, which consisted of a number of large floats, showing some mythological figure. These displays were ended with an elegant ball, as it was the cause of



JULIUS L. BROWN.

a large crowd from the adjacent country coming in to see the different floats produced by the Mystic Company.

He has been the official and chief spirit of the North Georgia Fair Association; also, president of the Young Men's Library Association; which, during his term as president, erected a superb building, and president of the Georgia Mining, Manufacturing and Investment Company, which employed one thousand, five hundred hands and made large quantities of pig iron, and mined many tons of coal. As a lawyer, Mr. Brown has presented and gained some very important cases, among others that the State's railroad is not taxable, that any railroad can build telegraph lines in Georgia, and that a common carrier can separate passengers by color. While always a busy man, Mr. Brown has found time and inclination to travel, not only throughout the United States, but has extended his trips to Mexico, South America and Canada, and from all these points he has gathered some especial bric-a-brac and curios, and his magnificent home is well stocked with them, consisting of engravings, etchings, manuscripts and coins, and those who have the privilege can spend not only a pleasant, but a useful hour or so in viewing the many articles of interest that have been gathered from the different quarters of the globe. Mr. Brown has, without doubt, the finest and rarest collection of coins in the Southern States, numbering 5,000 or more.

He is also a generous entertainer and has entertained artists and statesmen, including President Cleveland and Vice-President Hendricks.

He married, November 8, 1871, Fannie G., daughter of Tomlinson Fort, a celebrated physician, medical author and member of Congress. From this union there has been two daughters, one, Elizabeth Gusham, died in infancy, and Miss Martha Fort, who is now in the full bloom of young womanhood.

Mr. Brown in recent years has taken great interest in the Masonic fraternity, and has received from it all the honors in its gift.

In his magnificent home, supplied with the many articles of interest, gathered from time to time, while on his many

trips in this and distant lands, with his wife and daughter to comfort and console him, with friends that come and go, Mr. Brown is happily rounding out the remainder of a very busy and active life.

JOHN SILVEY

was born in Jackson County, Ga., on December 21, 1817. His father was Drewry Silvey, a sturdy son of Scotland, who emigrated to this country in the early part of the present century. His mother was Miss Mary Warner, of Georgia.

The early part of Mr. Silvey's life was spent upon a farm in his native county. His education was received at home and at a country school. It was during his boyhood and early manhood that he developed the fondness for history which he retained throughout his life. During the whole of his active business career he found time for reading and study. Few men in this section were so well posted about past and current events as was Mr. Silvey.

At the age of thirty he came to Atlanta and began his mercantile career as a clerk in the store of Haas & Levy, who did a general retail business. He remained there for two years, leaving in 1849 for California. It was at a time when the gold fever was prevalent throughout the country. Mr. Silvey took the agency for scales in which gold could be weighed and the nucleus of his fortune was made in the three years he spent at this business on the Pacific slope.

In 1852 Mr. Silvey returned to Atlanta and in September of that year he formed a partnership with Mr. C. W. Hunnicutt. The firm name was Hunnicutt & Silvey, and they did a very successful business. In 1868 Mr. Hunnicutt withdrew and Mr. Silvey formed a partnership with Mr. David H. Dougherty to conduct an exclusively wholesale dry goods business. Mr. D. H. Dougherty subsequently withdrew and his cousin, Mr. D. O. Dougherty, became a member of the firm, which was then known for the first time as John Silvey & Co.

A few years later Mr. William J. Brown was admitted to the firm, but he withdrew in 1894. At the time of Mr. Silvey's death the firm was composed of himself, Mr. Dougherty and Mr. W. A. Speer. Throughout the whole of Mr. Silvey's career there were no backward movements. His business has steadily increased since its founding. A few years ago the quarters were found inadequate and the handsome building on Edgewood avenue, near Peachtree, was constructed.

Mr. Silvey amassed a large fortune in his business and through wise and prudent investments in Atlanta real estate.

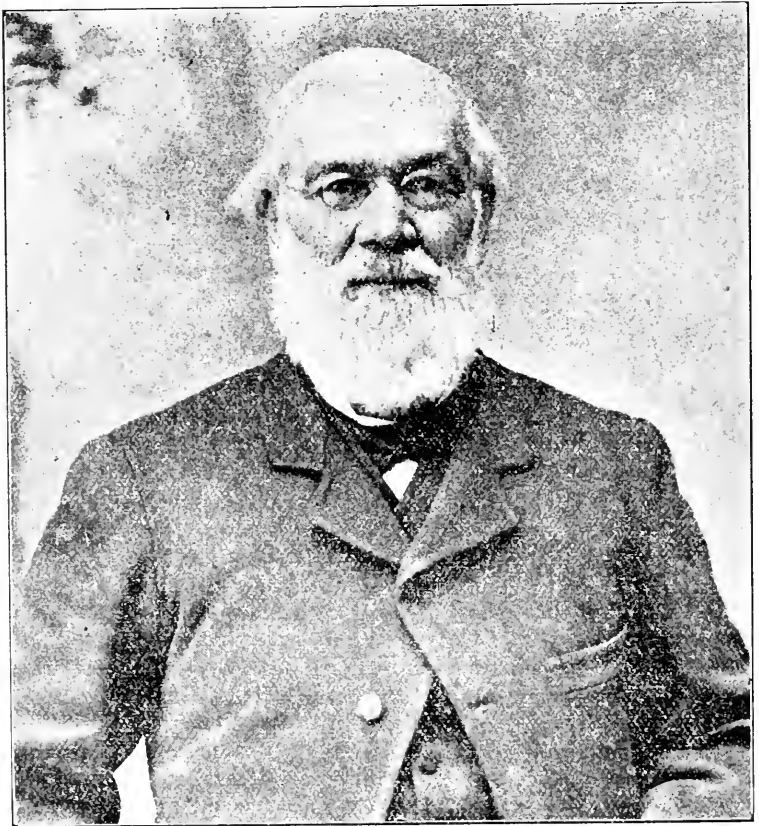
With so large a fortune he was impressed with his obligations toward those less fortunate, and he gave freely to charity. He never spoke of the good that he did, bearing in mind that one should not let the "left hand know what the right doeth." Those closely related to him in business could but know of his many acts of beneficence.

In many ways he was one of the most remarkable men that has ever lived in this city. For forty years he went to his place of business every day and was active in its management.

Mr. Silvey married Miss Adeline Dougherty, of Tennessee. One daughter was born to them, who is now the wife of Mr. W. A. Speer.

THOMAS WILSON McARTHOR

was born in Loudoun County, Virginia, May 18, 1816. He was of Scotch descent. At the age of fifteen he left home and started out to fight the battle of life. He located in Philadelphia, Penn., and adopted as his business the copper and tinsmith trade. After working for several years in Philadelphia he decided on account of his health to come South. He came to Georgia and located in the city of Augusta, remaining there until about 1838. He then left Augusta and went to the city of Savannah, Ga. After reaching Savannah he formed a partnership with a Mr. Bliss, the firm name of the partnership being McArthor & Bliss, and this partnership engaged in the



THOMAS WILSON McCARTHOR.

house-furnishing business. This firm was very successful, having in a short time the largest business of the kind in the city.

On the 12th day of October, 1845, he was united in marriage to Miss Elizabeth A. Exley, of that city. In 1854 yellow fever broke out in the city of Savannah, and became an epidemic and hee refugced to North Carolina. In passing through Atlanta, which could scarcely be called a village at that time, he foresaw from its location and the excellent climate of the surrounding country that it would be a great place, and at once decided to locate there. He sold his business in Savannah to Weed & Cornwall. In 1855 he moved his family, consisting of his wife and three small children, to Atlanta, and opened a business of the same kind in which he was engaged in the city of Savannah. He formed a partnership with a Mr. Burr, of Griffin, Ga. They located on Whitehall street, near where the Columbian Bookstore now is. Their business soon outgrew their quarters, and they then bought a lot where now stands the Hirsch building, erecting one of the finest stores at that time in the city. Mr. J. C. Peck superintended the construction. Later the firm became McArthor, Gilbert & Burr.

Mr. McArthor continued in business until the war between the states broke out. He then sold his interest in the firm of McArthor, Gilbert & Burr to Mr. E. E. Rawson.

Mr. McArthor was a strong union man, and was very much opposed to the war between the states, and did not in any way aid or abet, directly or indirectly, in the same. He was conscientious in his belief, and stood firm for the flag of the nation.

He remained in Atlanta during the seige of General Sherman, who ordered every one to either go South into the Confederate lines, or North into the federal lines. Being a union man, he went to Nashville, Tenn., and then after the close of the war he had to begin his business life at the foot of the ladder again. All his Savannah property had been sold, and the proceeds invested in cotton, which was burned in or near Thomaston, Upson County, Ga., by one or the other contending armies. All of his Atlanta property was destroyed by



WILLIAM M. DURHAM, M. D.

Sherman's army, and having very little capital, but being a man of untiring energy, he opened business on a very small scale with Mr. J. W. McCrath, the firm name being McArthur & McCrath. This firm engaged in the same business that Mr. McArthur had heretofore engaged in. Working early and late, he soon made enough to replace his burnt houses, destroyed by Sherman's army during the war between the states.

On account of ill health, soon after his success in same, he retired from active business life, and from that time on until his death gave attention only to the property that he had accumulated and built up.

In his pecuniary transactions he was acknowledged by all to be not only just, but liberal in all his dealings. He was remarkably frank and open, and was a consistent member of Trinity M. E. Church in the city of Atlanta. He died February 2, 1895, in his 70th year. His widow survived him only a few years, dying in the 77th year of her age, June 14, 1900. He had four children, two sons and two daughters, John W., Mrs. Josie E. Jennings, Harry W. and Mrs. Annie M. Bateman, all of whom survive him, except John W., his oldest son, who died June 13, 1881. He was a member of the Pioneer Society of Atlanta, Ga.

WILLIAM M. DURHAM, M. D.

A verteran of the Forty-second regiment Georgia infantry, and Past Commander of Atlanta Camp, No. 159, United Confederate Veterans, was born in Clarke County, Georgia, May 10, 1846. Son of Dr. W. M. Durham and Sallie Lowe, the latter of whom died when he was but eight years of age. In 1859 he came to Atlanta, where he passed his youth until fifteen years of age, when in 1862 he enlisted as a private in Company K, Forty-second Georgia infantry, under Captain W. L. Calhoun and Colonel Robert J. Henderson. In 1862-

63 he participated in the East Tennessee, Kentucky and Mississippi campaigns, fighting at Tozwell, Tenn., Perryville, Ky., Chickasaw Bayou, Baker's Creek and Big Black River, Miss., and was on duty in the trenches of Vicksburg throughout the siege.

When General Pemberton surrendered he was paroled, after which he walked most of the distance home to Atlanta. His regiment rendezvoused at Decatur, near Atlanta, and there the whole command was exchanged in time to participate in the battle of Missionary Ridge, November 25, 1863, and his brigade, under the command of General Stovall, was assigned to Stewart's Division, Hood's Corps, army of Tennessee, with this command he was engaged in the battles of 1864 at Rocky Face Gap, Resaca, New Hope church, Pumpkin Vine Creek, Kennesaw Mountain, Peachtree Creek, Atlanta (July 22d and 28th), Jonesboro, Franklin and Nashville. After the battle of Nashville, 1864, he was promoted to adjutant of his regiment, which rank he held to the close of the war. In the campaign in the Carolinas in the spring of 1865 he fought at Edisto River, Binaker's Bridge, Orangeburge, Kinston and Bentonville, and surrendered with Johnson's army at Greensboro, N. C., April 26, 1865. Throughout this active and gallant career he was never wounded or missed a day's service from his command. The war being over he at once commenced the study of medicine with his father, and attended lectures in Atlanta, 1866, completing his studies in Philadelphia in 1868, twenty-three years after his father received his diploma in that city. Since then he has had a highly honorable and successful career in Atlanta. He has been Professor of Surgery in the Georgia College of Eclectic Medicine and Surgery for twenty years; is an ex-president of the National Eclectic Medical Association, and has been secretary of the Georgia Eclectic Medical Association for twenty-seven years.

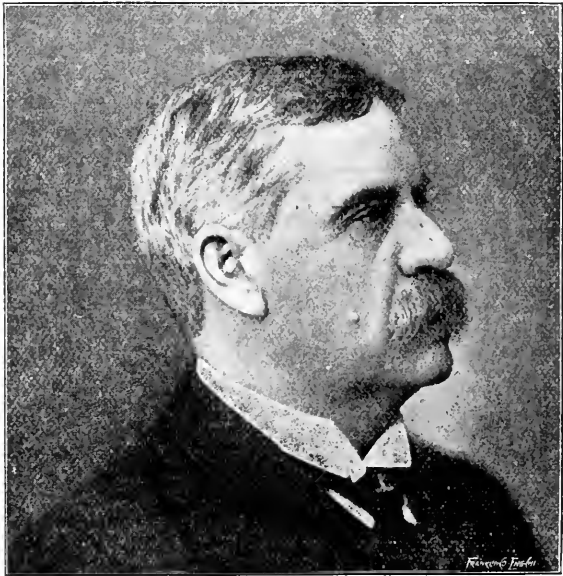
Dr. Durham was married in 1870 to Myrtis Vincent, of Athens, Ga., who died in 1887, and has one daughter, Lucy Vincent Durham. He has always taken a prominent interest in all Confederate movements, is a staunch friend to every

measure that could benefit his comrades and untiring defender of their good name and fame. He has faithfully discharged his duties in all official stations.

WILSON TUNSTALL WILSON.

Was born in Danville, Va., in 1815. He married Miss Marion McHenry Lumpkin in Forsyth, Ga., in 1835, and lived on a farm in Houston county for many years. In 1853 he was appointed agent of the Western and Atlantic Railway, by Governor Herschell V. Johnson, and moved to Atlanta to assume his duties with that road. His position expired with Governor Johnson's term of office. He was twice a member of the City Council and took an active part in every public movement looking to Atlanta's prosperity and progress. He was appointed postmaster about 1858 by President Buchanan, and held the office until Georgia seceded from the Union, at which time he resigned his office, and later, in connection with Lucius J. Gartrell, G. J. Foreacre, Wilkes Ball and others, began to organize the famous Seventh Georgia Regiment, to which General Gartrell was elected colonel, and W. T. Wilson commissary, with the title of captain. At the first battle of Manassas Captain Wilson rushed to the front with his regiment and was severely wounded in the foot. He returned to his home, remaining only thirty days, just long enough to learn to walk on crutches. On his return to Virginia the regiment was reorganized and General Gartrell retired from the army. Captain Wilson was elected colonel of the regiment without opposition. He led the regiment through various engagements with dash and fearlessness, and was spoken of by General Joseph E. Johnson in his report to President Davis as "the gray-haired hero of many hard fought battles," notably the bold and dangerous charge upon Dam No. 1 at Yorktown, and the second battle of Manassas. Just as the day was declining and the brave Seventh was charging the

enemy, Colonel Wilson was shot through and through by a Belgian gun, from which he died in a few hours. General H. L. Benning, afterward passing by, paused by the stricken man and enquired who he was. The dying soldier looked him in the face and smilingly said. "I am dying, but, thank God, I've lived long enough to know that we have whipped the



W. LOWNDES CALHOUN.

yankees twice on the same field." His remains were taken to Warrenton, Va., by his son, Dr. H. L. Wilson—who was surgeon of the regiment—and laid to rest. About one year afterward his remains were taken up and brought back to Georgia, where he wished to be buried, and the gallant soldier lies in Oakland Cemetery.

WILLIAM LOWNDES CALHOUN,

Judge and Mayor of Atlanta, was born at Decatur, Ga., November 21, 1837. His father was James M. Calhoun, of Calhoun settlement, Abbeville District, South Georgia, who moved to Decatur, Ga., in 1835, and Atlanta in 1852, dying in 1875, and who was Captain of Cavalry in the Creek war, State Senator and Representative and Mayor of Atlanta from 1862 to 1865, during the fateful and historic capture and destruction of the city. His mother was Emma Eliza Dabney, daughter of A. W. Dabney, of Georgia. In 1853, at the age of sixteen, he entered the law office of his father in Atlanta, and was admitted to the bar in 1857, becoming his law partner until his father's death in 1875, when he continued practice alone, until 1881. In March, 1862, he enlisted in the war in Company K, 42d regiment, Georgia Infantry, becoming First Lieutenant, and then Captain, serving to the end of the war with conspicuous gallantry. He was at Knoxville, six months in the memorable siege of Vicksburg, and forty-seven days in the trenches; fought at Baker's Creek and shared in Johnson's famous retreat through Georgia, beginning at Dalton, until he was wounded at Resaca. The surrender occurred as he was on his way to rejoin his command, recovered from his wound, having in the meantime been with General Hood in part of his Tennessee campaign.

After the war he resumed his law practice with his father in Atlanta. He was elected to the legislature in 1872 as a State Representative, serving in the sessions of 1873 and 1874, and re-elected to the sessions of 1875 and 1876, and acted on the important committees of the general judiciary, corporations and finance. In 1879 he was elected mayor of the city, following in the footsteps of his worthy father, and perpetuating this distinction upon his family name. Among the notable things of his municipal administration was the funding of the city floating debt of \$600,000, from a high to a 6 per cent. rate of interest, and the procuring the legislation necessary for the inauguration of the street paving system. He was elected in 1881 Judge of the Court of Ordinary of Fulton County, to which office he was re-elected every four years up to 1897, hold-

ing the office sixteen years. He married in 1857 Miss Mary J. Oliver, of South Georgia, and they have six children. From 1889 to 1894 he was president of the Confederate Veterans' Association of his County, increasing the membership from fifteen to seven hundred.

He has been Master Mason, Odd Fellow, and from 1890 was Lieutenant Colonel of Battalion for three years. Judge Calhoun in every capacity, as soldier, lawyer, judge, legislator and mayor, has displayed the highest qualities of personal worth, capacity, judgment, well poised temper and integrity. He is a well rounded character and model citizen. Adding the finest sauvity to his force of nature and well balanced intelligence, he has held the esteem and confidence of the public, and attracted respect by his unvarying dignity. He was an influential legislator, grasping state questions and a leader in committee and on the floor. As a Judge he has been impartial, learned in the law and scrupulously upright. In his social and domestic relations he is a delightful gentleman.

RICHARD PETERS.

Richard Peters was born in Germantown, Pa., now a part of Philadelphia, in 1810. on November 10th. His mother was Catherine Coughland; his father, Ralph Peters, being the son of Judge Richard Peters.

The subject of our sketch received his education in Philadelphia. His first work as a civil engineer, for which he had been fitted, was with Mr. Strickland, civil engineer on the Delaware Breakwater. Here he worked for six months, and was next engaged upon the survey of the Camden and Amboy Railroad. After the completion of this work he was associated with Mr. J. Edgar Thomson in the survey of the Philadelphia and Lancaster road, now a division of the Pennsylvania system. At this time, 1830-1832. it had not been ascertained that locomotives could be used to advantage; therefore

the line of road was constructed for horse power, with six hundred foot curves put in whenever a hundred dollars could be saved. It was not until 1835 that locomotives were used. From being a pioneer in the survey of the first railroads constructed in the North, Mr. Peters received an appointment from J. Edgar Thomson to act as rodman for him on the survey of the Georgia Railroad, between Augusta and Atlanta. He reached Augusta in February, 1835, having left Philadelphia when there was six feet of snow on the ground and making the trip by sea in a miserable side-wheel steamer, arriving in Charleston in a snow storm. The first day they went into the field ten miles from Augusta, where the camp of the surveyors was located, they were obliged to give up work on account of the severe cold—he spoke of this as the famous “cold Friday” of which so much has been written. When the survey was completed and trains began to run, Mr. Peters was made superintendent, which position he held until 1845. Of this period Mr. Peters says, in his memoirs of these days: “I worked hard to invent a spark arrester and to arrange for headlights for the engines, and sleeping accommodations for the passengers, as ours was the first railroad of any length in the United States that risked running at night.” The result of these experiments was a wooden shelf which projected in front of the smoke-stack of the engine, covered with sand upon which pine knots were burned at night. This was the first headlight to an engine ever used and foreshadowed very faintly the brilliant electric headlights of the present day. Pullman’s sleeping-cars were also anticipated by the comfort of the passengers at night. Short boards were laid across the seats. Upon these valises, shawls or bundles made improvised pillows, while the weary traveler doubled himself up for a night’s rest. George Pullman, upon a visit to Atlanta before his death, remarked upon this being the first attempt ever made to inaugurate a “sleeping car.”

In 1846, Mr. Peters says in his memoirs, the Georgia railroad was completed to Atlanta, then known as Marthasville. This name had been given the place by my old civil engineer friend, Charles F. M. Garnett, when chief engineer of the

Western & Atlantic railroad in honor of Miss Martha, the daughter of Governor Lumpkin.

When the Georgia road was completed to this terminus, I consulted our chief engineer, Mr. J. Edgar Thompson, about changing the name of "Marthasville" because it was so long to write. After several letters on the subject, he proposed the name "Atlanta" to designate the terminus of the Western & Atlantic road. This he referred to in his letter thus: "Atlantic, masculine; Atlanta, feminine, a coined word, but well adapted." I accepted it at once and issued circulars by the thousand for distribution throughout the country from Augusta to Tennessee stating the fact of the completion of the Georgia railroad, also giving the rates of the freight and passage. The passenger rates was five cents a mile, the freight, fifty cents per hundred pounds. The head lines read, "Completion of the Georgia railroad from Augusta to Atlanta." The name gave universal satisfaction except to my friend Garnett, who was very much annoyed, but he could not overcome the popular move and at the next meeting of the legislature a charter was granted to "Atlanta."

Mr. Peters also adds to this authentic statement of the real circumstances attending the naming of our city in its youth, that the first name was "Whitehall," but this was really the name of the postoffice located at the present "West End." Fred Armes, he says, was appointed postmaster at "Whitehall," and on the office being removed to Atlanta, Wash Collier became the postmaster.

Having purchased the stage line running from the end of the Georgia road to Montgomery, Mr. Peters resigned his position as superintendent of the Georgia road to give his attention to the stage business.

Mr. Peters was identified with all enterprises which had for their object Atlanta's good. About 1847 he bought a farm in Gordon county, which he still owns. That farm has for years been a model place.

As an advisory member of the young farmers' club of the Southern States from its organization, Colonel Peters was always ready and willing, without charge, to give advice and kindly assistance to young farmers seeking the best methods

of farm work. Unselfish and generous in all his impulses, he has for nearly half a century given his best investments, his best thoughts and his most earnest efforts to the promotion of Southern agriculture, with as little personal ambition as a man could display.

Mr. Peters was a man of great public spirit and a fine scholar, being probably one of the best read and best informed men in the South. His knowledge of geology and of all the sciences was something wonderful. He was connected with all public enterprises, especially railroad enterprises, and was one of the original lessees of the Western and Atlantic Railroad.

Possessing a kind and benevolent disposition, he was personally liberal and charitable. He contributed liberally to every enterprise for the good of his people and his city, and has always been identified with Atlanta's every interest, and ever responded at her calls for assistance.

He was a kind and affectionate husband, a loving father, and a faithful and efficient Christian. He was a member of the Episcopal Church.

After a long and useful life, a short illness closed his career in the seventy-ninth year of his age, on the morning of February 6, 1889.

WALKER PATTERSON INMAN.

a retired cotton merchant and capitalist of prominence, was born near Huntsville, Ala., June, 1828, his parents being of Revolutionary ancestry. When quite young he was left an orphan and was taken by his brother, Shadrach W. Inman, of Dandridge, Tenn., given an education and trained for business life.

When still young, Mr. Inman became a partner with his brother in a mercantile business and was fairly prosperous, was married in 1855 to Miss Cordelia Dick, of Dandridge.

Their children are Mrs. James R. Gray, Mr. William H. Inman, Mr. J. Walter Inman and Mrs. Morris Brandon.

At the beginning of the Civil War he was doing a prosperous banking business in Atlanta. In common with other business men in the South his fortune in a large measure was swept away by the war, but with energy and patience he went to work and soon placed his family in comfortable circumstances. His success was constant, and was the natural consequence and reward of business skill, foresight and honesty. In 1892 he retired from business with an ample fortune.

In 1869 Mr. Inman became a member of the widely known firm of cotton merchants, S. M. Inman & Company, of Atlanta, and afterwards of Inman & Company, of Houston, Texas. His long experience as a banker peculiarly fitted him for handling the finances of this business, the largest of its kind in the world, covering some twenty millions annually.

Says "America's Successful Men": "The leading instincts in Mr. Inman's life have been devoted to his home, family, friends and church, a strict sense of business integrity and a broad and liberal sympathy and charity toward his fellow man. His hand has ever been open to those in distress and he enjoys the universal esteem of his community. In a quiet way he has attained the success most to be desired in life—a good home, a family raised in the fear of God; the ability and disposition to help those in need; and the approval of his conscience in feeling that his success in life has been due to honest methods and moral principles."

MADISON R. BERRY

was born in Lincoln County, N. C., February 6, 1833.

Mr. Berry's father was a farmer, and he being the oldest boy was early made practically acquainted with all kinds of farm work—securing the special commendation of his father as a fine driver of horses; this may be accepted as well merited, as, since then, he has shown fine capacity as a “driver” of business. Old field schools being convenient, he graduated when quite young from one of those time-honored institutions.

In 1835 his father, contemplating removing to Georgia, brought young Madison with him to Georgia, leaving him with an uncle, Dr. W. Cox, at McDonough, Ga., who was engaged in merchandising. About a year afterwards Mr. Berry's father removed to Georgia, and settled on a farm about eight miles west of McDonough. Going to his new home he worked on the farm about twelve months, when his father opened a store and installed him as clerk; but the venture proved a failure.

In 1842, attracted by the excitement about gold in Randolph County, Ala., his uncle, Dr. Cox, determined to go there, and took the subject of this sketch with him—who worked hard for little pay about a year. In the meantime the Clerk of the Court of Chancery having taken a fancy to him, he took young Berry into his home and office to copy and register legal papers, and started him to school with a view to giving him a liberal education; but after going to school a few months he availed himself of an apparently excellent offer, and entered the employ of Mr. James Isbell, who was then conducting the largest dry goods house in Talladega. At the end of three years his health failed, and he gave up his position and returned to Georgia.

Mr. William Markham, his brother-in-law, was then largely engaged in selling clocks, having them peddled over the country. Mr. Berry entered into partnership with Mr. Markham, and sold clocks in Georgia, Alabama, Mississippi and Tennessee, with splendid success.

Having accumulated some capital he retired from the clock trade in good time, and engaged in the negro traffic, but

tiring of that, and of floating around he concluded, as he was now about thirty years old, to marry and settle down for life. In reference to this Mr. Berry says: "On October 3, 1854, I was married to Miss Hattie E. Key, of McDonough, the best woman alive—so I think. I decided to settle down and go to farming again, so I bought two hundred acres of land, now known as "Ormewood," three miles east of Atlanta, and bought a few negroes. But after two years trial, and losing three negroes by death, and getting discouraged, I removed to Atlanta in 1857. Soon after coming to Atlanta I engaged with Mr. T. G. Healy in house building, which business I followed with fair success until 1861, when the wide-spread "unpleasantness" put a stop to our operations. Being in impaired health and not feeling very beligerant, or anxious to engage in the unpleasant pastime of killing Yankees, I sought and obtained the position of Money Clerk in the Southern Express Company's office, which position I retained until the war-cloud had about spent its force."

Peace having been proclaimed, Mr. Berry and Mr. Healy resumed the house building business which they carried on profitably to themselves and beneficially to Atlanta.

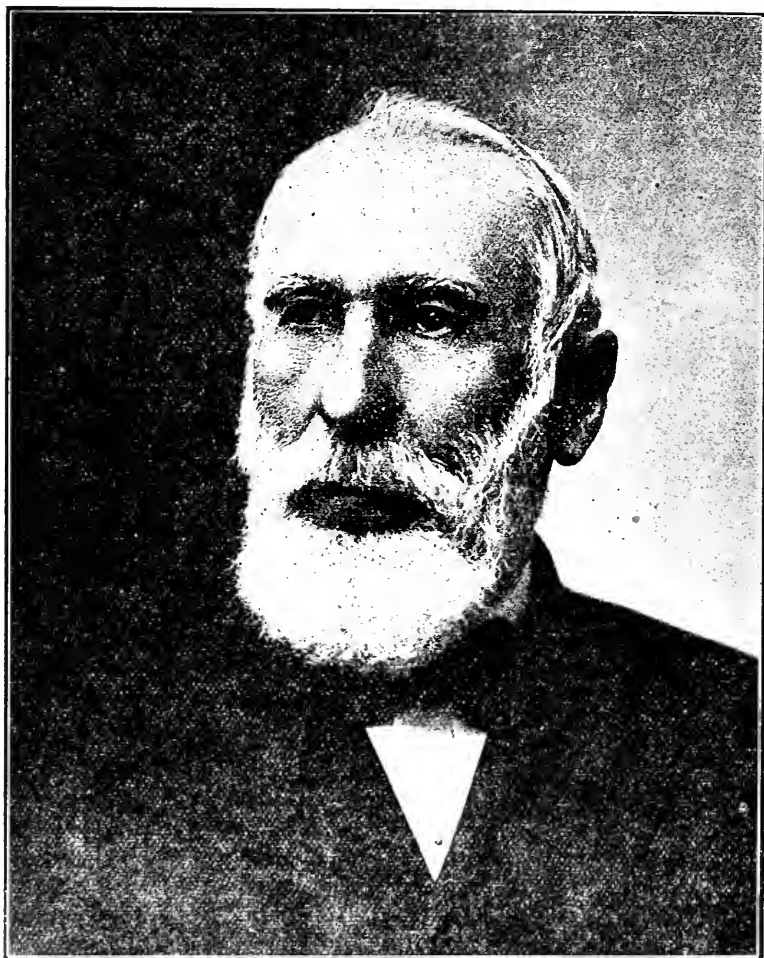
JAMES OVERTON HARRIS

was born in Albermarle County, Va., on the 21st day of August, 1820, and was the son of Nathan and Ann Anderson Harris; his three brothers—Clem R., W. A. and John T. Harris—were men of prominence in Virginia, Clem R. was a prominent physician, W. A. a celebrated educator at Staunton, and John T. Harris represented the Harrisonburg District for twenty years in the lower house of Congress at Washington, D. C. The subject of this sketch married Miss Elizabeth Brown, of Culpepper County, Va., and four children blessed this union, viz: Miss Lucy P., Nathan, Clem R. and Dan B. Harris. Miss Lucy reached the age of womanhood, but died

soon after. Nathan, who was so popular, both in the medical and social circles, was stricken down very suddenly with that dreadful malady, apendicitis, and before his friends barely knew of his illness, they were appalled to learn of his untimely death; the two remaining children, Clem R. and Dan B., are both well, and favorably known, as both of them are prominent in insurance circles. When the tocsin of war was sounded, and its clarion notes went verbulating throughout the length and bredth of the land, the subject of this sketch at that time living in Virginia, did like the majority of his associates, buckled on his armor, and went forth to fight for the cause, and principles that he believed to be right and just.

In the fall of 1863 he procured a discharge from the army and came to Atlanta, intending to make it his future home. He at first engaged in the mercantile pursuits, but soon found that it was not congenial, and immediately after the close of the war was elected to the office of sheriff, the duties of this office were not strange and unfamiliar to him, as he had served the people of Culpepper County, Va, in the same capacity, and was therefore fully prepared to discharge, at that time, the onevous and difficult duties of this office. Ever after this and as long as his health would permit he continued in politics and from his continued and unquestioned success, he proved conclusively that he was a natural born politician. He also held at different times, the office of City Marshal, City Tax Collector and State and County Tax Receiver, the latter positions he held for years, and up to about a year before his death declining to be a candidate for re-election, (though he had no opposition), on account of his bad health. He was, without exception, one of the most popular men in the county, and knew more people, both men, women and children, than any other resident of the county. He was familiarly known by every one, both old and young, white and black, and had a kind word and a hearty hand-shake for all, and his purse was ever open to the needy and distressed.

For years he had been a faithful and true Odd Fellow, being a member of Central Lodge No. 28. His loving and devoted wife lived for several years after him, now lying beside him and their two children in the beautiful city of the dead—



JOHN CALVIN PECK.

Oakland cemetery. Several years before his death he embraced religion and connected himself with the Central Presbyterian church, living the remainder of his life a consistent Christian. After a long and painful illness, which he bore humbly and patiently, surrounded by his loved ones, on the 22nd of July, 1891, his noble spirit took its flight from this earthly tenement to that land where the "weary are at rest, and the wicked cease from troubling," and yet when it began to be known generally throughout the city that J. O. Harris was dead, not one but felt that he had met with a personal bereavement, as he had lost a good, true friend.

Since the writing of this sketch, Clem R. Harris, the oldest living son of J. O. Harris, died very suddenly in Atlanta, on the night of April 22, 1901. This leaves Dan. B. Harris, the youngest son, the only surviving member of his immediate family.

JOHN CALVIN PECK

was born at Sharon, Litchfield County, Conn., August 25, 1830. Passed his early years on a New England farm, attending school two terms of four months each during the year. As he grew older his services at home were more indispensable, so that he had but one term in school. Later he attended Waterloo College to study the higher branches of science and literature, and won the first prize in each class of this college. In 1850 he went to Catskill, N. Y., to engage in business in which he was very successful. Three years after going to New York he married Miss Frances Josephine Hoyt, daughter of Starr Hoyt, of Huron County, Ohio, and removed to Stamford, Conn. He was there employed as foreman and contractor, but having contracted an asthmatic trouble, he determined to move South. The first place he stopped at was Atlanta. Returning to Connecticut (owing to the scarcity of work), his asthma afflicted him again. He determined to try the South again in 1858, and coming to Atlanta located per-

manently. He found business and, with his characteristic vim and energy, soon worked up to a responsible position with his employer. His career was upward from that day. In 1859 he decided to get into business for himself, and in connection with A. H. Brown and Edwin Priest erected the second planing mill in the town. The war between the states unsettled business—a member of the firm joined the Confederate army. Mr. Peck then, at Governor Jos. E. Brown's suggestion, began the manufacture of pikes for the Georgia State troops. Soon after this a reward was offered for a certain pattern of rifle, and although he had never had any experience in that line, he made the effort and succeeded. The currency of the Confederacy having declined and the sum offered by the government not adequate to pay the expenses of manufacture, Mr. Peck sold them to the Roswell, Ga., factory. They were captured by General Sherman later, and two are now in the museum at Washington. Mr. Peck was then employed as superintendent of woodwork in the arsenal for a few months, but his health failing him he once more sought the Northern climate. Armed with letters from the Provost Marshal and others he made his way to Minnesota, where he remained till his health was improved, and in August, 1865, returned to Atlanta. In connection with Mr. Schofield he rebuilt his planing mill and conducted this till 1883, when it was replaced by a larger and more elaborate plant. Two years later it was sold to Mr. Wm. Markham and converted into a hotel for him by Mr. Peck. In 1866 he erected the old capitol, which stood on the northwest corner of Marietta and Forsyth streets, and four years later he built the Kimball House at a cost of \$643,000. When the International Cotton Exposition was organized he was superintendent of construction and a member of the executive committee. He was one of the original promoters and a stockholder in the first Atlanta cotton mill. At the great exposition held here in 1895 he held the same position as he did in the first. When the United States Custom House and Postoffice was erected he had the contract for the woodwork. He was also an organizer of the Fulton County Spinning Mills.

In religious matters Mr. Peck holds to the faith of the Unitarians. He is a member of the Royal Arch Masons.

WASHINGTON J. HOUSTON.

The subject of this sketch was born in Abbeville District, South Carolina, October 10, 1831. His parents were of Scotch-Irish and Welch descent, and both were native South Carolinians. Early in life his father migrated from South Carolina to Tennessee, moved thence, in 1845, to Savannah, Ga., whence, in 1846, he moved to Atlanta and engaged in merchandising on Decatur street, near the northeast corner of Decatur and Peachtree. He built up a large and profitable trade and was prominent in all movements looking to the growth and prosperity of Atlanta, and active in all church and Sunday-school work. Soon after Atlanta was chartered as a city he was elected treasurer, and continued in office a number of years. Mr. Houston began life as a clerk for Mr. Jonathan Norcross soon after coming to Atlanta. His unusual business aptitude—his proficiency and efficiency—were flatteringly evidenced by his having been elected, at the age of seventeen, cashier of the first bank agency established in the city, and he enjoys the honor of having received the first deposit ever made in a bank in the town. He left the bank in 1851 and entered the employ of the Georgia Railroad, as assistant agent, since which time his active business life has been with railways. He next went with the Western & Atlantic Railroad, under Superintendents Wadley and James F. Cooper, and remained with it until the second year of Governor Joseph E. Brown's administration, when he accepted the position of general passenger and freight agent of the Atlanta and West Point Railroad, acting in connection with duties of this office as transportation agent of the Confederate States Government until the fall of Atlanta, after which he was detailed in the engineer service, under Colonel L. P. Grant, as superintendent of reconstruction of railroads destroyed around Atlanta. In 1876 he resigned and retired to private life on his farm in DeKalb county—finally as he then thought. But when General Manager G. J. Foreacre assumed the management of the (then) Atlanta and Charlotte Air Line Railroad, he called for Mr. Houston's services as assistant, with the official title of general passenger and ticket

agent. While acting in this capacity he was the first to reduce local passenger fares to three cents a mile, which created no inconsiderable stir in railway circles. When the line became part of the Richmond and Danville system, he declined the offer of general passenger agent, because it would necessitate his removal to Richmond, but, by request, he remained with the system as assistant to the general passenger agent, at this end of the line, for a year, and then permanently retired to his farm.

Mr. Houston enjoys the distinguished honor of having suggested the organization of the Railroad Commission of Georgia, the bill for which was drafted at his request and pressed forward to adoption by Representative W. R. Rankin, of Gordon county, and, though urgently pressed by admiring friends and the press of the State to serve on the commission, he declined. His action throughout was cordially endorsed by General Manager Foreacre and by President Sibley, of the Atlanta and Charlotte Air Line, his sanction being practically demonstrated by an increase of salary exceeding that of a Railroad Commissioner. Appointed one of the commissioners, by Governor John B. Gordon, to appraise the property of the Western and Atlantic Railroad, before it was transferred to the present lessees, he rendered invaluable service, and subsequently, by Governor W. J. Northen, as assistant to the State's attorneys in defeat of the betterment claim made by the old lessees, especially charged with the special duty of preparing the rebuttal accounts, which were sustained by the commission and judgment rendered in favor of the State. In November, 1893, he received, from Hon. Hoke Smith, Secretary of the Interior, unsolicited, the appointment as chairman of a commission to negotiate a treaty with the Yuma Indians of Southern California and Arizona. A treaty was submitted and pronounced by the Indian Department the most satisfactory of any made under the administration of that day, and, under special message of President Cleveland, it was approved by the Senate and became a law without alteration. More than one-half of the money appropriated for that special purpose was returned to the treasury. In 1894 he was elected, by a handsome majority, to represent DeKalb

county in the General Assembly. Here, as in every other position to which he was called, he proved to be one of the most faithful and hard-working of all members. Thoroughly posted, broad-minded, public-spirited and progressive, fully abreast with the advanced thought and methods of the times, and always at the post of assigned duty, it is not possible to exaggerate the value and efficiency of his services to his constituents and the State. He was placed on the most important standing committees, where he measured up to the highest standard of legislative thought, action and duty, demonstrating his true democracy by introducing the bill electing judges and solicitors by the people.

He was a charter member of Atlanta Fire Company No. 1, the first volunteer fire company organized in the city, and was secretary of it many years. As might be expected, Mr. Houston entertains the most liberal and advanced views in regard to public schools, and advocates the most generous legislation and expenditure for their betterment and extension. He is also an ardent and unflinching active worker in the Sunday-school cause. It was he, in connection with Hon. Milton A. Candler and William G. Whidby, who issued the call for a State Sunday-school Association. He has devoted a quarter of a century of service to the County Sunday-school Association, as chairman of its executive committee, and has done much in gaining for it the honor of being the banner association of the State. So long continued and unaffectedly self-sacrificing has been his devotion to this work that he is known to every man, woman and child who annually attend these gatherings. "I would not exchange the smiles and greetings of these good people," he exclaims, "for all the honors the political field can bestow."

Mr. Houston is a member of the Scotch-Irish Society of the United States; a member of the Pioneer Citizens' Society of Atlanta; a member of Atlanta Lodge, No. 59, F. and A. M., and was the first person exalted to the Royal Arch Degree in Atlanta, after the Chapter was removed from Decatur to this city, and is a prominent and influential member of the Presbyterian church; for forty years a deacon, and later an elder.

CAPTAIN S. W. THORNTON.

Captain Simeon Willis Thornton removed from Milner, Pike county, to Atlanta in 1853. He had four children at the time, having in November, 1847, married Miss Mary Roby Ford, a daughter of Samuel Ford, who was a devout Baptist minister, as well as farmer, tanner and shoemaker and a pioneer of Pike county from Warren county, N. C. The four children whom Mr. Thornton (then a conductor on the Macon and Western Railroad, running from Macon to Atlanta) brought to Atlanta, who had been born in Pike, were Marcellus Eugene, Samuel Cincinnatus, Elizabeth S. (now Mrs. Charles B. Orenshaw, of Atlanta), and Jerome Buonaparte. Those children born in Atlanta were Procorus Scott and Salena Lavenia, who died at the age of eleven, and another daughter, Mrs. Mamie Morgan, the widow of Joseph B. Morgan, a son of Major Ross Morgan, who was a staff officer with General John B. Gordon. She was born in Fishhead Valley, Ala.

Mr. Thornton was a son of Elijah Thornton, who owned the farm on the railroad now called Orchard Hill, but which, when the railroad was built and before, was called Thornton. Having a step-mother, Mr. Thornton was reared to young manhood by his grandfather, Wiley Thornton (who owned slaves), on what is now the Lavender farm, the former prize farm of Pike county. Wiley Thornton, an aristocratic old gentleman, a typical English gentleman, died in Pike at a very ripe age in 1864. He was related to Washington and held himself aloof from politics.

Upon the arrival of Mrs. Thornton with her four children in Atlanta, Mr. Thornton installed them in a boarding house, or quasi hotel, over a store in a three-story brick building on the southeast corner of Whitehall and Alabama streets, which was kept by a hospitable, genial gentleman named Coleman, probably Frank C., who owned the store underneath.

Later Mr. Thornton built a house two squares south, but on a cross street near the railroad. He finished that house the day Crockett was hung. Later he built another house, a large frame, in the woods on a ridge where is now the inter-

section of Nelson street and Formwalt. It was at this large frame house the family resided during the shelling of Atlanta, and had a big bomb-proof in the yard, and from which the family were exiled south through Rough and Ready by Sherman. Some of the family saw their house go to ruin as they went over the hill into the road now known as Walker street. The lumber was used for breastworks. After the war Captain Thornton, with the aid of his boys and Sergeant Frank C. Aiken, built a house of brickteats on part of the old site.

Mr. Thornton had not been a resident of Atlanta many years until he was curiously enough drawn into politics. He was induced to become a candidate for constable, but with no serious thought of being elected. In those days any man run for any office as best pleased him, but, of course, with his party. Mr. Thornton's name was on the democratic ticket, as he was a strong democrat. His two eldest boys went to the City Hall, where the polls were and solicited votes for their father all day long while he was on his run from Macon to Atlanta, the train arriving about half past four p. m.

The result of the election was that S. W. Thornton led the whole ticket and everybody else, in the number of votes received. From that time he was a popular candidate to combine with. Some newcomers in later years thought his son received a scratch or accidental vote when he ran for an office. But the two boys assisted their father at every election when he ran for an office, and he was never defeated, up to the war.

Mr. Thornton belonged to the Fulton Dragons; and, although he voted against secession and was a strong advocate of the Union, he went with the Dragons into Cobb's Legion and to Virginia and was made a sergeant, although he protested against it. Sleeping in the water and in the mud, with a rail for a pillow, in front of Yorktown, brought about deafness and he was ordered home. Governor Joseph E. Brown thereupon, as soon as his hearing was slightly restored, commissioned him a captain in the Georgia State Reserve Infantry, with Joe Green Scrutchin, Thomas L. Wells and Herman Bellingrath as his lieutenants, and they, with their company, helped to defend Atlanta.

Captain Thornton was killed on the railroad in Atlanta.

May 26, 1870, at the early age of forty-one, he having returned to railroading after losing money at farming in Alabama during the four years previous. The war had already deprived him of all he had saved except the bare ground.

Captain Thornton was a devoted Atlantian. He was a consistent member of Evans Chapel, now Walker Street Church. He was also a Mason. He lies in Oakland; also his wife and Scott and Salena, where so many Atlantians had gone before and have gone since.

DR. JAMES A. TAYLOR

was born in Selma, Ala., January 16, 1828, where his early youth was spent, and where first he began the study of medicine, and his entry into pharmaceutical life, a profession he ever after followed. There, too, was he married to Miss Susan Carlton Dillard, whose father, John W., of Greensboro, had emigrated early in his life from King and Queen county, Virginia, and became one of the largest cotton planters of the State.

Coming to Atlanta in 1854, he was associated for a while first with Dr. A. Alexander, father of J. M. Alexander, hardware merchant; then with Dr. H. A. Ramsey, who was succeeded by Smith & Ezzard. In 1858, forming a copartnership with Mr. Calvin W. Hunnicutt, under the firm name of Hunnicutt & Taylor, they began in a small frame building adjoining what is now the Healy building, awaiting the completion of the brick store which Mr. George W. Collier had agreed to erect for their special use.

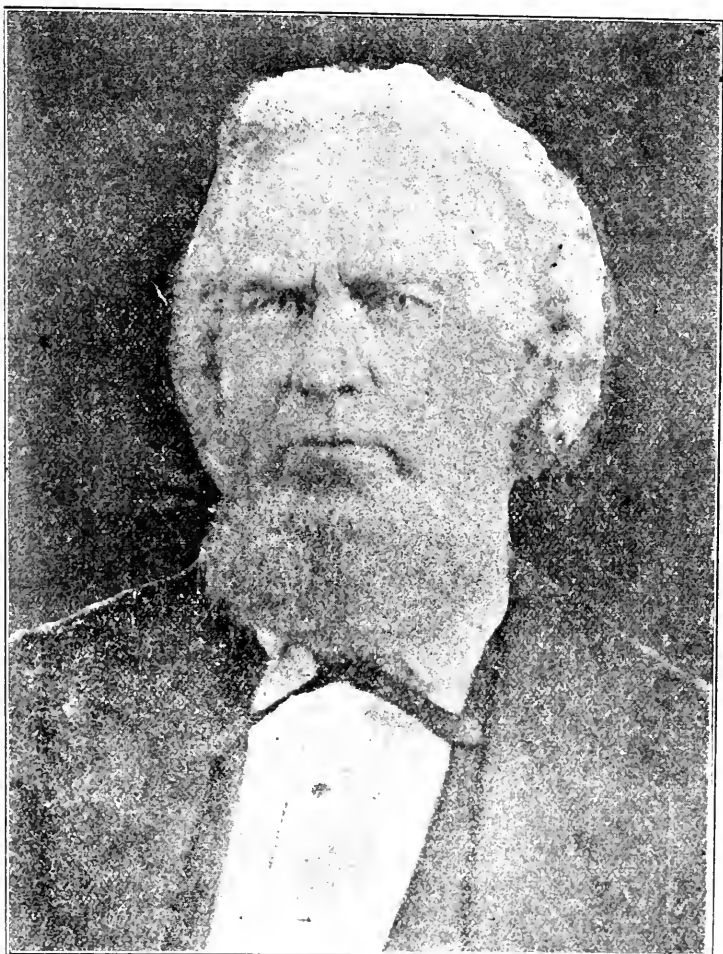
At the close of the war, returning while the city was yet smoldering in ashes, he opened his drug store again; his health impaired from the effects of the war, still continued in active business until advised to try the baths at Hot Springs, where he died January 14, 1878.

Doctor Taylor was a man of average height, with a genial, handsome face, of most pleasing personality; magnetic, few

men acquired friends as he—and lasting in their regard and esteem. He entered into the pleasures of life, never into the dark sides. He was one of the organizers of the old Atheneum that added so much to the enjoyment of Atlanta's early days. He was a member of the volunteer fire department, first as member of old "No. 2," from which he resigned to become a charter member and first president of Tallulah Fire company No. 3.

Exempt through physical disability, and though opposed to the war, yet when his state seceded, no man was more loyal to the Confederacy. An active force in the hospital corps, he at the same time organized and became the first captain of the "Foster Guards," with Albert Howell and James Purtell as lieutenants. (Lieutenant Howell becoming captain and afterwards colonel, and James Purtell captain in the Confederate service.) When the Guards left for Savannah he of course remained with the department he was attached to until the demand for more troops in the defense of Atlanta, when he organized and personally equipped the "Tallulah Videttes," becoming its captain, with Ed. Murphey as first lieutenant, with whom he remained until the hospital was ordered to move on South, first to Milner, and then below Macon, until the surrender gave him his discharge.

Dr. Taylor loved family, home and State. He loved Atlanta, loved his fellow citizen. Tolerant of all opinions, with faith too wide for doctrine, and a benevolence untrammelled by creed, generous to all, rich and poor, white and black, acquiring a fortune and spent it, (for his generous, kindly disposition never knew the word "no") his whole life was full of sunshine and hope, and he was wont to instil this into others; pinning flowers on the breast of the sorrowing, plucking thorns from the saddened heart, trying ever to add pleasure where he found woe. That he was loved in return was never more attested than on the memorable day of his funeral, when all classes overflowed the old First Methodist church, and reverently followed his body to Oakland cemetery, where now a marble shaft marks his grave, beside which his wife has since been laid. There, as his old friends pass by and note the inscriptions, the name, add from their remembrance the single tribute: "None knew him but to love him."



JAMES M. CALHOUN.

JAMES M. CALHOUN.

Among the pioneers of Atlanta, there was not a more honorable and useful citizen than Hon. James M. Calhoun. He was born February 12, 1811, in Calhoun Settlement, Abbeville District, South Carolina. His father, a cousin of the Hon. John C. Calhoun, was a planter, in moderate circumstances, and his mother, a lady distinguished for her intelligence and Christian virtues; both his parents were members of the Presbyterian Church. At the age of eighteen years his father and mother having died, he left the old homestead and removed to Decatur, Ga., where his elder brother, the late Dr. Ezekiel N. Calhoun, then resided. At the suggestion of his brother, he made his house his home for a time and for two years attended the village school taught by David Kiddoo, obtaining a fair English education and some knowledge of the ancient languages. In the Spring of 1831 he commenced the study of law in the office of the late Hon. Hines Holt and was admitted to the bar on February 22, 1832. As a lawyer he was able and successful, and throughout his life was engaged in an extensive, laborious and profitable practice of his chosen profession, having had at various times as partners, his brother-in-law, Colonel W. H. Dabney, Colonel B. F. Martin, Colonel A. W. Stone and his son, William Lowndes Calhoun. He was very fond of agriculture, and devoted his spare time in looking after the cultivation and development of his farms. In 1832 he was married to Miss Emma Eliza Dabney, daughter of Anderson Dabney, Esq., of Jasper county, Georgia, a lady of intelligence, education and refinement. Of this marriage there were born to him eight children. In 1836 Mr. Calhoun entered the service of the United States as a captain in the war with the Creek Indians, and, in July of that year, while temporarily in command of a battalion, was engaged in a severe and bloody battle with the Indians, near Fort McCrary, in Stewart county, Georgia, in which the enemy was driven some distance. His deportment in this battle was such as to elicit warm eulogies from his officers and men. In poli-

tics Mr. Calhoun was a Whig and labored under the disadvantage of residing in a district largely Democratic. In 1837 he was elected to represent DeKalb county in the Legislature. In 1850 he was elected a delegate to the State convention, which convention was called to consider the series of laws known as the Compromise measures then lately enacted by Congress, in which he took a prominent part in securing the passage of resolutions favorable to these measures. In 1851 he was elected to a seat in the Senate of Georgia. He became a resident of Atlanta in December, 1852, living for many years at the head of Washington street, and was a member of the celebrated Legislature of 1855-6, as Senator from Fulton and was the author of many of the most important Acts of that distinguished body. As a member of the judiciary committee he participated in perfecting the many beneficial changes made during that session in our statutes. In 1859 he was one of the vice-presidents of the convention which nominated Beell and Everett for president and vice-president of the United States. In 1862-3-4-5 he was mayor of the City of Atlanta and in 1862 was appointed Civil Governor of the city by General Bragg; but, doubting the legality of this appointment, he declined to act. The following is the conclusion of the memorial prepared by the committee of his brother members of the bar and entered upon the minutes of the Supreme Court:

"In 1864, during the stormy period of the seige and occupation of the city by the Federal army, when the Confederates evacuated the place, the unpleasant duty of surrendering Atlanta to General Sherman devolved on him. No one can fairly feel, or actually describe the bitterness of his sorrow as he saw the aged, the feeble, and the helpless, laboring under the crushing weight of the exactions, robbery and terror to which our afflicted people had to submit during the occupancy and afterwards. His letter remonstrating against the order of General Sherman expelling the women and children from the city during the hard fall of 1864 will live in history and carry his name to posterity as a man of true courage and generous sensibility. The letter of General Sherman in answer, in which occurred the expression, "war is cruelty and cannot be refined," conveys but an imperfect idea of the feeling of indifference and

revenge with which our sufferings were viewed, and the temper with which the faggot was applied to our cherished homes and rising city. Colonel Calhoun, in the midst of the sea of fire around him, did what he could to support the weak and to aid the suffering. As the city sank amid the lurid glare of incendiary war, its Mayor stood like Marius, looking in gloom and despair, upon its dying embers. It is a matter of sincere congratulations to know that he was spared by Providence to see the city of his choice and his love arise from its ashes, and again put on the beautiful smiles of peace and prosperity; but from the tears and sorrow of its thousands of victims of undeserved wrong and oppression the grand proportions of opulence and refinement have returned to cheer and bless his and their descendants. As a public speaker he was earnest, careful, often vehement and impassioned. The latter, however, were exceptions to his style. He argued to convince the understanding rather than to please the fancy. As models for imitation, the zealous pursuit of his purposes by honest means, and the reliant manhood of his nature, are worthy of public notice. In private life he was gentle, truthful and courteous, without the tinsel of attractive display in company which is possessed by some; he won the confidence of those around him by his refined feelings and attention to time, place and person so well that few forgot a first interview with him, or ceased to regard him with esteem and respect. His death occurred on the 1st day of October, 1875, and he now sleeps in Oakland cemetery, and it may be truthfully said of him that his life, taken altogether, was an eminent success, and he left the world with friends, relations and a great city to mourn his loss."

FRANK T. RYAN.

On the 18th day of July, 1838, Mr. Ryan was born in Talbot County, Ga. At the age of eighteen months his parents removed to Jasper County, where his father died. His mother with her two boys in 1849 visited Bridgeport, Conn., where the subject of this sketch remained at school for two and a half years. There he received the rudiments of a first-class education. At the end of that time he returned to Georgia, where he was received at his old home, Monticello, with much enthusiasm by the people. Dressed in a gray uniform, wearing a Kossuth hat, he was the cynosure of all eyes. He remained in Monticello until July, 1853, when he made his advent into Atlanta, for the purpose of learning the druggist trade, but not fancying the business he soon returned to his old home, and resumed his studies. Again he turned his face towards Atlanta, arriving here in February, 1854, and immediately resumed his studies till July, 1855. In October of that year Mr. Ryan went to work in the Georgia Railroad machine shops to learn the machinists trade; he remained there until 1859, when his mother moved to Arkansas. Two years after, the Civil War coming on, he cast his fortunes with the Confederacy. In the spring of 1861 a company was formed in Des Arc, Ark., called the Rector Guards, named in honor of the governor of the State. Shortly after its formation the company repaired to Mound City, on the Mississippi river, just above Memphis, where a regiment was formed, electing the afterwards celebrated and renowned general (Pat Cleburne) commander.

After remaining with this regiment for six months, it being an infantry one, Mr. Ryan was transferred to a cavalry company, called the Des Arc Rangers. It was under the command of General Ben McCullough, the famous "Partisan Ranger." Shortly after joining this cavalry company the battle of Elk Horn was fought; it was Mr. Ryan's first engagement. He was actively engaged in the war between the states until after the 20th of September, 1863, when at the battle of

Chicamauga he received a gunshot wound that necessitated the amputation of the left leg above the knee. After he received the wound he was connected with the commissary department until the close of the war in 1865. In 1867 he was clerk of the market of Atlanta. He served in this capacity for three years, when in 1870 he was elected by the mayor and council tax receiver and collector, filling the office one year. During the years of 1871 and 1872 he was employed by Mr. Seal Love, clerk of the city, as his assistant, and served as such two years. In January, 1873, he was elected Clerk of the City, and served continuously until July 1879. He was a member of the city council from the Second Ward during the years of 1882 and 1883. In the fall of 1882, at the regular election of County officers, he was elected on the ticket with Judge C. H. Strong as Clerk of the Superior Court, and served as one of his deputies in 1883 and 1884.

DR. H. L. WILSON.

Dr. Henry L. Wilson was born in the Old Dominion, on the banks of the Dan river, in the city of Danville, July 2, 1839. He came to Atlanta in 1853. His father was the gallant Colonel William T. Wilson, who was killed in the second battle of Manassas, while fighting several yards in advance of his regiment. Before the war Dr. Wilson went to LaGrange, where he acquired his academic education. From there he went to Emory College, at Oxford, Ga., where he graduated with distinction in 1858. The following year he obtained a second diploma from the Atlanta Medical College, and was commissioned with the title of "Doctor" to go out and heal the sick. His success was evinced from the start by his appointment as first city physician. After the first battle of Manassas Dr. Wilson went to Richmond, Va., and there, after a rigid examination, was commissioned in an important position as surgeon of the Seventh Georgia Regiment. He held

this office until the last two years of the war, when he was made chief surgeon of the conscript department of the State of Georgia. After the war he returned to Atlanta and entered his old profession. In 1872 his popularity was such that he was complimented by his fellow-citizens with an election to the City Council. He was chairman of the street committee, and in that capacity was largely instrumental in bringing Whitehall, Peachtree and Marietta streets to their present grade. Dr. Wilson was elected a member of the county board of commissioners in 1886. He was chairman of the committee of public works, and held the office of commissioner until January, 1893, when he was succeeded by Mr. Joseph Thompson, he himself not being a candidate for re-election. In 1885 Dr. Wilson was thrown from his buggy and received a severe wound, which terminated in the limp which now characterizes his gait. Soon after he entered the drug business on the corner of Broad and Marietta streets, and remained there until he sold out to his successor, Mr. C. O. Tyner. He then entered the real estate business and has since been engaged in that employmnt. For a while he was in partnership with Mr. Frank P. Rice, but is now by himself. He is a consistent member of the First Methodist Church. Dr. Wilson was one of the original directors of the Cotton States and International Exposition Company, and a member of the executive committee, building and ground committee and also chief of the live stock committee. He was a liberal contributor of time and money to the exposition. He is one of the largest and boldest real estate men in the South.

E. B. WALKER.

The subject of this sketch, Evans Boylston Walker, was born in Boston, Mass., descended from an old English family, whose connections have given to councils and history some of its most illustrious names—John Adams, John Quincy and Charles Francis Adams, the Richardsons, Boylstons and others; all related to that branch from which sprung Edward and Dudley Walker. At the early age of thirteen, he determined to start out in life, to help repair his father's broken fortunes. The lad walked all the way from Boston to Philadelphia, where he met with bitter disappointment, and, retracing his steps, tramped back home. Undaunted by his misfortune, he accepted assistance from a friend who offered him transportation to New Orleans. Arriving there, unknown and friendless, his courage did not forsake him; he secured work and by dint of economy (studying at night), he soon accumulated enough capital to enter business, which resulted in a very successful one. Later he moved to Texas to become a planter, but soon became involved in the misfortunes of his former partners and lost his property. He then came to Georgia, first to Macon and then Atlanta, which he removed to in 1849. He soon became identified with the Western and Atlantic Railway. His advance was rapid, each succeeding administration retaining him on account of his splendid abilities and high integrity. During the Civil War the Western and Atlantic Railway was one of the most important feeders possessed by the Confederacy, the demands upon it being very heavy. General Joseph E. Johnson complimented Mr. Walker upon his masterly handling of the transportation of troops, supplies, etc., over the road. When the war ended, returning from his enforced refugeeing, Mr. Walker found his home in ruins and his wife an invalid. After a period of service with the Macon and Western Railroad, he retired to his farm near Atlanta, at the age of seventy-three, and died at the ripe age of eighty-one.

As a pioneer he did much personally, and in and by virtue

of his commanding position towards giving and fashioning the strong characteristics that mark Atlanta as one of the most creative and progressive of modern cities, and is alike worthy of that monumental record that is being lovingly made for his colleagues. The very hearts of those of his employees who survive him will beat in tender emotion in memory of him, their friend.

ALEXANDER MCGHEE WALLACE,

Eldest son of General William Wallace and Margaret Chamberlain Wallace, was born in Blount county, East Tennessee, on the 24th day of March, 1822. He was descended through a long line of hardy, enterprising and thrifty people, who were more or less distinguished for the tenacity with which they asserted and maintained their legal rights, and also what they claimed to be God-given liberties.

Alexander M. Wallace was educated at Maryville College, originally known as the Southwest Theological Seminary. At the age of nineteen he, much against his own inclination, was connected with his father in a general merchandise business. After some years of experience he removed with his family to Atlanta as a larger field of trade, and established a wholesale commission house for the special sale of Western produce and later accepted the position of agent of the Bank of the State of Georgia in connection with an insurance business. While thus engaged, the election of Lincoln to the presidency, in 1860, seriously impressed him with the danger to the South which the accession to the power of the Republican party threatened to precipitate. He was also deeply impressed with the thought that immediate secession from the Union was the only honorable course left the South to take in order to preserve and maintain its constitutional rights and the manliness and self-respect of its people. With such convictions he threw the whole ardor of his nature into the struggle that followed. At that time he was in command of the "Atlanta

Greys," an infantry company, but which had been recently changed to artillery by direction of Governor Joseph E. Brown. He resigned this commission in January, 1861, against the advice of Governor Brown, to accept like rank in the "First Regiment of Georgia Regulars," composed of select men enlisted for three years, of which (General) William H. Hardee was colonel. He served the first year of the war in Virginia with his regiment, and the spring of 1862 was promoted by President Davis to the rank of lieutenant-colonel of the Thirty-sixth Georgia Regiment. He was severely wounded at the battle of Missionary Ridge, from which, at intervals, he suffered during the remainder of his life. In the fall of 1863 the incident of the service promoted him to the coloneley, but, worn out with disease and hurts, caused by over three years of active service, he could remain in the field but a short time longer, he was invalided and sent home, where, as strength permitted, he found ample work useful in assisting the cause so dear to his heart.

Colonel Wallace was twice married. His first wife was the daughter of Mr. Nathaniel Cox, of Louisville, Tenn., who was the mother of Captain Charles and George A. Wallace and Mrs. S. D. Mitchell, of Athens, Ga. In 1855 he married Frances Garland Singleton, youngest daughter of Dr. Joseph J. Singleton, of Lumpkin county, Georgia. The children of this marriage are Mrs. Wallace-McPherson, of Nashville, Tenn.; Mrs. E. Twitchell, Cincinnati, Ohio; Mrs. Donald Wilson, Valley Town, N. C.; Mrs. Willard H. Nutting, Mrs. Logan Bleckly, Miss Anne Wallace, Mr. Joseph S. Wallace and Alex W. Wallace, of Atlanta.

J. J. TOON

was born in Williamson county, Tennessee, on the 3d of March, 1818. His father, James Toon, was a thrifty planter, after the style of the ante-bellum days, and the boyhood of Major Toon was spent amid the lavish and opulent civilization of the old South. He was given a thorough schooling, and his mind, as it unfolded under the influence of the culture that was brought to bear upon it, indicated a decided literary inclination. From his boyhood he was a terse and entertaining writer, a perfect master of English, and he took a special delight in reading those books which were calculated to supply him with information and improve his mind. After reaching manhood he taught school for several years, also contributing to the columns of some papers and magazines. Later he and Mr. John Nelson bought out the large book store of Graves & Shankland in Nashville, Tenn.; continuing there for a few years, he sold out his interest. Having been elected financial secretary and treasurer of the Southern Baptist Publication Society, he located in Charleston, S. C., in 1856. On the 26th of February, 1857, he was united in marriage to Miss Sarah Josephine Lane, moving at once to Charleston. They were residents of that city during the exciting time of secession, and were eye witnesses to that memorable scene on that early Saturday morning, the bombardment of Fort Sumter by General Beauregard, April, 1861, and was the recipient of a walking cane made from the shattered flag-staff by one of the officers who entered the fort at its surrender by Gen. Robert Anderson. After resigning his position with the Society he returned to Nashville and soon after was placed on Governor Isham G. Harris's staff, appointed to collect arms for Tennessee troops. In May, 1862, he moved to Atlanta, and soon after purchased the Franklin Printing House of Hanleiter, Rice & Company, doing work for the Confederate government until July, 1864, when he, with many others, sent their presses and other machinery to safer quarters. After the evacuation of Atlanta by the Federals he, with many others, hastened

back to help build up the waste places and begin life and business anew. In connection with his office, he bought the *Christian Index* of Rev. Samuel Boykin, of Macon, Ga. The same year, or early in 1865, he bought the *Southwestern Baptist* and merged that into the *Index*; thus the paper carried three heads for some time. He continued thus till the summer of 1873, when, owing to failing health and the advice of physicians and friends, he sold out to James P. Harrison & Company. Retiring from these arduous labors, and being a lover of agricultural and horticultural pursuits, and hoping to benefit his health, he looked after his farming interests in Cobb county, near Marietta, for several years. In 1888 he became interested in the *Atlanta Commonwealth*, a prohibition paper; but again, owing to failing health, he was compelled to give that up, giving his time and attention to writing articles for agricultural and religious periodicals.

Major Toon died on the 16th of November, 1893 and was buried at Oakland Cemetery. He was an active member of the Second Baptist Church, and just after the war was the superintendent of the Sunday-school. He was a life member of the Young Men's Library Association and a Confederate Veteran.

WILLIAM SPRAGUE EVERETT.

The subject of this sketch, senior member of the firm of Everett, Ridley & Co., came of Puritan stock—his family connections being closely identified with the Everetts, Claflins and Spragues of New England. His father was a Baptist minister, and was born in Massachusetts. Captain Everett was educated in the district schools of his native State, completing two terms at the academy at Ithaca, N. Y. Imbued with a desire to gain practical knowledge he spent most of his time during vacations at work on the farm. He afterwards clerked in stores, for which he seemed naturally inclined, and



WILLIAM SPRAGUE EVERETT.

thus gained his knowledge of the business which he has in later life made so successful.

In 1857 his parents removed South, settling in Georgia, but shortly after moved West. Captain Everett came to Atlanta in 1857. The young lad began business as a traveling salesman in Georgia of books, sheet music, etc.—after a few months securing a position in Atlanta with J. L. Cutting & Co., dry goods merchants, continuing till January 1, 1862. The war between the states had in the meantime been precipitated, and young Everett, although of Northern blood and education, immediately took up arms for the land of his adoption. He enlisted in Company "A," Ninth Battalion Georgia Artillery, receiving the appointment of Second Sergeant. The company was soon recruited to such numbers as to make two companies necessary—Company "A" and Company "E," in which latter he was made Senior Second Lieutenant and was promoted through all the grades to the rank of captain in 1864. Captain "E"—also known as "Everett's Battery"—was one of the distinguished batteries in both the army of the West and East—was engaged on several fields of battle, and having the proud distinction of never losing a gun. The company was detached from his battalion for special duty a large part of the time, with Captain Everett in command either as lieutenant or captain of the company. At the battle of Chicamauga his battery played a conspicuous part on that dreadful field of carnage. Previous to this engagement the battery was in East Tennessee, but was detached from that battalion at LaFayette, Ga., reported to General Bushrod Johnson, at Dalton, and from that point first met the Federals at Ringgold. Fighting with Forrest in the advance the battery crossed Chicamauga creek late on Friday afternoon at Reed's Bridge, and was in the engagement on Saturday, September 20th. The day following the battery was in active engagement, pouring shot and shell into the Federals as they retreated from their positions and succeeding in blocking the roads with guns and caissons which the battery had disabled, thus making the enemy's retreat doubly irksome and dangerous. Running out of ammunition about this time the intrepid

men of Everett's Battery served their guns out of that captured from the Federals.

After this engagement Captain Everett went with General Longstreet into East Tennessee, after which he returned to Virginia, and was detailed and sent with McCausland's Cavalry to meet Hunter who was threatening Lynchburg. This gallant company was then ordered to join General Early in the campaign of the Valley of Virginia. The last service was in defense of Richmond, and in Lee's retreat to Appomattox.

The writer of this sketch here takes the liberty of copying a few of the seventeen allusions made to Everett's Battery in reports of commanding officers in the famous Chicamauga battle. In his report, published under the direction of Hon. Redfield Proctor, Secretary of War, of the "Official Record of Union and Confederate Armies," General Bushrod Johnson says: * * * "I cannot here speak too highly of the gallantry of the men and officers of Dent's and Everett's batteries on this occasion. It elicited my highest admiration, and I at once endeavored involuntarily to express personally to the commanders my high appreciation of the work they had so nobly done." It is claimed by Johnson's Brigade that they rallied to a man at the batteries. Colonel Jno. S. Fulton, commanding Johnson's Brigade, says: "In this engagement Everett's Battery fired very effectively, being in the thickest of the fight. I commend the officers of the battery to favorable consideration for their fidelity and good conduct while under fire."

Captain Everett returned after the surrender to Atlanta, riding his horse all the way over the intervening mountains and valleys. After his arrival he brought his family from LaGrange, Ga., where they had refugeed, and as the city was destroyed it was necessary to improvise a home, which he did by securing some hospital tents. In these his family were ensconced till a house could be procured.

Captain Everett naturally fell back into his old line of business, notwithstanding the demoralization consequent on the war; he began traveling for Claghorn & Herrin, of Philadelphia, which he soon abandoned for the business of selling

dry goods. In the latter part of 1868 he went with the firm of M. C. and J. F. Kiser, and in 1872 he was admitted as a partner where he remained till the firm was dissolved, at which time the firm of Everett, Ridley, Ragan & Co. was organized.

Captain Everett was married in 1860 to Frances G. Haynes. They have four children: Fannie O., wife of Mr. W. O. Jones; Clarence, of the firm of Everett, Ridley, Ragan & Co.; Edward Q. and Myrtle M., wife of Thos. B. Lumpkin.

ANTHONY MURPHY,

Capitalist, Atlanta, Ga., son of Thomas and Elizabeth (Keyes) Murphy, was born in county Wicklow, Ireland, in 1829. His father was born in county Wexford, Ireland, in 1804, and his mother in county Wicklow, adjoining. They emigrated to the United States in 1838 and settled first in Schuylkill county, Pennsylvania. Subsequently he went with his family to Iowa, where he lived some years. He came south in 1878 and died the following year.

Anthony was nine years of age when his parents emigrated to this country, and lived with them until the age of eighteen, receiving his education in the public schools. At eighteen he went to Trenton, N. J., where he was apprenticed to the machinists' trade. After serving three years he went to Piermont, N. Y., worked there a year in the Erie railroad shops and then went to the Pittsburg, Pa., shops, where he worked at his trade another year.

It was during Mr. Murphy's connection with the Western and Atlantic Railroad, April 12, 1862, that the famous "engine chase" and capture of the locomotive "General" occurred. He was foreman of the machine and motive power, which was absolutely under his control.

That morning he was called to examine an engine which



ANTHONY MURPHY.

supplied the power to cut wood and pump water for the locomotives at Altoona.

While at Big Shanty—now Kennesaw—at breakfast he heard a noise as of escaping steam, and at the same time noticed that the engine was moving.

“Some one is moving your train,” he remarked to the engineer and fireman.

Rushing to the door, he saw the engine and three cars moving out of sight!

Murphy started a man on horseback to Marietta to wire the superintendent, and he himself went off on foot with the conductor and engineer, knowing there was a squad of section hands with a hand or pole car just ahead.

Taking this, the pursuit was continued until they obtained an engine, with which, after overcoming many obstructions, they overtook the fugitive locomotive just north of Ringgold, where the raiders had left the road to seek refuge in the woods.

But for his knowledge of the road and his control of the motive power, which he utilized, the result might have been very different. Mr. William Pittenger, one of the Federal raiders who escaped, in a book published by him, says:

“The presence of Anthony Murphy that morning was purely accidental. As an officer of high authority on the road, commanding all engineers and firemen, knowing all the engines and everything about the road perfectly, his presence at that time was most unfortunate for us. He was a man of great coolness and good judgment. His first act was farsighted. He sent a man on horseback to Marietta to notify the superintendent at Atlanta by wire.”

To Mr. Murphy, more than to any other man, is due the successful termination of that exciting “engine chase,” which fills one of the most thrilling chapters of our war history.

It will be remembered that the leader of the Federal raiders, Captain Andrews, was afterward executed at Atlanta with several of his followers. The object of the party was to destroy the bridges between Atlanta and the Confederate army in Tennessee.

In 1866 Mr. Murphy was elected a member of the Atlanta City Council. He was twice re-elected, and it is generally

conceded that he rendered very efficient service during the most trying period of Atlanta's history. He inaugurated the waterworks movement in 1866, was president of the waterworks board for some years and floated the bonds issued for their construction—the work being completed in 1874.

During this period he originated and superintended the construction of immense cisterns for saving water for fire extinguishment, was the principal mover in the matter of adopting steam fire engines, and purchased the first one. He actively co-operated with the late Dr. O'Keefe in establishing the present magnificent public school system.

Mr. Murphy's early training, together with his practical common sense and strictly business methods, made his services at this time of inestimable value to the city. He was a jury commissioner a number of years and served two terms on the county board of roads and revenues, of which he was chairman of the committee on buildings, and built the present model almshouse.

He advocated the building of the Georgia Air Line, afterwards the Richmond and Danville, and later known as the Southern, and represented the city's stock. He was also an important factor in saving the Georgia Pacific Railway, was one of the promoters of the building of the Atlanta cotton factory, and as one of its board of directors was an earnest and watchful worker during its construction. He was one of the committee of forty-nine which formulated the present city charter, which saved the city from bankruptcy, and was appointed by Governor Gordon one of the commissioners to appraise for the State the value of the road, rolling stock and betterments of the Western and Atlantic Railroad.

Mr. Murphy came to Atlanta in 1854. He was married in 1858 to Miss Adelia McConnell, who, and her parents before her, were natives of Georgia. Her mother was a Bell on the paternal side and Hampton on the maternal side—connected with the distinguished South Carolina family of that name. This union has been blessed with eight children, seven of whom are living. Annie E., wife of G. H. Tanner, Clerk Fulton County Superior Court; Kate F., wife of Charles E. Sciples (of Sciples' Sons, Atlanta); Robert E., John K., Adelia, Anthony, Jr., and Charles C.

LOVICK P. THOMAS

is a native Georgian, having been born in Clark county, March 24, 1835. Here he passed his boyhood days, learning from the simplicity of his rural surroundings the great truths taught by nature, which lend strength and fortitude to character. At the age of fourteen years he began the study of text books and advanced rapidly, displaying a superior talent and ability. In 1852, becoming imbued with the gold fever so prevalent with the young men of the South, and fascinated by the love of travel and adventure, Mr. Thomas left his native State, and, in company with a number of friends, embarked for California, where, after enduring many privations and having his health undermined, he determined to return. Consequently, in 1856, he returned to Gwinnett county, Georgia, opened a general store and operated it with success until 1862. When the tocsin of war was sounded and the South rallied to the support of her honor and the assertion of her rights, Mr. Thomas, in the spirit of loyalty and justice, raised a company of soldiers from the neighboring country and drilled them. Governor Brown, in recognition of his martial ability, and the control possessed over his comrades, appointed him captain. The company, when ready for marching, was assigned to the Forty-second Georgia Regiment and known as Company A. In the engagement at Resaca, Ga., 1864, our subject commanded the entire regiment, and in the deference of fortitude here displayed was promoted to major. As the war progressed his superiority became more manifest, and a short time before the battle of Bentonville, N. C., he was made lieutenant-colonel of the regiment. Colonel Thomas remained in the war till its close, participating in the following battles: Cumberland Gap, Tazewell, Tenn., the campaign around Vicksburg, lasting forty-seven days, including Baker's Creek, Big Black and others; the campaign in North Georgia and the defense of Atlanta and the adjoining vicinity; on with the army to Tennessee, and in North Carolina, where the last gun was fired in the war between the



LOVIC P. THOMAS.

States. He passed through them all unscathed, except at Kennesaw Mountain, where he was slightly wounded by a shell. During the siege of Vicksburg, Colonel Thomas was captured by the Federals and kept a prisoner for a week. When the war ended he came to Atlanta with only a tattered uniform, his horse and twenty dollars in gold. With these limited possessions, but a determination and indomitable will that assured the triumph of ambition over the gloom of environment, he began anew the struggle of life. For twelve years succeeding the close of the war he acted in the capacity of traveling salesman for a number of firms throughout the State with marked success, and in 1879 was honored by election to the office of chief of police of Atlanta, which position he held one term and then resigned to accept the position of deputy sheriff. In 1884 he was elected sheriff of Fulton county, and as such served three consecutive terms. He was also a member of the City Council.

Colonel Thomas' private life, as his public career, has been one of felicity and happiness, yet seasons of sadness and grief have crept in to add melancholy to pleasure. He was first married in 1857 to Jennie J., daughter of W. J. Peeples, of Gwinnett county. She died in 1884, leaving seven children, of whom the following survive her: Lovick P., Jr., Fannie J., wife of C. S. Winn; Walton L., and Eugene P. Afterward he was married again to Jeannette R. Payne (nee Wagon), three children surviving the mother, Annie O., Alice L., and Edward L. Colonel Thomas has been prominent in many business affairs of this city, having been president of the Peachtree Park Association, president of the Cotton States Building and Loan Association, and commander of the United Confederate Veterans' Association of Fulton county. Was at one time a prominent dealer in real estate.

He is considered one of Atlanta's post-war founders, a pillar of this municipality, who has ever had the welfare of the city at heart, and guided her faltering footsteps through the darkness of reconstruction, and now that she has become the foremost metropolis of the South, feels a pardonable pride in recalling his efforts toward the growth and unfolding of her greatness. As an officer of the Confederate Veterans' As-

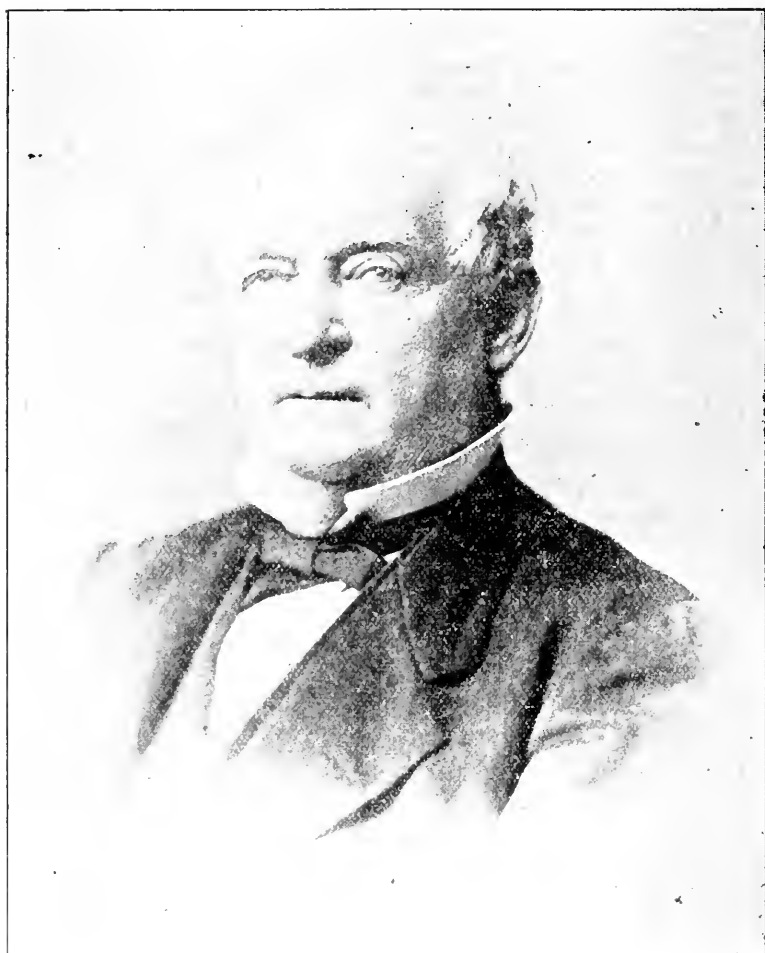
sociation, he was esteemed and loved by his comrades. He has been prominent in every undertaking, for in the fulfillment of both public and private duties he has demonstrated remarkable versatility and force of character. As a solid, substantial business man, a promoter of enterprise and thrift, a strong thinker, a cultured, chivalric gentleman and a valuable personal friend, Colonel Thomas has impressed the community and the State.

JOHN C. HENDRIX

was born in Lumpkin County, Ga., December 5, 1834. His grandfather, Hilary Hendrix, served under Francis Marion in the Revolutionary war, and his mother was the daughter of Joseph Hubbard, of South Carolina, also a Revolutionary soldier. At the beginning of the war between the states he assisted General Ira R. Foster, Quartermaster of the State, in organizing and equipping regiments for the Confederate service, after which, in August, 1861, he returned to his old home in Lumpkin and raised a Confederate battery, of which he was made First Lieutenant, electing Thomas H. Bomar, of Atlanta, for Captain. The battery was made a part of Wright's Legion, composed of ten companies of infantry and two of artillery, and ordered on duty at Savannah. The artillery companies remained at Savannah after the infantry was reorganized as the Thirty-eighth Georgia regiment, and sent to Virginia, and Lieutenant Hendrix continued at Savannah with his command until January, 1863. Then he was ordered by the war department to repair to Atlanta and organize a company of cavalry for special duty in the mountains of Georgia and North Carolina where there was much active hostility to the Confederacy. Three others companies were put under his command, the four forming the Fourth Georgia battalion. In October, 1863, he was ordered by General Wright, then commanding the Department of Georgia, includ-

ing Atlanta, to proceed to North Carolina and East Tennessee, with authority to take charge of all local companies en route.. Thus his command was swelled to twelve companies, including one of Indians from North Carolina. On October 27, 1863, at Tellico Plains, Tenn., his command encountered Captain Goldman Bryson, a notorious bushwhacker operating under General Burnside, and a running fight ensued in which Bryson and many of his command were killed and captured. Being informed at the close of the day's operations of the approach of a large body of Federal troops from Lundon, Tenn., Colonel Hendrix retreated, carrying with him four hundred prisoners, which he brought in safety to Atlanta. He served in command of his battalion in the campaign from Dalton to Atlanta, and after the battle of July 22d was transferred to the staff of Governor Brown with the rank of Colonel and the duty of organizing the State reserves. In performance of this duty he was at Macon when that city and Milledgeville was threatened by the Federal raider, General Stoneman. There were about 2,600 men of the reserves at Macon, half of whom he sent to Milledgeville, and with the remainder he gave battle to the Federal troops before Macon, causing the retreat of General Stoneman. Soon afterward Stoneman was captured by General Iverson's command. Colonel Hendrix was yet on duty at Macon at the close of the war. He was once slightly wounded and his horse shot from under him at Macon. After the war Colonel Hendrix was engaged in mercantile and manufacturing pursuits for several years. During the past twenty years he has been prominent in the real estate business of Atlanta. In public office he has served as member of the city council and school board, and for three years was secretary of the State Senate.

He was married in 1854 to Mary Elizabeth Mooney, and in 1859 made his home in Atlanta. There are six of the children born to them living: Samantha, wife of W. H. Smith; Austin L. Nettie, wife of J. W. Davidson; Georgia, wife of Saxon Douglass; Mamie, wife of A. L. Anderson; Johnnie—a daughter. Colonel Hendrix is a member of the I. O. O. F.



COLONEL WILLIAM MARKHAM.

and a Royal Arch Mason. He is also an active member of the Grace Methodist church. He was superintendent of Payne's Chapel Sunday School for fourteen years, and has been superintendent at Grace church for twelve years.

COLONEL WILLIAM MARKHAM,

of Atlanta, was born in Goshen, Conn., October 9, 1811, and was a son of William and Ruth (Butler) Markham. His paternal ancestors came from England and settled in Middletown, Conn., in 1663. His father was a farmer, and for many years resided at New Hartford, where he died at the age of seventy-one years. At the latter place the subject of this sketch was educated and remained until 1833, when he came to North Carolina, and spent two years in that State. In 1835 he came to Georgia and located in Augusta, and for the following year his business called him to different parts of the State. In 1836 he located in McDonough, Henry county, where he remained for fourteen years, engaged in farming and merchandising, and while residing here, in 1839, married a daughter of William Berry, of that county. Two children were born to them, a son, Marcellus O. Markham, and a daughter, Emma C., wife of Robert J. Lowry, of Atlanta.

Colonel Markham was successful in his business ventures in McDonough, and in 1853 moved to Atlanta. At this time the city contained but three thousand eight hundred inhabitants, and bore little resemblance in appearance or size to the Atlanta of today. In 1856 he established, with Lewis Scofield, a rolling-mill, the first ever started in the South, and engaged in rolling railroad iron until the latter part of the war, when the concern was sold to the Confederate Govern-

ment. So thoroughly did Colonel Markham become identified with the new city of Atlanta after his arrival, both by purchase of real estate and connection with its business interests, that during the same year of his arrival he was elected on the Whig ticket as Mayor of the City. At that time the city contained a large number of lawless characters, to restrain whom devolved almost solely upon the mayor. Mayor Markham was fully equal to the task, and during his administration the laws were rigidly enforced, and a period of unusual quiet and order prevailed. During his term the City Hall was built and several measures of great public necessity were carried out.

After the lapse of nearly a quarter of a century since the war, Colonel Markham had naught to regret for the course he pursued during this trying period of the nation's life, and considered one of the richest legacies he had to leave his children the fact that he was then true to the Government of the United States.

In June, 1865, Colonel Markham returned to Atlanta and was one of the first of its refugee citizens to return. He immediately began to do his part in the rebuilding of the city, and by the erection of buildings, both private houses and stores, did much to restore confidence in its future. After his identifications with the city he erected a large number of buildings, which include some of the finest dwellings and business blocks in Atlanta. In 1875 he built the Markham House, which was one of the leading hotels of the city, and after the war his time and attention were almost solely devoted to the management of his extensive real estate interests.

Colonel Markham contributed in many ways to the advancement of Atlanta. Here all his interests were centered, and his money and talents were almost solely devoted to the development of the city. He was a man of good business judgment, careful and methodical in his habits, and proved his unbounded faith in the future growth and prosperity of the Capital City. He freely contributed to all benevolent objects, while his private charities, always unostentatious, were bestowed in an unstinted way. His sturdy honesty and unbending integrity in all business affairs were known to all

who had business relationship with him, and no man in Atlanta possessed more unreservedly the trust and confidence of the community. His life, viewed from all sides, was a success, and in all the relations of a father, husband and citizen alike honorable and worthy of imitation.

HENRY KARWISCH.

The subject of this sketch was born in Hanover, Germany, October 26, 1840. At the age of six years he, with his parents, immigrated to America, landing at New Orleans in 1846, remaining there only a short time, the family removed to Indiana, where his father died when he was eight years old. After the death of his father he worked on a farm. In 1858 at the age of eighteen he went to Cincinnati, where he apprenticed himself to a baker for the purpose of learning the trade, remaining there for several years engaged at his trade. In 1864 he came South, to Chattanooga, where he remained for a short time, removing then to Cleveland, Tenn., and in 1865 coming to Atlanta. Notwithstanding he found Atlanta in a mass of ruins, the result of General Sherman's visit, his keen judgment and business sagacity influenced him to settle here, as he believed that the future had something good in store, both for Atlanta and himself. With that constant perseverance and close attention to business which has ever characterized him, he went to work with a vim and increasing energy, to build up the waste places, and lay the foundation for that handsome competency which has so richly crowned his efforts. He established soon after his arrival in Atlanta a bakery and for years prosecuted it with continued and renewed success. He had not been a citizen of Atlanta long before he connected himself with

Mechanic Fire company No. 2, and as long as the volunteer service was in vogue, he took great interest in serving the city in the capacity of a fireman. He was the foreman of No. 2 for several terms, and served it faithfully in other ways, as its president for two terms, and when the volunteer fire department was disbanded by reason of the introduction of the paid fire department, he was serving as Chief, and not until the paid fire department was introduced and adopted did he cease to take a deep interest in the company of his choice. "No. 2," and when it was disbanded and everything connected with the company was about to be scattered, and probably destroyed, he preserved the book of minutes and other relics, and laid them carefully away; he still guards them closely, as he attaches much interest to them as a reminder of the past, that while it forced him at times to do a great deal of hard work, and often lead him into danger, yet also afforded him much pleasure, and as at times he reviews their time-stained pages it brings forcibly to his mind the recollection of that gallant, joyous crowd of associates, the majority of whom have joined that innumerable caravan beyond the stars, and have solved the hidden mystery. Mr. Karwisch is now rightly enjoying the fruits of his early labors, having a nice home, surrounded by a loving wife and dutiful, obedient sons, and while he is actively engaged in business, it is not so much for the profit, as it is to introduce and direct his sons in the business world.

PATRICK LYNCH.

Patrick Lynch was born in 1812 in County Meath, Ireland. He was married in Ireland and came to America and to Atlanta in 1848. He was one of five brothers who located in Atlanta in the forties, Michael, John, Patrick, James and Peter; the latter is the only one now living, he is still in business on Whitehall street. Patrick came to Atlanta with no money, and did any kind of work he could get to do. Early in the fifties he was probably the only contractor in rock work in the city, obtaining rock for his first contracts from the quarry on the Dunning property, just back of where the T. S. Lewis cracker factory now stands. Soon buildings began going up so rapidly in that vicinity this quarry had to be abandoned. In about 1854 or 1855 he bought the quarry where the electric plant is now situated. The first building he put up was the Georgia machine shop in about 1850. Later he built the Georgia depot, basement of the church of the Immaculate Conception, and the basements of the building on Broad street between the bridge and Alabama street. After his death his son, Patrick, continued this line of work and all over the city can be seen the blue rock that came out of his quarry. At the time of his death, in 1871, he had accumulated property valued at over \$100,000.

In 1849 he bought a piece of property on Gilmer street and in 1852 built the house now known as No. 26, which is one of the oldest houses now standing in Atlanta; when building this house he often worked on it himself on bright moonlight nights, after having worked some place else all day.

His wife is living, aged 82, on some of the land bought in 1850. she has never been out of Atlanta but four days since coming here fifty-two years ago. She came in 1849, one year later than her husband. Patrick Lynch in 1861 weighed over three hundred pounds and could not take any active part in the war. But the United States government refused to pay

to his heirs a government claim, for which they had vouchers, because it was proven that he gave material aid to the Confederate cause. His sons were in the army, but he and his family never refugeed. They went during the shelling to his plantation five miles out on the McDonough road, but came back to the city before Sherman took Atlanta. During the burning of Atlanta he saved many houses from being burned. With Father Thomas O'Riely he went to the Federal authorities and had guards placed around the church of the city regardless of denomination or creed. With the aid of his negro slaves many fires were put out in his neighborhood. The Federals had started to burn the old Meade house on the corner of Ivy and Gilmer streets, he with one of his men went in the house and he told the negroes to put the fire out, which they proceeded to do; a Federal soldier present told him he would shoot him if he put the fire out. The negro replied: "No you won't shoot me while my old master is around." This so amused the Yankee that the house was saved. After the war many of his slaves remained with him and worked for him until his death, and afterwards worked for his children. When many of the older men of the city were sent to prison in Macon for not entering to army, he went with Father O'Reily to Macon and brought them food and provisions and finally secured their release. He loved Atlanta and believed in her future.

WILLIAM G. RICHARDS.

The subject of this sketch was born in England, but at an early age he, with his family, immigrated to New York, where he spent the most of his boyhood. At the age of seventeen he went to Charleston, S. C. to learn the calling of a pilot, but this he abandoned. In 1856 he entered the Georgia Railroad machine shops, for the purpose of learning to be a machinist. After serving three years, and getting his certificate as a master machinist, he was given an engine to run on the Atlanta & West Point Railroad, where he served them faithfully for a number of years, being known as one of the best engineers and skillful workmen on the line. When the Air Line Railroad was completed he transferred his labors as engineer to that road, where, after running for several years, he went to the Macon & Western Railroad, where he was running an engine, when in 1876 he was appointed Chief Engineer of the Atlanta Water Works. Here he served most acceptably for several years, after which he was made Superintendent of the Water Works department. During the transfer of the works from South to Chattahoochee river, and the construction of the new and present system, he labored continually and faithfully, and the present efficient and complete engine house, with its powerful engines and other attachments, are due to his knowledge of machinery, and his constant and faithful supervision during its construction. He was a charter member of No. 2 Mechanic Fire Company, and contributed largely in establishing it on the firm basis it enjoyed in the old volunteer department; he participated actively with it for five or six years, doing willingly and correctly every duty assigned him. He was a consistent member of the Central Presbyterian church, and every Sunday, when not detained by sickness or imperative business, he could be found in his accustomed seat.

He married Miss Jacque Haynes in his early manhood, and that union has been blessed by six children, two boys and four girls, viz: Robert H., Harry, Emma, Katie, Teddy and Fan-



WILLIAM RUSHTON.

nie, all of whom survive him, except Teddy, who married Charles Wurm, the celebrated musician. In 1885 she was attacked by a severe case of scarlet fever, which, after a lingering illness, resulted in her death.

William G. Richards was a loving husband, an indulgent father, an excellent citizen, and a true and devoted friend. In October, 1895, surrounded by his sorrowing family and friends, he peacefully laid down his earthly labors. He was followed by a large concourse of his fellow-citizens and co-laborers to his last resting place in Oakland cemetery.

WILLIAM RUSHTON

was born in England, August 18, 1818, and in 1829, at the age of eleven years, he, with his parents immigrated to America, and settled in Philadelphia, his father dying four years later. After the death of his father he learned the machinists' trade, and for several years remained in Philadelphia working at his trade.

In November, 1846 the subject of this sketch went to Augusta, Ga., intending to make it his future home, but in 1847, the Georgia railroad having completed a fine and extensive machine shop at Atlanta, he was tendered the lucrative and impotrant position of Master Machinist, which he accepted, and in 1847 came to Atlanta. His sterling worth and high efficiency were soon recognized, not only by the Georgia Railroad, but by the citizens of Atlanta at large, and he was therefore called upon to fill many positions of honor and trust, and none that he ever agreed to accept, but what he filled it with zeal and fidelity. He took great interest in organizing and establishing volunteer fire departments, and whenever

occasion demanded the services of the department, he was faithful and true in discharging the onerous duties of a fireman, as the humblest member. He was one of the charter members, as well as one of the first officers of Mechanic Fire Company No. 2. Of the one hundred and more employees that he superintended, as Master Machinist, not one but really loved and respected him; while he was faithful to the trust reposed, and guarded closely the interest of the railroad, yet, while firm, he was kind and considerate, and while all knew that they had their duties to perform to a letter, they also knew that if any grievance arose, they would have a patient hearing and right examination by the boss, and all difficulties would be rightly adjusted. He was a faithful and consistent Christian, a regular attendant of the First Presbyterian church, and afterwards of the Central Presbyterian church, for years. During the bloody struggle between the states he was faithful and true to the interests of the South, and in more instances than one furthered an important movement by the skillful and judicious handling of the trains under his control. He invented and constructed a cannon during the war which did effective service, and often advanced very important and beneficial ideas during the construction of the breast works and fortifications in and around Atlanta. In every position he was faithful and true, respected and loved while in life, and bemoaned and lamented in death.

He died November 24, 1881, surrounded by a loving and devoted family, and followed to his last resting place in Oakland cemetery by a large concourse of his fellow-citizens, some of whom had been associated with him in places of honor and trust, and knew of his sterling worth and high integrity, and that in every position he attempted to fill, he did it with honor and credit.

DR. WILLIAM H. WHITE

was born in Cherry Valley, N. Y., April 12, 1823, and died in Iowa City, Ia., March 28, 1880. He settled in Atlanta shortly after the close of the civil war.

Although a northerner by birth and education, and a federal soldier who had just emerged from that dreadful conflict, Dr. White was so impressed with this section of the country that he determined to cast his lot for life here. Of a warm and generous nature, he saw the unpleasant situation of destroyed Atlanta and the prostrate people of the state. But he knew they were ripe for reconciliation. He began a series of letters to newspapers in the west, at first largely devoted to a careful and well conceived review of the social conditions of Georgia, its wonderful resources and splendid climate. Those articles attracted great attention and were widely copied. In 1876 a Wisconsin paper slandered the state by publishing an article headed, "The Fraud in Georgia." Dr. White replied vigorously to the paper in question, dealing extensively with the relation existing between the whites and blacks, convincing the people of that section of the falsity of the position assumed by the Wisconsin paper. The doctor's letter was copied by a great many papers, and produced a wonderful change of opinion in the people north.

Later on Dr. White planned a series of excursions by western people to Georgia. A large and representative delegation of Chicago, Cincinnati and Cleveland business men visited Atlanta where they were received and hospitably entertained by the citizens. They returned to their homes to spread the news of Atlanta's wonderful recuperative powers and her generous and wide-awake citizenship. Pressing Dr. White to accept some token of their high appreciation of his self-abnegation and labor of love, this large party of business men of the great west, the doctor would accept nothing at their hands but a flag of our country. When the large and handsome flag arrived, the city was gathered to receive it, and to hear the Hon. Ben

Hill (Dr. White's personal friend) deliver the welcoming address. And thus practically began the era of reconciliation of Atlanta and the people north which continued with unabated vigor until the bloody chasm was forever bridged. In all of which Dr. White was one of the prime projectors. No man, it is safe to say, ever so endeared himself to a people as did he—and that, too, without hope of reward other than the consciousness of a duty well done. Up to his death, he was a foremost figure in many of the great enterprises that have made Atlanta famous. Ever and always he was at the good work of helping better the condition of the city he had come to love more than any place on earth. And of him it can be truly said, he lived for his country and left behind him an imperishable monument—which was the love and respect of the people whom he had so faithfully served voluntarily and without compensation.

FRANCIS MARION RICHARDSON

was born in Oglethorpe county, Ga., on the 17th of June, 1827. In 1830 his parents moved to Upson county, and settled on a farm near Thomaston, where the subject of this sketch worked until of age. His educational advantages were limited to about four years' schooling. In 1851 he was married, and in 1857, with his family, he moved on a farm where he remained until he moved to Atlanta, in 1858. On his arrival he engaged as clerk in a hardware house until the outbreak of the civil war. In 1861 he formed a partnership with Robert Faulkner, and this firm gave valuable aid to the Confederate government in furnishing and forwarding supplies to the army. Mr. Richardson received frequent letters from Generals J. B. Hood and Joseph E. Johnson, commending his loyalty in the efficiency with which he promoted the cause of the

South. After the desolation of war had interrupted Atlanta's development, he was among the first to become identified with the rebuilding of the city. During the destructive small pox epidemic of 1866, Mr. Richardson displayed a devotion and sacrifice that the people of the city will never forget. He was chairman of the relief committee of the municipal council and worked with untiring energy for the sufferers from that loathsome disease. The city treasury was depleted, and could render no assistance, but this fact did not discourage him, for after gaining consent of the council, he applied to other cities for aid and succeeded in raising a large sum of money and many supplies for the distressed victims. Mr. James E. Williams, mayor at this perilous time, said of his conduct: "During the whole of Mr. Richardson's term of office no man could, in my opinion, have discharged his official duties more efficiently. I shall never forget his noble work during the small-pox epidemic of 1866. I have known him nearly forty years, and I do not know of any one who has done more both for the moral and physical welfare than he." Mr. Richardson, from his early youth was a member of the Methodist church, and labored in the field of Christianity with a true appreciation of the Gospel's teaching, and a love of morality and honor that bestowed on his endeavors the respect, confidence and admiration of the people. For many years he served as superintendent of Trinity Sunday school. He founded a Sunday school on Fair street, which grew into St. Paul's church, and gave years of ardent labor in that field. He also, with Dr. T. A. Kendall and Miss Laura A. Haygood, established Trinity Mission Sunday school, for which he labored as superintendent twelve years and up to his last illness. His especial delight was to help the poor and friendless, and no man in Atlanta was ever more beloved among that class of its population. A beautiful evidence of their devotion to him was given at his funeral when hundreds of poor children marched past his coffin, each laying thereon a simple flower as token of their love for their dead superintendent. He was one of the most active factors in building up Methodism to its great strength in Atlanta. Mr. Richardson for many years was engaged in the stove and house furnishing business in Atlanta. In 1882 he accepted

a position as General Southern Agent for Jones & Abbott, stove manufacturers of Zanesville, O., and held it with marked success until his death. He left a widow and four children. The eldest of these is Mr. Frank H. Richardson, editor of the *Atlanta Journal*; the others are: Mrs. R. W. Rood, Atlanta; Edward Richardson, of the United States Pension Office, and R. W. Richardson, an Atlanta journalist. Rev. Allen Richardson, father of the subject of this sketch, served in the war of 1812, and moved from Virginia to Georgia in 1825.

J. HENLEY SMITH.

Born in Habersham county, Ga., February 26, 1829, where he spent his boyhood and early manhood tilling the soil, and securing such education as the country afforded, which was very limited. In 1860 he moved to Atlanta, and was soon engaged in newspaper work—for which he proved himself highly capable. He was editorial writer for several publications, editor-in-chief of the *Southern Confederacy*, a daily paper of considerable enterprise, published here in the early part of the Civil war. Being incapacitated for military service, by reason of a wound in the foot received while splitting rails on the farm, Mr. Smith, on retiring from the position of editor, returned to the country, where he remained a good portion of those eventful years. He is now and has been for many years a citizen of Atlanta, honored and respected by all who know him. Mr. Smith was married to Miss Cenith L. Young, March 1, 1849.

WM. W. BALDWIN

was born in Bloomfield, New Jersey, in 1826, and was a member of the Presbyterian church of East Bloomfield. He was a machinist by trade, and learned that trade in Newark, N. J. He moved to Atlanta, Ga., in 1849; was master mechanic of the machine and motive power of the Western & Atlantic railroad until 1857, and was in charge of the State's property when the shops were located near the Union Passenger Depot and Alabama street, moving and placing the machinery in the new shops and round houses in 1854.

He was a good mechanic and a faithful officer to the State, at the same time commanded the respect and esteem of all men under his charge.

Shortly after leaving the Western & Atlantic railroad he went to Montgomery, Ala., and had charge of the shops and motive power of the Montgomery & West Point railroad. His health failing he returned to Atlanta where he died June 24, 1860. During his abode in Atlanta he was well known as a prominent and progressive citizen. He was President of the Volunteer Fire Company "No. 1." from 1853 to 1858, contributing liberally to maintain and repair the engine and protect life and property in this city. He was a member of council in 1854 and 1855.

EDMUND WEYMAN HOLLAND.

The subject of this sketch was born in Laurens District, S. C., June 13, 1807. In his early manhood he taught school in Alabama, and in 1834 moved to Villa Rica, Ga., and engaged in mining and merchandising, making a financial success. In this village he married Martha T. Burns—two children were born to them—Edmund Holland and Martha Louisa Holland.

In 1848 he moved to Atlanta, his family following in 1851, engaging in the brokerage business. (In 1856 he and General Alfred Austell bought the Bank of Fulton—E. W. Holland, President; A. Austell, Cashier; E. S. Holland, Teller. This bank did a prosperous business until the war between the states. Be it said to the credit of Holland and Austell that they redeemed every available note, dollar for dollar.) He remained in Atlanta until threatened by Sherman's invading army, and then he refuged to Angelena County, Texas; from where he moved to Burrville Parish, La., near Arcadia—this being the home of his daughter, Mrs. Lou Sartain; and it was at this place, at the close of the war, that he liberated over fifty slaves. In the year 1865 he returned home (Atlanta). His first business venture was to help organize the Atlanta National Bank, being one of its main stockholders.

He had no political aspirations, but was appointed councilman at one time and acted in that capacity for a short period. After many successes and failures, joys and sorrows, he went the way of all the earth, at his son's residence, 904 Decatur avenue, on the 11th day of December, 1885—his wife having preceded him on the 23d of May, 1883.

DR. A. G. THOMAS

was born in a little village known by the name of Tarversville, in Twiggs County, Ga., on the 10th of June, 1833. His father was a distinguished minister of the Baptist church, whom many Georgians will remember as Rev. E. C. J. B. Thomas; his mother was Miss Mary Ann Gilbert. His parents were born in Hancock County, Ga., making him a true, blue-blooded Georgian.

He came to Atlanta on the 5th of June, 1855, to take pastoral charge of the Christian church. On account of the feeble financial strength of the church, Dr. Thomas was constrained to supplement his salary by teaching a private school. Many of his pupils have been and are still among the prominent citizens of Atlanta. In 1857 he married Miss Addie Reynolds. He held the charge of the Christian church until the outbreak of the civil war, when he went to the front as a chaplain of the Seventh regiment Georgia Volunteer Infantry. He served with ability and distinction while with "The Bloody Seventh." In 1858 he received the degree of doctor of medicine from the Atlanta Medical College. When the civil war began he was professor in the Atlanta Female Institute. Among the many ladies who were his pupils in the institute may be named Mrs. General Clement A. Evans, Mrs. Lou Cozart Haralson, Miss Tid Mayson and many others. Dr. Thomas has held many positions of honor, as University Professor, President of College, etc. His ability as a scholar and educator has been recognized by different institutions in conferring on him the degrees of A. M., M. D., Ph. D., L. L. D. Dr. Thomas is still living, his home being in West End (Atlanta), and he still is recognized as one of Atlanta's most scholarly sons, and one of the leading ministers of his church in the country. He is chaplain of the Pioneer Citizens' Society of Atlanta.

WM. McCONNELL

was born November 2, 1816, in Jackson County, Ga., of Scotch-Irish lineage. His father was John McConnell, and his mother was a Townsend, of Hancock County, Ga. He was brought up in the Presbyterian church, but is now a member of the Methodist.

He was one of eight brothers, the least of them being six feet tall and weighing one hundred and seventy-five pounds. Wm. McConnell was a mill wright and bridge builder by trade, having built a number of mills and bridges in this state. He moved from Cobb County to Atlanta in 1849, and with J. L. Dunning, built the large steam flouring mill for Richard Peters. He was elected Marshal of Atlanta in 1851. In 1858 he built the long Howe Truss wooden bridge on Broad street; this was replaced by the present iron bridge.

In 1861 he went with the first Confederate company from Atlanta to Pensacola. Returning to Atlanta, he organized a company of which he was elected captain, and went to Mobile, from there to Fort Pillow, winding up in Atlanta at the end of the war, where he now lives. His wife was a Bell, her mother being a Hampton of South Carolina stock. They had ten children, seven daughters and three sons, the eldest, Adelia R. McConnell, now being Mrs. Anthony Murphy of this county.

REV. HENRY C. HORNADY, D. D.

Rev. Henry Carr Hornady, D. D., was born in Jones County, Ga., February 22, 1822, and died in Montezuma, Ga., March 30, 1893, in the 72d year of his age. His only education was obtained in the common schools of his native county; but he was largely indebted for teaching and guidance to Mr. Zachariah Harmon and Mr. David Dumas, two excellent school teachers in an adjoining county. Subsequently he became a pupil of Professor Whaley, one of the most prominent educators of that section, whose teaching inspired him with yet intenser desires for knowledge. Passionately fond of reading, his mind was stored even in early youth with the historical facts of the past. Before he professed religion he was a steady and deeply interested Bible student, and acquainted himself with the history and doctrines of the inspired volume.

In 1843, at the age of twenty-one, he was converted, and was received into the Baptist church at Hayneville, Ga., by the Rev. A. T. Holmes. The following year Dr. Hornady was married to Miss Emily Cherry, a beautiful and attractive young lady.

Feeling himself called to proclaim the Gospel, Dr. Hornady applied himself at once to preparation for the solemn duties of his life-work, and was ordained at Harmony church, Dooly County, Ga., in December, 1848, and for the remainder of his life was a consecrated and eloquent ambassador of the living God.

Accepting a call to the pastorate of the Baptist church at Americus, Ga., he remained there eight years. Leaving Americus, he came to Atlanta in 1858, and entered upon the pastorate of the First Baptist church, continuing as such for about seven years, and may justly be credited with laying the foundation for, so far as human agency is concerned, and making possible, its present prosperity and commanding influence.

From Atlanta Dr. Hornady went to LaGrange, Ga., about 1863, where he remained for three years, doing as usual, a great work for the Master. Leaving there he went to Macon, Ga., to accept the general agency of Mercer University, a position he did not retain long, as he preferred being pastor of a church. Accepting a call from the Baptist church at Senoia, Dr. Hornady went to that town.

In the fall of 1879 Dr. Hornady returned to Atlanta in response to a call from the Third Baptist church, whose pulpit he occupied for many years with great acceptability, and in the highest degree beneficially to the church and the community.

In addition to being wonderfully instrumental in building up every church he was connected with, in numbers, fervency and spiritually, Dr. Hornady was extraordinarily successful in improving and building houses of worship—notably in Americus and Atlanta. The present house of worship of the First Baptist church, in Atlanta, built under extremely embarrassing circumstances, and when built was regarded as a fine specimen and marked advance, here, in church architecture, is largely due to his persevering energy and zeal; the same is true of the Third Baptist and other houses of worship in Atlanta.

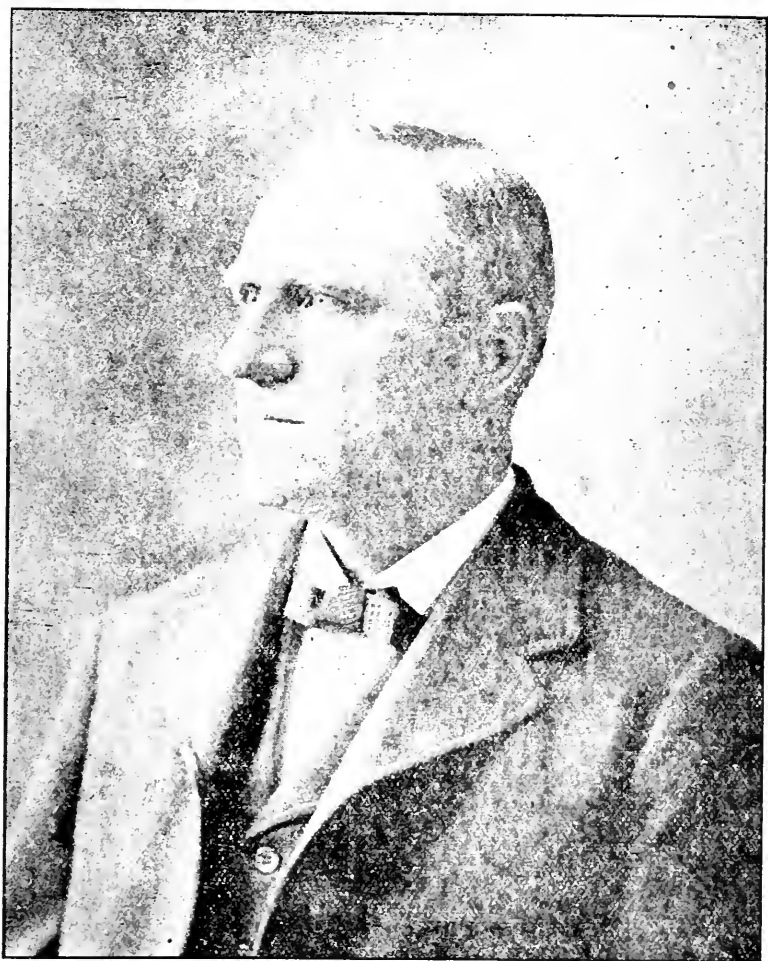
In 1852 Dr. Hornady had the misfortune to lose his first wife. Two years later he married Miss A. M. Smith, who, with several children, survive him. A short time before he died Dr. Hornady had the supreme gratification of aiding in the ordination of one of his sons to the ministry.

Dr. Hornady was a great reader, and a man of extensive and varied information. No man could have been more useful in his chosen sphere—none in his denomination better known or more highly esteemed. He was kindhearted and tender in the extreme, extraordinarily sympathetic, and never happier than when doing good to those around him, regardless of social status or denominational fraternization. Immediately after the war he went to Kentucky where he raised a large quantity of provisions for the destitute here and superintended their proper distribution. Though intense in

his convictions and profoundly devotional in his pastoral ministrations, he was no ascetic; but possessed a genial and jovial disposition, which made him a welcome member and lovable companion. After a life spent in doing good, and zealous labor in the Master's vineyard, he was called to receive that crown promised the faithful workers and bearers of the cross.

NOAH R. FOWLER.

The subject of this sketch was born October 18, 1826, in Oneida county, N. Y. Here he spent his boyhood days, afterwards going to Michigan and there finishing his limited education. In 1850 he came South, arriving in Atlanta in July. His first employment was that of route agent on the Western & Atlantic railroad. In 1852 he was appointed special agent of the postoffice department. Later on he was employed in the Southern Express Company's office. In 1859 Mr. Fowler entered the mercantile business—the firm being Carrol & Fowler. At the outbreak of the war between the states the firm was dissolved, and Mr. Fowler entered the firm of Foster, Queen & Co. This firm soon dissolved and this subject moved out of town. Later he returned and was an active member of the "Fire Brigade" until the occupation of the town by the Federals, when he removed with his family to Dawson, Ga. After the surrender he returned to Atlanta, where he has resided ever since. In 1866 he, in connection with Jno. R. Wallace, entered the real estate business, in which they were very successful. Mr. Folwer is one of the oldest real estate dealers in the city. He was in 1864 a member of the city council, but has never been an office seeker. He was married in 1856 to Miss Florida McKeen, of Athens, Ga.



FRANK P. RICE.

FRANK P. RICE.

When but nine years of age the subject of this sketch came to Georgia with his father's family. They located in Atlanta when it was a straggling village of about 1,200 inhabitants. His father early laid the foundation for the boy's future prosperity and happiness by inculcating in the lad's mind the duty and necessity of application to some compensating labor. Appreciating this the boy determined to fortify himself by learning a trade which would serve him in case of adverse fortune. He entered the book-binding of William Kay, as an apprentice, where he bound himself to stay a number of years, sufficient to prove himself a master of the profession. This contract he faithfully obeyed, and this fact, together with his energy, honesty of purpose and industry, was the forerunner of a life of devotion to the high ideal of every honorable man. Atlanta was at this time beginning to assume considerable growth, and he abandoned his trade to enter the business of contracting for stone masonry, and other material improvements, from which he soon realized substantial profits. He had scarcely arrived at manhood when he engaged to construct all the stone work on the line of the Savannah, Griffin and North Alabama Railway, which he carried out to the satisfaction of the company. When the war between the States came on, Mr. Rice joined the Third Regiment of the State Troops and was chosen lieutenant of Company B. At the termination of his service he was appointed special agent of the Atlanta and West Point Railway, which position he held with diligence and success. When the war ended and Atlanta was in ruins, he, with praiseworthy efforts, aided in rebuilding and rehabilitating the stricken city. One of the enterprises which he wisely considered a great factor in the upbuilding of the city was the Air Line Railway (now the Southern). He gave freely of his time and influence to this road before its completion, and as an earnest of his faith in it, purchased large bodies of land along the surveyed route, giv-

ing the right-of-way through his purchases. When the road was finished he went into the milling and lumber business on an extensive scale, and for eighteen years prosecuted it with great success, furnishing a great deal of lumber used in rebuilding Atlanta. Another iron artery destined to play a great part in the advancement of the city was the Georgia Western Railway, designed to connect Atlanta with the great coal fields of Alabama, had been chartered. After many years of defeat and delay in the project, the charter fell into the hands of a syndicate which was inimical to its completion, and Mr. Rice, recognizing the danger, determined to rescue the proposed road. With others, he prepared a charter for a road running from Atlanta to Alabama on pretty much the same lines and having equally as good privileges granted the Georgia Western. The syndicate, seeing that the road would be built, sold their franchise and the Georgia Pacific was completed under the new grant. His entry into the political arena was largely due to his having devoted many years of his life to the advancement of his friends. He was frequently chosen delegate to political conventions to nominate candidates for city, county and federal offices. The time came when the people, convinced of his political sagacity and foresight, regarded his services of more worth to the community; and in 1871 he was elected a councilman for the city. In the years 1873, '75 and '77 he was re-elected to the same office. His majorities were always large.

Mr. Rice assisted in establishing the splendid system of public schools, which has proved such a blessing to the children of Atlanta. The first appropriation of \$100,000 to this grand educational conception received his favor and vote. No one has been more in sympathy with the policy of general education, nor has any one proved a more earnest advocate of the most liberal system of free schools that could be supported by the people. He has uniformly given his influence to Atlanta's educational system, so adjusted as to distribute its benefits equitably to the children of the several wards without respect to race or color. As councilman he has always been placed on the most important committees, such as finance, tax, public property and others, involving the greatest amount

of practical work in behalf of the material interests of the city. He has invariably favored the judicious application of available funds to the solid improvements, embracing streets, sewerage, etc., and has always given his aid to the organization of an efficient fire department and an effective police force. Mr. Rice was one of the organizers of Atlanta's board of health, and was a member of the board continuously for nine years. When the question of locating the State Capitol was submitted to the people of Georgia, Mr. Rice, as a member of the citizens' committee, labored most zealously in behalf of Atlanta, and deserves, with others of that committee, credit for the result that followed, namely: the selection of Atlanta as the capital of the State. In the year 1869 he was elected to the House of Representatives from Fulton county, defeating his opponent by a very large majority, and leading all other candidates in the race by several hundred votes. He was regarded as one of the most practical members of the house, and pursued a course that gave him the highest standing with the members of that body. He was elected to succeed himself in 1882, the term of service being two years. During his membership of the House of Representatives, he was placed upon many standing committees, among which may be mentioned the committees on finance, corporations, railroads, public property and military affairs. He was also appointed as a member of several special committees of importance, such as the committee to draft and report a general railroad law and to redistrict the State. During the session of 1880 a bill was introduced by a member of the House to provide for the building of a new Capitol for the State of Georgia in Atlanta. This measure was defeated, notwithstanding the ability with which it was advocated. Its defeat had the effect to place the location of the capital again in a condition of uncertainty, many regarding the action of the House as an expression of public sentiment, indicating danger to Atlanta. In 1882 Mr. Rice impressed with the very great importance of finally settling the question in favor of Atlanta, resolved to devote all of his influence to the passage of a bill providing for the building of a State Capitol which would satisfy the people and prove equal to the demands of the commonwealth. Actuated with this

purpose he went into the council studying the question earnestly and critically. He then prepared a bill which commanded the approval of his judgment and introduced it into the House of Representatives on November 3, 1882. For this measure he labored day and night until it received the executive sanction on September 8, 1883. He was untiring in the advocacy of this bill, and watched every step of its progress with sleepless vigilance. Although unaided in the preparation of the bill, in the work of passing it to a law, it became necessary to command the support of each branch of the General Assembly, and for this object he labored constantly. He followed the measure to the finance committee of the House, to which it was referred, urging a favorable report with all the zeal and ability possible, and having gained his point there, followed it back to the House, where its passage was secured by his able advocacy. Still inspired by his resolve to make this bill a law, he pursued it into the Senate, and having no voice or vote in that body he used every influence in his power with the finance committee and with individual senators to insure its success. In the interims of legislative sessions he called upon members of the House and Senate in detail, urging the importance of settling the capitol question and passing the bill. If any legislator ever deserved credit for a legislative enactment, Mr. Rice deserves the gratitude of the people and the State at large for his achievement in this case. It was built at smaller cost than any similar building on this continent and without any extra appropriation.

Mr. Rice also introduced and conducted to a successful issue the bill by which that great corporation, the East Tennessee, Virginia and Georgia Railroad (now the Southern) was chartered. The importance of this road and its vast benefits to Atlanta and the State cannot be overestimated. He was a member of the special committee that framed and reported to the House the present railroad law of Georgia, and gave his influence to its enactment. During both of his terms of service in the House of Representatives he answered to every roll-call, and was present at every meeting of the committees of which he was a member. All who were associated with him then will bear testimony to his constant industry,

his keen perception of every measure of legislation, and his watchfulness of everything which directly or indirectly affected the interests of his constituents or the people of the State at large. On questions of finance, taxation, education and internal improvements his opinions were always sought, for his judgment was considered an unerring guide. As a consequence his views were generally impressed on the reports of the committees of which he was a member. In 1882 he was one of a committee of the General Assembly appointed to visit and report upon the technological schools of the North. For some time he had considered the establishment of such a school for Georgia. When the committee returned, his zeal in behalf of this measure was greatly increased. The visit referred to was the beginning of a movement by the Legislature which resulted in the establishment of a technological school in Atlanta for the State.

October 3, 1888, Mr. Rice was elected to the State Senate from the Thirty-fifth Senatorial District, composed of the counties of Cobb, Clayton and Fulton, and served in the capacity of senator during the years 1888 and 1889. In the campaign he had a severe contest. He defeated his opponent in the primary election by a majority of more than 500 votes. Although placed before the people as the Democratic standard-bearer of the district, he was opposed by an independent candidate who used every effort in his power to secure his own success. The election of Mr. Rice by a majority of about 1,500 votes was the result. Entering upon his senatorial duties he was appointed as chairman of the committees on corporations and public property, and as a member of the committees of finance, railroads and auditing. Many of the bills which were referred to that committee were in conflict with the constitution of the State. None of these escaped the critical observation of the chairman, but were reported back to the Senate with a clear expression of his views, which in every instance were approved and confirmed by that body. He was a member of the special committee that framed the bill providing for the lease of the Western and Atlantic Railroad and aided in its passage through the Senate. This was a measure of importance to the people of Georgia, resulting in the lease of

that road for a term of twenty years at an annual rental of \$240,000.

In 1891 Mr. Rice was elected an alderman of the City of Atlanta and served as such for three years. During this period he rendered most efficient and beneficial service to the city. As chairman of the finance and tax committees he was untiring in his efforts to advance the financial interests of Atlanta. His reports as chairman of the committees mentioned, submitted in 1892, show a perfect familiarity with the city's resources. A fund of information is contained in each of these reports, which could have been obtained only after a degree of investigation which no other person but Mr. Rice was likely to perform. These reports are tabulated and comparative, showing the property, resources, etc., of the city, not only for the year of the reports, but of previous years, so that at a glance the true financial status of Atlanta could be known. It is a most creditable fact that under his administration as chairman of the finance committee all the current expenses of the city in 1891 were paid from her income, leaving a clear surplus of \$16,300. The current expenses of the year were also paid from the city's income, leaving at the end of the year a surplus of \$6,000. During his aldermanic term as chairman of the tax committee, large sums were added to the annual receipts of the city treasury. The splendid bridge which spans the railroad on Forsyth street is mainly due to the influence of Mr. Rice. As one of the committee to whom the execution of the plan was confided, he worked with his usual zeal and energy until its completion and delivery to the authorities of Atlanta. Mr. Rice was a member of the board of directors of the Cotton States and International Exposition, and also a member of the executive committee. No one connected officially with this grand enterprise was more thoroughly determined to make it a grand success, and no one did more to insure that result.

The parents of Mr. Rice were educated, intelligent and moral. They took special care to impress him with correct rules of life. Yielding cheerfully to their advice and instruction, he has pursued a moral, honorable and charitable career. About 1885 he became a member of the First Methodist

Church of Atlanta, and very soon thereafter was chosen as one of the stewards of that church. He often expresses regret that he deferred this step so long, but since his membership has been a zealous worker in the cause of Christianity.

By frequent and judicious investments and close attention to business he has become one of the most wealthy men of Atlanta. It is a remarkable fact that although he has made a great many sales of real estate in and around Atlanta, there has never followed therefrom a single controversy. This indicates his customary care in the examination of titles and an integrity that avoids everything that savors of unfairness. He has certainly demonstrated that a man may become rich while scrupulously preserving his honor. For many years he has been a close student. He has one of the best selected libraries in Atlanta. Every volume is a treasure, while the whole comprises all that a gentleman may need to fit him for usefulness in social, business or political life, or to gratify his taste for history, poetry and romance. He is devoted to his library and has gained therefrom a fund of varied and useful information, constituting him one of the best posted men in Georgia. Naturally modest, he makes no display of knowledge which is not necessary for practical purposes, though versed in all matters pertaining to the past or present. Mr. Rice has been an extensive traveler, and has learned much by this means. A close observer and strong thinker, he has gathered great information in passing from place to place and from country to country.

It is no exaggeration to say, in a quaint and popular phrase, that he is the "best all round man" in Georgia. From the beggar on the streets to the president in his mansion he is the same—always genial and cordial, and ready to speak or act as becomes an intelligent, noble man. Promotion makes no change in his demeanor, and whether he meets the rich or the poor, he wears the same kindly expression, willing to listen to the wants of all without discrimination. As councilman, alderman, representative or senator, he could be approached by all of his constituents with perfect freedom and with full confidence that he would hear and consider their wishes carefully and practically. An impartial review of his



DR. JOSEPH THOMPSON.

record will reveal him as an honorable, good and eminently useful man, who has done his utmost to serve his city, county and State, and advance the welfare of each. Those who know him best have unlimited confidence in his integrity and judgment, and many consult him on all questions affecting their interests.

DR. JOSEPH THOMPSON

was born in Greenville district, South Carolina, on the 29th of September, 1777. His ancestors were Scotch-Irish, coming from the old country and settled in Pennsylvania; Dillsboro and Dillston being named for them. A colony branched off and located in South Carolina. In his early manhood he moved to Decatur, Ga., soon after the Indians left there; here he practiced medicine for a long while. His skill as a physician gained for him a very extensive practice, and his name was a household word in every family in that section of Georgia. Just as he had arisen to the highest degree of fame in his profession, he was seized with an attack of inflammatory rheumatism, on which account he was forced to give up his profession and devote himself to a less exposed and less arduous occupation. Accordingly he became proprietor of the hotel at Decatur, to which village the Georgia Railroad was projected. He was largely instrumental in securing the right-of-way for the Georgia Railroad from Decatur to Marthasville. After the completion of the railroad Dr. Thompson, at the request of the officers of the railroad, removed to this city and became proprietor of the new hotel which they had built, on the ground where the Kimball House now stands. It was a two-story structure of brick and surrounded by ample grounds, adorned with shade trees. A few years later he purchased the hotel and grounds, together with a farm of two hundred acres, which covered the space from

Whitehall street on one side and Capitol avenue on the other, and from Fair street to Georgia avenue, upon which many handsome residences and imposing business structures now stand. During his hotel career he entertained magnificently, and his fame as a host extended into many States. He was jovial and good humored, and the weary traveler was ever eager to reach Atlanta Hotel, where he would be refreshed and entertained in the most delightful manner. It was his pleasure always to care for the clergy, no matter of what denomination. Dr. Thompson continued in business here until during the war, when his hotel was destroyed by Sherman's forces. After the destruction of his hotel Dr. Thompson removed to his wife's plantation in Houston county, where he resided until the close of the war, when he returned to Atlanta, to find much of his property in ruins. In addition to these misfortunes he found himself confronted by security debts amounting to nearly sixty thousand dollars, every dollar of which he soon paid in gold. As illustrative of the character of this good man for honesty and integrity, there was one security debt for ten thousand dollars, and while Confederate money was at par, or nearly so, he had that amount in bank; friends urged him to settle the claim with it, but he said, "No, the debt was made when we had gold currency," so the Confederate money was lost, and the gold used in payment. Even by these heavy pecuniary misfortunes he was not brought to poverty. His great business sagacity and frugal manner of living had enabled him to amass quite a fortune, and at the close of the war, after all obligations had been discharged, he found himself possessed of many valuable building lots in the very heart of the city. Dr. Thompson was married three times. His first wife was Mary Ann Tomlinson, a young widow of David Young, a prominent young lawyer of Decatur; a wife of only seventeen months, she was left a widow, two months after her son David was born. At the close of her year of widowhood, her friend and former admirer, Joseph Thompson, prevailed upon her to allow him to become her helpmate. A small party of friends, including the Presbyterian clergyman, were invited to tea by Mrs. Young. During the course of the evening the marriage ceremony was per-

formed. The children by this marriage were Mary Jane (now Mrs. Richard Peters), James William, who died young; Sarah Aveline, who also died in infancy; George Harvey (the first captain of the Gate City Guard, 1860-1863, and was made lieutenant-colonel before his death, in 1864; Julia Caroline, wife of William P. Orme, who was for twenty-seven years treasurer of the Atlanta and West Point Railroad; Joseph Thompson, who is in business in the city; Joan, who married Thomas M. Clarke, and J. Edgar, also of Atlanta, who died in infancy. Mrs. Thompson died at the birth of her last child, April 23, 1849.

In 1851 Dr. Thompson married Mrs. Jane A. Reeder, of Columbia, S. C. She was the mother of Mrs. W. L. Calhoun, of this city. She died in 1854. In June, 1858, Dr. Thompson married Mrs. E. H. Thompson, widow of Dr. Thompson, of Macon, Ga. She was the mother of Lizzie Thompson, now Mrs. R. H. Elliott, of Birmingham, Ala.

Dr. Thompson was, up to his death, president of the Atlanta Medical College, and signed many diplomas for young men in the South. He was a life-long Presbyterian, and one of the charter members to organize the First Church on Marietta street, and afterwards was a most generous contributor to the new Central Presbyterian Church, and was the first person to be buried from that church. He was kind and good to all men, and died lamented by the whole community, on August 23, 1885, in the eighty-eighth year of his age.

HON. DAVID MAYER

was born December 6, 1815, in Beechthelm, Germany, and died April 24, 1890, in Atlanta, Ga., in the 75th year of his age. During his boyhood and youth Mr. Mayer received the best education at his home that the small towns and the times afforded. He, however, studied dentistry in early manhood, which he practiced for several years with marked success. In 1839 he came to America and settled in Washington, Wilkes County, where he continued the practice of his profession. Finding this too confining for his active temperament Mr. Mayer abandoned it and engaged in merchandising. After eight years of prosperous mercantile life, he, in 1847, returned to his old home in Germany, where, July 28, 1847, he married Miss Elise Weilman. Shortly after this happy event Mr. Mayer returned to Georgia, and stopped awhile in Sparta, Hancock County; but in August, 1848, came to Atlanta, where, in company with Mr. Jacob Haas, Sr., he conducted a profitable business until the war. Accepting a position on the staff of Governor Brown, he served until the close of the unhappy conflict.

Soon afterwards he went to New York: but, dissatisfied, and longing for his Georgia home and associates, he returned to Atlanta in April, 1869, and forming a partnership with Mr. Levi Cohen established a wholesale liquor house. In 1873 Mr. Cohen retired from the firm, and Mr. Mayer admitted his oldest son into partnership with him—continuing the business in Atlanta until 1883, when the house was removed to Cincinnati, Ohio.

Mr. Mayer was an enthusiastic friend and supporter of our system of public schools—was an original member of the Board of Education, and was Vice President of it until within a few years of his death; but continued to serve as treasurer until that event. Before Mr. Mayer died he gave a valuable eligibly located lot to the city for school purposes. Mr.

Mayer was also an ardent Mason, filled many important and responsible offices, and was held in the highest esteem by that time-honored fraternity. At the time of his death Mr. Mayer was Vice President of the Hebrew congregation in this city; Vice President of the Capital City Bank and Vice President of the Benevolent Home.

Few men had a nobler nature, a grander manhood, a larger or a warmer heart, or was moved by more generous impulses than that of David Mayer. He was a fast friend and an earnest and whole-souled worker in all charitable institutions and movements, and his heart beat and his purse opened responsively to every call of deserving charity.

WILLIAM A. FULLER.

The subject of this sketch, William Allen Fuller, was born in Henry County, Ga., April 15, 1836, and was raised a farmer's boy on his father's plantation, and remained there until he was eighteen years old, receiving a liberal education. Captain Fuller is descended from Revolutionary heroes, both on the paternal and maternal side; his grandfather on his father's side was John Fuller, who served immediately under General Washington, and was at the defeat of Braddock, and was under Gates at the battle of Camden when DeKalb was killed; on his mother's side, was Jesse Allen, a close relative of Ethan Allen, of Vermont, known in history as the "Green Mountain Boy." In 1855, at the age of eighteen, he came to Atlanta and secured a position with the Western & Atlantic railroad (known as the State Road), where, after serving in a minor way for two years, he was promoted to the important and responsible position of passenger conductor, which he filled with



WILLIAM A. FULLER.

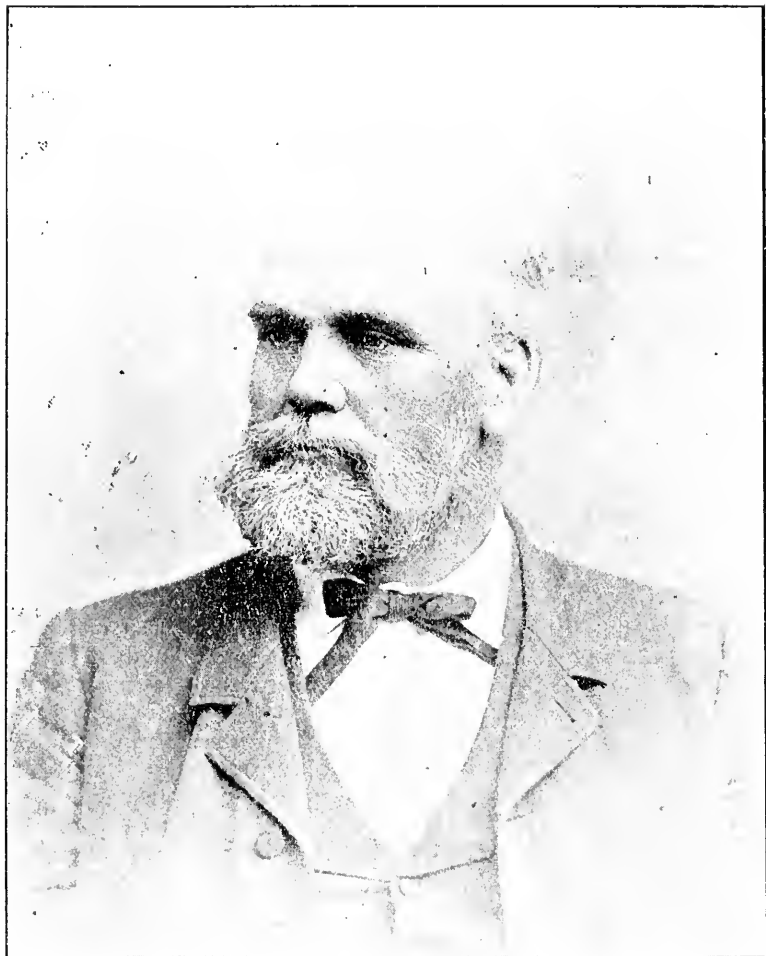
skill and courtesy for twenty-five years. He was known from one end of the road to the other by the people living along its line, and they considered it a privilege to ride on his train, as he was always so thoughtful and kind. When it was settled that there would be war between the states, Captain Fuller fully imbued with that patriotism and love of native land, which was characteristic with all young Southerners in 1861, at once formed a company and was made its captain. Governor Brown, knowing the valuable services which Captain Fuller had rendered the Western & Atlantic railroad (owned by the State, and under the control of the Governor), believed that he could be of more service to the Confederacy in that capacity than in the field, at once had him detailed, and therefore had him remain on the road. It was while serving as conductor during the war that he became engaged in one of the most exciting and thrilling events of those terrible times. It was the chase and capture of Andrews, a Federal spy, who, with a gang of men, undertook to burn and destroy all the bridges on the Western & Atlantic railroad between Atlanta and Chattanooga. It is known in history as the Andrews Raid, or the Bridge Burners. In Alex. H. Stephens' History of the United States, page 797 is found the following allusion to the raid:

"Some of the most daring and romantic acts of the war were by the cavalry service on both sides. On the Confederate side may be mentioned Stewart's, Forest's, Wheeler's, Morgan's and Mosby's. The capture of the bridge burners on the Western & Atlantic railroad, in Georgia, by Captain Wm. A. Fuller (holding no position but a railroad conductor), was one of the most wonderful achievements in the annals of war."

He had his captain's commission renewed three times, and in 1864, when the Federals had gained nearly full control of the Western & Atlantic railroad, Captain Fuller, by order of the Governor organized the white railroad force into a company, which took charge of the entire rolling stock and other property belonging to the road, and removed them to places of safety, the archives of the state were later entrusted to his company's care and protection, and for the remainder of the war removed them from place to place under the direction of the

Governor, and thereby kept them secure from being captured by the Federals. When hostilities ceased this command returned them intact to their former and proper place in Atlanta, thus by this small command thousands of dollars worth of property was saved to the State, where otherwise it would have been ruthlessly destroyed. In 1865 he was made Marshal of Atlanta (which at that time included the duties of Chief of Police), and filled that arduous and responsible position with that same skill and fidelity which has ever characterized him. It was immediately after the war, and everything was disrupted; law and order had not yet been restored, making it a most difficult and dangerous position to fill. During the Bullock administration and for two years he served the Macon & Western railroad as General Freight and Passenger Agent, after which he returned to the Western & Atlantic railroad, his first love, where he remained in the capacity of a passenger conductor until he voluntarily retired.

After leaving the railroad he engaged in the mercantile business, and for six years conducted it with that success which has ever followed him. Captain Fuller was the first that suggested the formation of a Pioneer Citizens Society; it was through his efforts and encouragement that it was made possible; and ever since its inauguration he has aided and assisted it, taking great interest in its meetings, and in visiting and associating with its members. He has been its historian since its beginning, and has collected the larger portion of the data which has made the history of the early days of Atlanta a reality. In every position that the Captain has been placed in he has filled it with judgment and discretion; and has always given entire satisfaction to his superiors. He is now, December 1, 1900, engaged in the real estate business, buying and selling real estate, as well as improving vacant property, thus still contributing to the up-building of the city, which he has so largely aided in the past, yet possessed of excellent health, and mixing and mingling actively each day with the people who venerate and respect him for his present as well as past services.



WALTER S. WITHERS.

WALTER S. WITHERS

was born in Llalandon, near Swansea, South Wales in 1833. His parents were English. In 1852 Mr. Withers came to America to join his parents, who had preceded him. They lived a short while in Wilkesbarre, Pa., and from there they came to Savannah in company with the Nobles, now of Alabama, for the purpose of starting the first foundry in Rome, Ga. Mr. Withers caught the first ladle of iron in that establishment. In 1853 the family came to Atlanta, his father being the foreman in Winship's foundry. The subject of this sketch was employed seven years in those works. In 1862, in company with Mr. Solomon, he started a foundry for the purpose of making buttons, spurs, etc., for the Confederate government. Later the business was sold to Hendrix & Taylor. Mr. Withers then moved to Bartow county to be convenient to the raw material, continuing with the government. After the close of the war in 1865, he returned to Atlanta, where he has resided ever since. His first work was superintending the building of the Hogue Mills foundry, the first built after the war. This being completed, he determined to start for himself. It was an humble beginning, but his indomitable will stood him well in hand. With only eight dollars capital, he began his life work. Some time afterwards the foundry was sold to Hoyt & Harlton. Three different times afterwards he established a business which was just beginning to prosper when having taken in partners they forced his business into bankruptcy. After this failure Mr. Withers received the contract from the Southern Railway for building a large shop on Windsor street, which burned to the ground just after being completed.

Notwithstanding these reverses of fortune, although his head was silvered with gray, he still possessed energy, a determined will and faith in his Maker, which has ever cheered and sustained him. A large brick foundry was soon erected and grew and prospered. While it is a monument to him, it also

stands as a monument to the thrift, energy and noble resolves of his sons, who have stood by him in his endeavors for many years. The foundry is now well equipped and furnished in every respect, and is one of Atlanta's most prosperous works. In his dealings with his employes, Mr. Withers has always sought their comfort, believing they were his co-workers. Such faith and will power and generous feeling has brought that success which a well rounded life is capable of.

AARON ALEXANDER.

Attracted hither early in 1850 by statements of Atlanta's possibilities, for even at that early date Nature's generous gifts to our fair locality were loudly proclaimed by those living here, came Aaron Alexander with his wife and sons, Joseph, Jacob and Julius M., from Athens, Georgia, to share with those few already located, the joys and sorrows of the untried village.

Born in Charleston, South Carolina, in March, 1812, he passed his boyhood there and early imbibed that courtesy, geniality and hospitality that ever endeared him to those who knew him, and rendered the acquisition of friends, a natural sequence. In connection with these attributes for winning success in his new home was the aid of his good wife, Sarah M. Alexander, of blessed memory, who was not only a help-mate to him, but a benediction to all in trouble and affliction whose sorrows were brought to her notice or discovered by her, in her solicitude for the welfare of the helpless and despondent. Many today in our community can doubtless recall the unselfish care and ministration bestowed in the past by this noble Mother in Israel to the forlorn and afflicted. Thus equipped for the battle of life came the subject of our sketch who opened perhaps the first exclusive drug store in Atlanta;

properly qualified by intelligence and experience in his vocation, he at once secured the confidence and esteem of his fellow villagers which was ever retained, his cordiality and obliging ways caused his store to be a common center and attractive gathering place for the worthy, and none came with views for discussion, no matter how dissimilar to those entertained by him, but went away fully impressed, that unity of esteem existed, even when ideas still differed.

Mr. Alexander, Mr. A. J. Brady, Mr. H. Haas and some others, constituted the first Jewish settlers of this community, and it is a deserved tribute to say of them, that to their useful and loyal lives partially are attributable that kindly fellowship that has ever existed in cosmopolitan Atlanta.

The subject of our sketch never held or sought to hold office, his only desire being always to secure by his influence those best qualified, and his earnest efforts, in conjunction with those similarly impressed towards this end, are best shown by the sturdy growth of Atlanta, due to a proper administration of its affairs.

Mr. Alexander conducted the drug business until 1859, when he sold out to Messrs. Massey & Lansdell, (Dr. Massey now resides here), and moved north. His absence then, however, was of short duration. for the Civil War breaking out, caused him to return South. Descended from an ancestor whose aid helped, under the first bearer of the honored name of Wade Hampton, to make possible the independence and formation of this great Republic, he naturally was impressed with the unwisdom of the movement which contemplated the dissolution of the Union. Upon the close of the struggle, Mr. Alexander removed from Columbus, Georgia, where he lived during hostilities, to Atlanta and here began again as a good citizen to assist in the upbuilding the home of former days. The chief enterprise with which he with J. D. Gray and Jos. A. Alexander became prominently identified was the construction of a mammoth iron mill for manufacturing railroad iron—the ravages of war had destroyed the railway's equipment and thousands of tons of rails were needed for reconstruction. This enterprise was aided to a success by a loan of \$40,000 from the Central and Georgia Railroads.

Mr. Alexander after being interested in commercial life for many years. died in this city, June, 1876, maintaining the esteem due an honorable man. He was buried in his natal city. His well beloved consort survived him until 1893, when those who had been together for 57 years, were again side by side in the grave. Their memory is a precious heritage.

A. J. BRADY.

The subject of this sketch came to America from his birth-place, Hamburg, Germany, in 1842. and located in Athens, Georgia, from which place he moved to Atlanta in the early part of 1849. Here he first began his successful career as a hardware merchant. This was conducted with such eminent success that it became necessary in 1858 to locate himself in New York city in order to better supply the business in Atlanta. The firm at this time was known as Brady & Solomon. Mr. Brady's career in Athens had been such that the Southern Mutual Insurance Company of that city constituted him its agent in Atlanta. The Georgia Railroad and Banking Company, on establishing its agency in the new town, also made him agent, which business he handled with great success, large sums of money passing through his hands. Although it was customary to require bonds by the company of its agents, Mr. Brady never gave one, the company accepting him solely on the recommendation of his neighbors. His strict integrity and business qualifications prompted his acquaintances to unhesitatingly commend him to his employers. Mr. Brady was so well balanced that his judgment was sought for in many things pertaining to affairs of public or private matters. His home was always open to his many friends at all times; his acquaintanceship extending all over this section and the State. His name was a synonym for probity and honor.

The close of the Civil War found him owing large sums of money for goods (as did many other Southerners) to Northern merchants. It is to his credit that he paid every dollar of his indebtedness directly after the war, thus evincing his integrity and high sense of honor. His relations were such and his high standing so well recognized that at the end of the struggle he was offered a responsible position by New York underwriters which was for the purpose of reorganizing the insurance business of the South which had been paralyzed by the war. He was also offered a salary of \$15,000 a year by a large New York firm to establish a branch house in New Orleans. This he declined. Mr. Brady was a well educated man, imbibing his knowledge from the institutions of learning in the city of his birth. His long career of business aptitude and usefulness to his adopted city and State was brought to a close in Augusta, Georgia, in the year 1893.

And while capable of filling and honoring official position, he never sought or held one—with him “the private station was the post of honor.”

ALEXANDER N. WILSON.

No work giving the early history of our city would be even partially complete, without containing a sketch of one of the first schoolmasters who were attracted here before Atlanta had discarded her long dresses. A. N. Wilson was a native of Greenville, Tennessee. Imbibing in early youth the sturdy, vigorous ways characteristic of his mountain home, they continued always with him, and a careful educational course served but to intensify a strength of character inflexible in its integrity. His mission to Atlanta was to teach, and his success was assured from the very start. In those days the province of the master was not only to teach from the books, but

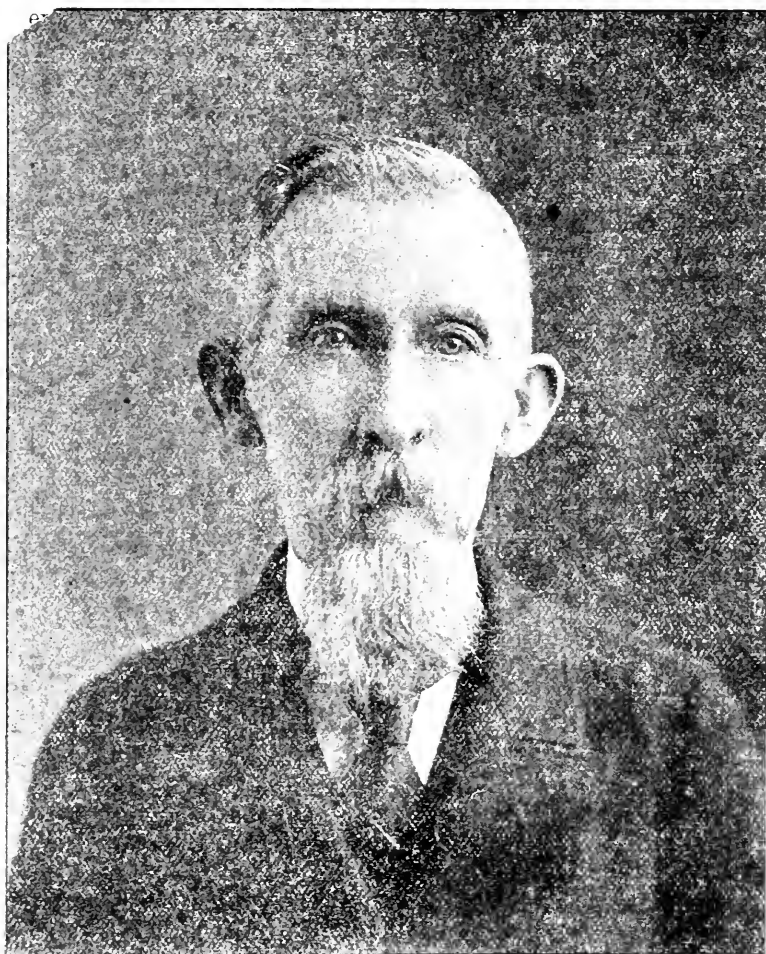
to instil and to intensify the lessons of the hearthstone; to do this was Mr. Wilson's successful ambition. Many today of our citizens acknowledge an everlasting debt of gratitude to this good man's conscientious methods. Honest in his views and upright as the tallest peaks in the rugged mountains near his natal home, this man clung to the traditions of the Union and with all the earnestness of his nature, strove to avert the calamity of Civil War. After the cessation of hostilities he filled a position granted him by the government where he could, and did do much good in behalf of his fellow citizens. His remains rest in Oakland cemetery. "After life's fitful fever," he sleeps well.

"A man severe he was, and stern to view;
I knew him well, and every truant knew.
Yet he was kind, or, if severe in aught,
The love he bore to learning was in fault."

JOHN C. ROGERS.

The subject of this sketch came to Atlanta in November, 1856. He found Atlanta at that time quite a busy little city of about 8,000; though the population and capital was small, the pluck and energy of the citizens at that time was equal, in proportion to the population, to that of the present day. Being a native of Georgia, his home was not far distant from Atlanta, and he soon found himself perfectly at home within her borders. He went to work on a small salary, but by close attention to business he accumulated a sufficient sum in four years and in connection with a friend, started a grocery business in the fall of 1860—the same year that Abraham Lincoln was elected President. In the spring of '61 his partner, Mr. T. Castleberry, left him with the business and joined the army of Northern Virginia. During the

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JOHN C. ROGERS.

year '61 he did a splendid business. In January '62, seeing the demands for soldiers, he sold out and volunteered his services, joining Co. H., 44th Georgia regiment. They encamped at Griffin for a few weeks after which they left for the army of Northern Virginia; however, they were stopped at Goldsboro, N. C., to protect that place from an expected advance from the enemy at Kingston. They soon went on to Richmond where they were stationed just east of the city in the vicinity where the "Battle of Seven Pines" was fought; there they remained on picket duty until the morning of June 26th. Their command was marched in the direction of Richmond until they reached the suburbs, marching around Richmond until they reached the Mechanicsville road out which they marched to near Meadow Bridge and here they halted and were filed into a skirt of woods and remained until the afternoon. The soldiers all believed they were going to join Jackson, not knowing that he was so near. They crossed Meadow Bridge about 4 o'clock in the afternoon under a heavy cannonade from the federal batteries which kept up continuously the remainder of the afternoon. After crossing Meadow Bridge they marched directly in line of battle down to the right where the federals were strongly fortified at Gaines' Mill, and there they were ordered to charge. In making this charge they passed through an apple orchard and down a considerable slope at the base of which they were confronted by an old mill race about eight feet wide and eight feet deep which was impassable. On the banks of this ditch the regiment was cut to pieces. In "Co. H," the one to which Mr. Rogers belonged, there were sixty-five men; forty were killed outright; he being one of the wounded; and in company with several others, made their way back to the Mechanicsville road and remained there all night. The following morning they went to Richmond and there reported to Seabrook's Hospital. Having a very severe wound in his left arm Mr. Rogers remained in Richmond for seven weeks, where he received the best attention from the hospital authorities, and also from the citizens who never failed to show their kindness and sympathy for the soldiers and the cause which they had espoused, the memory of which has always filled his heart with profound

gratitude; and if there is a spot on earth more sacred to him than another, it is Virginia. After recovering sufficiently from his wound he received a furlough to return to Atlanta, expecting at some future time to rejoin the army in Virginia, but the wound was of such a nature that the fractured bones never knit together. After remaining in the service for twelve months after he was wounded the medical board of examination pronounced the wound as permanent and rendering him unable for duty, he was therefore given an honorable discharge. In 1864 he went into a small business at 99 Whitehall street, and was here during all the exciting times of Sherman's march from Chattanooga to Atlanta. During this time he joined what was then called a fire brigade, and while not engaged in his business was on guard in the city. During the siege Atlanta was shelled day and night from Sherman's batteries. The inevitable came—Atlanta had to fall. The fire battalion was drawn up in front of the old city hall, where the capitol now stands, and temporarily disbanded to report to General Wright at Macon. After remaining in Atlanta for about ten days, and as all had orders to leave the city within twenty days, he secured a pass from Provost Marshal's office and went to Macon and reported to General Wright, who issued him a passport at will. He returned to Atlanta immediately on Sherman's departure and of course found Atlanta an entire wreck, the center of the city being entirely burned out and residence portion torn away for the purpose of building winter quarters for Sherman's army. He immediately built a small house at his present location on Whitehall street, and went into business again and continued until several years ago, when he retired from business, but still retained the ownership of the old site which he purchased forty years ago. He has been a tax payer from the year after he came to Atlanta up to the present day, and has always done all in his power for the growth and advancement of Atlanta.

T. P. FLEMING

was born in Clarke county, Georgia, in the year 1833. His education was limited for want of facilities. After the death of his father he came to Atlanta; this was in the early part of 1849. He was a clerk in Dr. Angier's drug store for a while, and after this was in the office of Sheriff Allen E. Johnson. Leaving this pursuit he engaged as a conductor on the Western & Atlantic railroad, which at that time was only completed to Dalton. About a year after this he was assigned to the agency of the road at Kingston, where he remained till the fall of 1851, when he went to California. While there he was for a time engaged in mining; then served as deputy sheriff of Butte County, and an enrolling clerk for the California legislature—this was in 1853. Leaving California he returned to Atlanta, and was soon given employment on the Western & Atlantic railroad, serving as conductor and assistant agent at Dalton. Abandoning railroad service he engaged in the wholesale grocery business on the southwest corner of Alabama and Pryor streets—the firm name being McMillan & Fleming. About the time the war commenced he formed a partnership under the firm name of Brown, Fleming & Co. After the war, all broken up, he accepted an appointment as state agent for the Widow and Orphans' Life Insurance Company.

Mr. Fleming was a member—of long standing—of the Odd Fellows, and was at one time Grand Master of the State, and a representative to the Grand Lodge of the United States in 1865—the first general meeting after the war. A few years after this he represented a pork packing establishment in the west, with headquarters in Atlanta; and continued in this business until 1874, when he came partially paralyzed.

JOHN H. JAMES

was born on a plantation owned by his father in Henry County, Ga., July 14, 1830. His boyhood and early manhood days were spent on the farm, assisting in the work till he was twenty years of age. At this time the young man moved to the growing town of Atlanta, where he began his successful business career clerking for ten dollars a month and his board. For three years he worked with great energy, and at the end of that time was receiving \$700 a year and his board. He then concluded to travel through the Southern States selling books, jewelry and fancy goods at auction, at which he was eminently successful. In 1859 he was married to Miss S. C. Leonard, of Talbot County, Ga., and returning to his first place of business settled here. During the civil war in company with his wife, Mr. James spent two years in Canada, in Nassau and the Bahama Islands. When the war ended he returned to Atlanta and began the banking business, which he has pursued continuously to the present time. Mr. James has occupied no political position save one, that of mayor of the City of Atlanta.

FRANKLIN MILLS,

son of General E. R. Mills, at one time superintendent of the Western & Atlantic railroad, was born in Cobb county, Ga., on the 9th of February, 1856, came to Atlanta in 1870, and was at once employed on the Georgia railroad as route agent. At the time of his death, in March, 1892, Mr. Mills was a member of the Citizen's Pioneer Society of Atlanta in good standing. In matters religious he was a member of the Methodist church, and a firm believer in the Christian religion. On his death the Pioneer Citizen's Society paid a tribute to his memory as follows:

"Whereas, in the Providence of God our dear friend and brother, Franklin Mills, has been recently taken from us, and though he is the first member of the society to die since our organization, yet we feel he has gone only a short while before us; therefore be it

"Resolved, That in the death of our brother, the society has lost a true friend. the country a good citizen, and the family a devoted husband and father."

C. R. HANLEITER.

Among the earlier residents of Atlanta who made his mark was C. R. Hanleiter. He cast his lot with the young but vigorous town just as it was emerging from the village of Marthasville in 1847 to become Atlanta. His first venture was the publication of a paper (which he had removed from Madison, Ga.), called "The Southern Miscellany." Previous to this time, however, he had been connected with various publications as publisher, editor, printer—in all of which positions he demonstrated a high order of ability. In 1852 he published "The Reveille," a weekly. In 1857 he established the "National American," one of the most persistent advocates of manufacturing industries, the construction of the Georgia Air Line and the Georgia Western railways, and other internal improvements. In 1860 Colonel Hanleiter organized a company and established the Franklin Publishing Company, which was disposed of while he was in the Confederate service—and for which he never received a dollar. Early in the '70's he, in connection with Colonel B. C. Yancey, published "The Plantation." In 1885 he helped organize the Gate City Guard, and was elected a lieutenant of the company. While Atlanta was in its swaddling clothes Colonel Hanleiter was one of its most progressive, energetic and well known citizens. In 1856 he was a member of city council and introduced many good measures for the city's welfare. He was a Justice of the Inferior Court, and was one of the most earnest advocates of the establishment of a house of refuge for the poor. About 1870 he was superintendent of the Orphans' Home at Bethesda, near Savannah, for which he raised \$8,000, and saved it from a forced sale. When in Macon in 1837-40 he was foreman of Fire Company No. 1, and Vice President of the Macon Benevolent Association. He was twice married; first to Miss Mary Ann Ford, of Connecticut, and who died in 1848, leaving four children; his

second wife was Miss Ann Elizabeth Shaw, Atlanta, to whom he was united in September, 1850, and who died in 1893, leaving eight children. Ten of his children attained to maturity: Josephine, deceased, wife of Henry Gullatt; William A., Ida, unmarried; Katharine Anna, wife of J. S. Peterson; Bertha E., unmarried; Victoria, Mrs. Stowers; Cora, Mrs. Catchings; George S., Methodist preacher; James M. P., Savannah merchant, and Elizabeth, Clerk of Public Schools of Atlanta.

COLUMBUS M. PAYNE,

Treasurer of Fulton County, is perhaps one of the best known men in this community. He was born in Newton County in 1831, and when a lad of thirteen came with his father to Atlanta. This was in 1844. The travelers came in on the Decatur road. They stopped at a little store kept by Collins & Loyd about a square from the present Forsyth street, near the present location of the First Presbyterian church, and purchased a tin cup to drink coffee from. They pursued their way, finding no other house for about ten miles. They selected a spot about one mile out the Marietta road and soon erected a humble home. Soon afterward the subject of this sketch began going to school to Miss Martha Reed, who taught about a half mile this side of what is now Oakland cemetery. In 1854 he was made clerk of the Superior Court, the first after Fulton was cut off from DeKalb County. He held that position for four years, when he was succeeded by Judge Pittman. When the war came on he enlisted and served till 1862, when he returned and was elected tax receiver and collector, which position he held during the war and two years thereafter. In 1868 he was elected treasurer of Fulton County, and has held that position continuously ever since.



MRS. JULIA C. WITHERS,
"Child of Atlanta."



MRS. WILLIS CARLISLE,
Mother of Mrs. Withers.
She is called the "Mother of Atlanta."

MRS. SARAH CARLISLE,

pre-eminently a pioneer citizen and affectionately called "The Mother of Atlanta," was the daughter of James and Susanna Greer White, of Union District, S. C. In 1828 James White, with his family, moved to Georgia and located near Lawrenceville; later he moved to Marietta, where, in 1841, his daughter Sarah was married to Willis Carlisle of that place. Acting on the advice of Rev. Josiah Burke (who performed the ceremony), the young couple moved to Terminus in 1824, where they had great difficulty in procuring shelter—having to first live in a rough shanty which had been used as a commissary for railroad hands, until better accommodations could be had.

Mrs. Carlisle was only seventeen years old at this time, and her devoted husband was frequently obliged to leave her at home alone in almost a wilderness—the nearest neighbors being about one mile off. At the beginning of her married life she resolved to share every hardship necessary for her husband to endure. In this beautiful devotion she never faltered; sometimes her finer feelings recoiled at the thought of the rude house with its bare floors, and the unprotected surroundings; but remembering that Mary, the Mother of Jesus, was only sheltered from December storms, she wondered if she should ask for more.

To Mr. and Mrs. Willis Carlisle were born seven children—four of whom only are living, Mrs. Julia Withers, Mrs. D. H. Hoyt, Mrs. J. B. Hudson, and Mrs. S. G. Pierce. On the 24th of October, 1898, this "Mother of Atlanta," waiting for the Master's summons, heard the call—happy to the close of her well-rounded life, in the love of her children, grandchildren and great grandchildren and friends, and with perfect trust in Him who had ever been to her "a very present help in time of trouble." And of Mrs. Carlisle it may be well said she was prepared for her last journey. "Blessed are the dead who die in the Lord."

MRS. JULIA WITHERS,

The "Pioneer Babe of Terminus," was born in 1842. Her childhood days were spent in the little village, roaming the forests and visiting the springs numerous hereabout, in the endeavor to find amusement, where there was but little save such as nature vouchsafed. She grew to womanhood, watching with great interest the growth and changes from the obscure settlement until it changed its name to Marthasville, and then Atlanta. In 1862 she was married to Mr. Walter S. Withers, an Englishman. Their children are: Mrs. J. W. Cherry, Mrs. A. B. Sanders, W. G., John and Willie.

No one is prouder of the growth and advancement of Atlanta than she, and now, after a long and eventful life, looking back on the years of privation in the wild country of her childhood, her rise from that to the growth of the town and marvelous changes, she finds consolation in the fact that the old Atlanta spirit still pervades the community notwithstanding the new order of things which naturally attends a city of great growth.



JOHN B. DANIEL.

JOHN B. DANIEL

was born in Lincoln County, Ga. His father's family moved to Gordon County in his younger days and there he was living when the war between the states began, in 1861. He entered the Confederate army with a company known as the "Lamar Confederates" in June of that year. The company was attached to the Twelfth Georgia regiment. After a protracted attack of typhoid fever which he contracted in the army of Northern Virginia, he was discharged in December, as unfit for service. However, recovering his health he joined the Oglethorpe Artillery of Cusseta, Ga., and was sent to the army of Tennessee—afterward attached to the Sixty-third Georgia regiment, and continued with the command until the close of the war.

On returning to his native State he found all North Georgia invested and laid waste and his own home destroyed. Having nowhere to call home he cast his lot with Atlanta in April, 1865, and has made it his home since. He began in the drug business from the first, and has been continuously in that line, commencing in a small retail way, growing with Atlanta from comparatively nothing to one of the largest wholesale and retail businesses of the kind in this section. He is considered an authority in drugs and pharmaceutical preparations—he himself having made many valuable preparations which are used all over the South. He carries a large stock in surgical instruments and general drugs and medicines.

Mr. Daniel is one of those quiet, modest gentlemen whom to know is to respect. His very extensive business requires his whole time, and his pride in it is his chief consideration. For these reasons he prefers not to mingle with the multitude. For him politics has no charm, nor does he participate in the social whirl. To direct his increasing business and to personally superintend every important transaction is to him his first duty—in fact, it has become a second nature with him. Through these years of his residence in Atlanta he has pur-



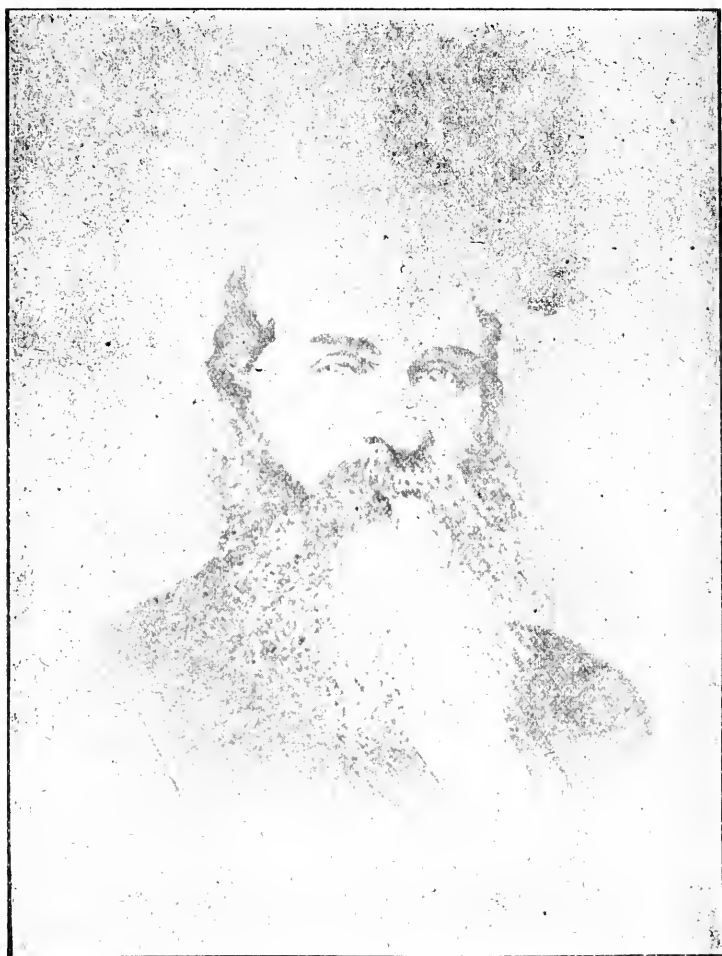
W. C. SHEARER.

sued the even tenor of his way, unmindful of the present, of transient pleasures, to the giddy throng, satisfied to find them in the exacting cares of his large business.

Mr. Daniel is a member of the First Presbyterian church, where he is generally found when services are held. Here in the midst of his friends he finds solace and comfort such as the world does not afford.

W. C. SHEARER.

The subject of this sketch was born in Wilkshire, England, in 1841. When eight years of age he emigrated to America. He came to Atlanta in 1854. He inherited from his father, who was a blacksmith, an aptitude for working with iron, which has developed him into a master machinist as his many important positions attest. His father's first work in Atlanta was at the Georgia railroad shops as a spring maker. The subject of this sketch was apprenticed at Winship's machine works and put up the Bartow Iron Works, which he fitted and started up for them at Altoona, Ga. At the Atlanta rolling mills he was master of machinery, and made the first railroad bars and fish plate connections in the South. He was for three years superintendent at the Southern Agricultural Works, later master of machinery in the Atlanta Bridge and Axle Works. At one time Mr. Shearer had a large shop of his own, making corn and grist mills, etc. He has rebuilt a very large printing press for the Atlanta Paper Company—a very complicated piece of machinery. He has also worked in Philadelphia, Pa., where his work gained for him the highest honors. At one period in his career he went to Savannah, Ga., to take charge of high and low pressure steamboats; and is the only man in Georgia who ever built and completed a steel steamboat which navigated on the coast of Georgia 160



THOS. R. RIPLEY.

miles with a half ton of coal. He also went to Lockport, N. Y., at one time and assisted in the construction of a set of engines for Denver City.

Mr. Shearer has never entered politics, but was honored by being elected as one of the first water commissioners for Atlanta, in which position his natural ability and aptitude were of good service to the city. He served nine years in the fire department, with Tallulah No. 3. His career has been a checkered one, but full of honors in his chosen line, and in which he is a master. As a juror in the United States District Court in 1893, Mr. Shearer originated the idea of a Federal prison to be erected in Atlanta, which has become an accomplished fact.

He is now simplifying a steam engine to be built for half the cost, and which will give the same power with less fuel and which will be a great power for steamships, locomotives and stationary engines.

Mr. Shearer's family consists of six sons and two daughters: Charlie, George, Harmon, Vernon, Thomas and Joseph, and Emma (who married Mr. Gilmore of the Southern railway), and Bessie.

THOMAS R. RIPLEY.

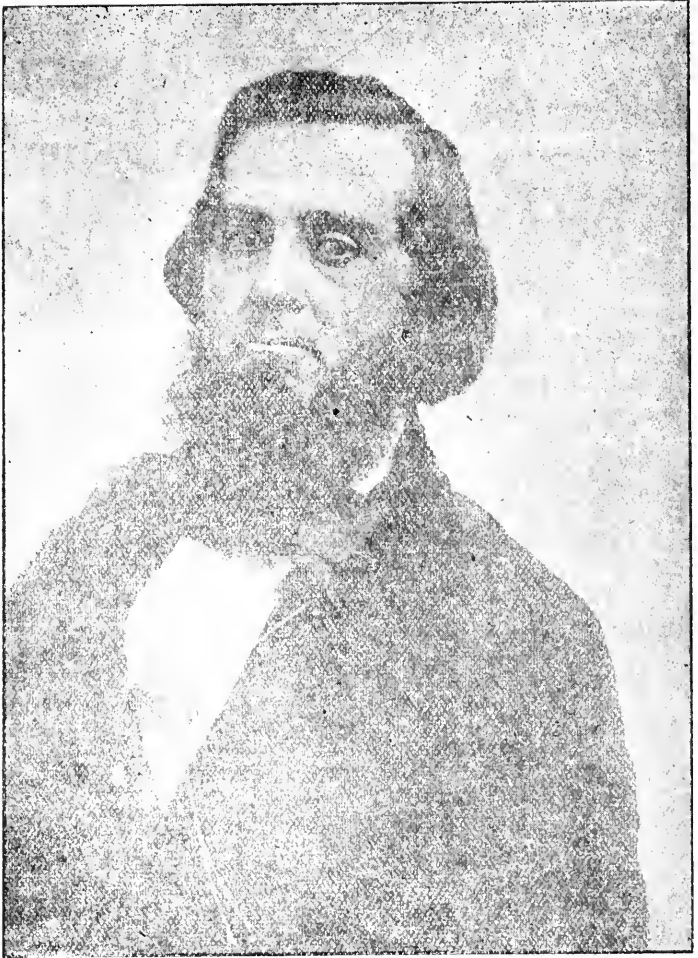
Thomas R. Ripley, the subject of this sketch, was born at Salem, New York, October 4, 1823. His father was Allen Ripley, of Boston, Mass., and his grandfather was Jephtha Ripley, who was a Revolutionary soldier from the State of Massachusetts, in Colonel Daggert's regiment; and he saw service in the State of Rhode Island and other States during the war. Mr. Ripley spent his early days in the State of New York, and came to Charleston, S. C., in 1848, and from there removed to Atlanta, Ga., in 1849, when Atlanta was in its infancy. In 1850 he established a general and confectionery store on



BILLINGS SOCRATES IVEY.

Whitehall street near the railroad, and was one of the leading merchants of the City of Atlanta for forty-eight years, and until the time of his death. In 1852 he married Miss Laura D. Conner, who still survives him, and who now resides at Kirkwood, Ga. Mr. and Mrs. Ripley have raised a large family, and were among the leading citizens of Atlanta for nearly half a century. Their old home is on Peachtree street where W. D. Grant now resides. Mr. Ripley died in Decatur, Ga., September 4, 1888, and is buried at Oakland with two of his children. His wife and seven of his children survive him. They are as follows: Mrs. Georgia L. Robertson, Warrenton, Va.; Mrs. D. S. Henderson, Aiken, S. C.; Miss Sarah M. Ripley, Kirkwood, Ga.; Thomas J. Ripley, Atlanta, Ga.; T. A. Ripley, Chattanooga, Tenn., Dr. E. C. Ripley, Barnesville, Ga., and Allen W. Ripley, Kirkwood, Ga. No citizen believed more firmly in the future of Atlanta than Mr. Ripley. He was a member of the Presbyterian church at the time of his death and his wife was a charter member of the Central Presbyterian church of this city.

SOCRATES IVEY, the first male baby born in Atlanta (when it was known as Marthasville) was born November 2, 1844, in a house built on the present Northwest corner of North Pryor and Decatur streets. Here he grew up to manhood, being a moulder by trade, and connected with the Western & Atlantic Railway shops. When the Civil war came on he enlisted in Captain Leyden's Artillery, from which he was detailed to make shot and shell for the Confederate government. He re-enlisted, but was again detailed for that purpose. He was married to Lucy Asenath Pittman in 1864. He died March 5, 1896.



NICHOLAS WARE McLENDON.

NICHOLAS WARE McLENDON,

Grandson of the Revolution by both Grandfathers McLendon and Ware, was born in Monroe, Walton county, Georgia, and reared near McDonough, Henry county, Georgia. He became a citizen of Atlanta, Ga., in 1848, in his teens, and clerked for A. Dulin, one of the largest merchants and cotton buyers in the town. He went into the wholesale grocery business for himself in 1854, and continued in this business until the war between the States commenced. Served under Major Dillard in the Quartermaster's Department of the Confederate States during the entire war. At this date, 1902, is still a resident of Atlanta, Ga.

A. G. WARE

was born about twenty miles from Chester, S. C., His parents were poor, hard-working people, with little or no advantages. His school opportunities were very limited; in fact, a year's time would cover all the teaching he ever received. At about the age of fourteen years he ran away and went to Columbia, S. C., and made a contract with a printer by the name of Brown to do office work. In the meantime he learned to write fairly well and soon began to assist in making up the paper. In a year or so he could set type with the best of old printers. He went to Augusta and assisted in setting up the "Georgia Scenes," a work which grew to be very popular in its day. With the disposition of all printers of that day (they did not stop long in any place), he worked a while in Milledgeville on a weekly paper, and at the early age of twenty years he started a little paper in Sandersville, Ga., called *The*

Georgian, of which he was editor and printer. Following in the wake of all country newspapers, it was not a financial success.

Having friends in official positions on the Central Railroad of Georgia, he sought a new field of labor and ran as conductor for a short while. Being of a roaming, restless disposition, full of ambition, and with a desire to get up in the world, and faith in the up-country, he went to Dalton, Ga., and bought a paper, and published a weekly called the *Mountain Eagle*. This was in 1847. He was always glad to speak of the old paper and would often refer to the files, which are well preserved and still in the family.

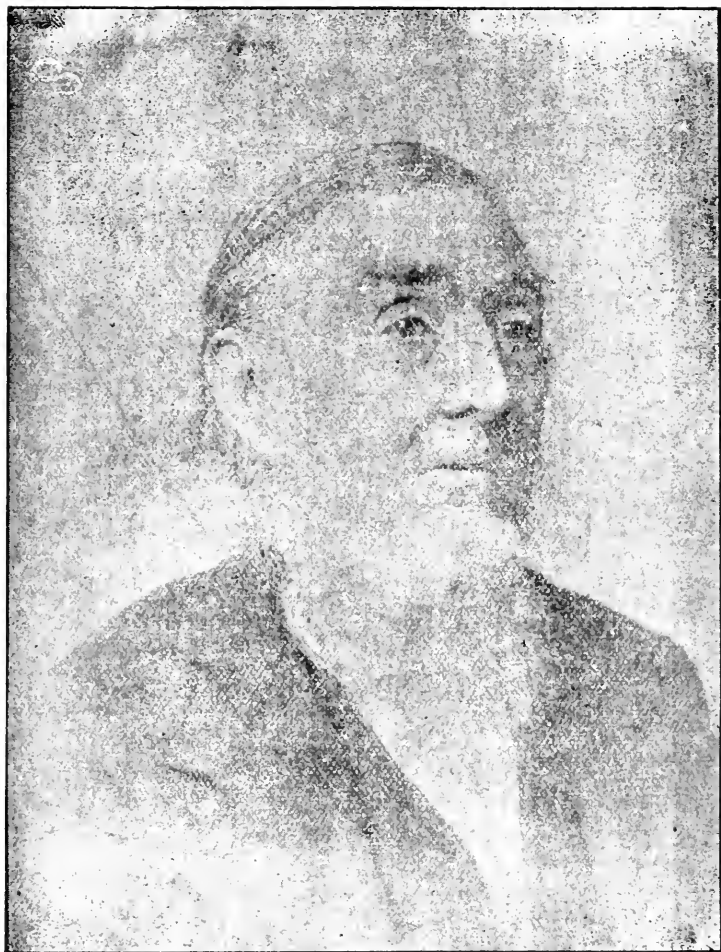
Through the influence of the late Hon. Alexander H. Stephens, Mr. Ware made arrangements to go to Washington, D. C., but owing to some political move not in his favor, the idea was abandoned.

Afterwards he accepted a position as mail clerk on the Western and Atlantic Railroad, and moved to Atlanta January, 1850. Later on he was agent for the Western and Atlantic Railroad.

A. G. Ware had a fondness for newspaper work and was somewhat independent. If he was not at railroad work he could use pen and pencil for the press. Politics was his great fort. He was never better pleased than to be engaged in bringing out a favorite candidate.

For a while he was traveling soliciting agent for the old Macon and Western Railroad and Central Railroad combined. From this position he was called to accept the local agency of the Macon and Western Railroad. This was in 1858. He remained here up to the time of his death, February 27, 1863.

He was not an active member of any church; in faith he was a Methodist. He was a good, honest, upright man, charitable and kind to the poor, always ready and willing to aid the sick and afflicted.



JUDGE W. M. BUTTS.

VOLNEY A. DUNNING, the subject of this sketch, was born in Rome, N. Y., September 12, 1838; ten years later he removed to Decatur, Ga., where he attended school for two years. In 1850 he made Atlanta his home, where he received the remainder of his education. He then entered his father's foundry and learned the trade of molder. Not liking this occupation he clerked for a while, and later worked for the "Atlanta Intelligencer" newspaper. In 1860 he was married to Miss C. F. Everett. When the war came on in 1861 he entered the Confederate army, serving till the close, when on returning home he became agent for the Southern Express Co., serving till 1870, when he resigned and took the position of assistant superintendent of the Pullman Car Co. He was a member of the city council in 1870 and chairman of the finance committee. The question of public schools coming up this year, Mr. Dunning, as member of the committee to consider the same gave it his hearty support. In 1882 he was again returned to council and made chairman as before of the finance committee. In 1882 and 1883 the work of paving with Belgian blocks was begun in earnest, he taking an important part in that movement.

Mr. Dunning died in June, 1902, in Atlanta.

EZRA ANDREWS was born in Danbury, Conn., on the 27th of April, 1823. His father being a farmer needed what assistance he could render him, and in the springtime, summer and fall of the year he was kept out of school to assist in beating out wheat and rye with a hand flail, so that his opportunities for attending school were limited to about three months in the year. In October, 1838, he was apprenticed to a firm in Bridgeport, Conn., to learn the saddlery and harness business, serving until he became of age in 1844. On the 13th of May, 1846, he was married to Miss Fanny Wicks. His health failing him in 1850 he came south. He reached Atlanta on the 20th of May. He immediately rented a storehouse on the southeast corner of Whitehall and Hunter streets, and opened a stock of saddlery, under the firm name of Miller & Andrews, and prospered in this business till the fall of Atlanta in 1864.

ISAAC PILGRIM, one of the oldest citizens of Atlanta, came here in 1846. He was born in Putnam County, Ga., in 1830. When he was about sixteen years of age his father moved to Termini. The lad was always ready to do his part, and immediately went to work with C. R. Hanleiter, the publisher. Under that prince of good fellows, young Pilgrim learned the "art preservative of all arts." In 1868 he entered the office of the Atlanta Constitution, where he has been continuously employed ever since. He is now foreman of that paper. Mr. Pilgrim is one of the most exemplary of men, modest and unassuming, having the respect of every one who knows him. "Uncle Ike," as he is familiarly called, has a very good recollection of early days in Atlanta, and enjoys talking of old times hereabout.

[Note. Mr. Pilgrim retired recently from the Constitution, and is now taking a long needed rest from his labors.—Ed.]

WM. A. DOWNS, born in Gwinnett County, Ga., June 1, 1821, and raised on a farm in Morgan County until about twenty years old; was a mail carrier for about a year from Social Circle to Athens. He gave that up later on to become express messenger on the Georgia railroad, under Combs & Co. When the firm sold out to the Adams Express Co., Mr. Downs entered the service of the Georgia railroad as baggage master and remained in that business till 1865, when he returned to the express company for about a year, then he went to the Western & Atlantic railroad as conductor until 1874, when he engaged with the Atlanta & Charlotte railroad until 1878, when he permanently retired. Mr. Downs has always been an active, energetic man, and although having but a limited education, he has always been able to hold his own.

THOMAS HANEY was born in Belfast, Ireland, in 1812. He came to Atlanta in 1852.

He began working for the Western & Atlantic railroad in the shops of that road shortly after his arrival. During the

war between the states Mr. Haney ran on the Western & Atlantic railroad as an engineer. At the close of the war he went back to the shops where he proved invaluable as a machinist. In all his term of service extended over a period of twenty-eight years with the road. In 1867 he was elected to council from the first ward. He was prominent in affairs in the early days of Atlanta, and had many friends. To know Mr. Haney was to respect him. Up to his death, July 20, 1901, he held membership in the old Volunteer Company, No. 1, of which he had been an active and valuable member for many years.

HENRY P. IVY, son of the first settler, Hardy Ivy, is a resident of Norcross, Ga. He is at this writing (1900) in his eighty-third year. He married in 1843. His house was built in the woods, about this time, on the spot now occupied by the Moore & Marsh building, Northwest corner of Pryor and Decatur streets. There were but three other families besides the Ivy's at that time, namely: the Forsyth, Carlisle and Joe Silvey families. Henry Ivy's first son was born in that rude cabin; he received the name of B. S., and was familiarly called "Sock." He died about 1897, leaving a family consisting of a wife and several children, who are still residing in Atlanta.

U. L. WRIGHT, one of the energetic and highly respected residents of Atlanta in her younger days, was born in Butts county, Georgia, in ———, and came to Atlanta in 1845.

He was a large dealer in merchandise, and was also agent for some time of the Central Railway & Banking Co. He left Atlanta about 1858 for California, where his son and daughter resided, and there he died. His career in Atlanta was marked by his genial and frank disposition, and a great faith in the future of the town. He was ever alert for Atlanta's interests, taking special pride in her onward career. He was a man of excellent character and generous impulses.

PETER F. JONES was born in Gwinnett County, Ga., July 18, 1836, and came to Atlanta in 1858. His first occupation

was that of clerk for Silvey & Dougherty. He was a member of the Gate City Guards, Co. F, 1st regiment Georgia Volunteers. Later during the war between the states he was connected with the Macon & Western railway till the close of the war. In 1859 he was in the grocery business, the style of the firm being Jones & Wood. Their store was situated near the southwest corner of Marietta and Whitehall—the present location of Jacob's Pharmacy. Mr. Jones was married March 12, 1863, to Miss Margaret A. Davis.

AMBROSE G. FORSYTH was born August 12, 1812, in Mecklinburg County, N. C., his grandparents being of Scotch, Irish and Welsh descent, and of revolutionary fame. He settled at "Terminus" in March, 1843, and bought the first cotton ever sold in the place, being a merchant from his arrival, continuing as such until the civil war came on in 1861. After the cessation of hostilities Mr. Forsyth again resumed his calling, in which he had been very successful. He was several times elected to council, and often served as mayor pro tem. He was also city treasurer for a term, and quartermaster store-keeper for the state of Georgia during the war.

HUGH MCSURE BOYD was born in Chester District, S. C., about 1806, where he resided on a farm till the early '30's, when he moved to DeKalb County, Ga., here he taught school for awhile, and came to Atlanta in 1845. He engaged in bookkeeping for Thrasher & Napier. Afterwards he was tax receiver until under President Pierce's administration he was appointed postmaster, but before serving his full term resigned to take a position with the Western & Atlantic railroad as bookkeeper, but died before beginning his duties. Mr. Boyd was married to Miss Martha Ann Barr in Fayette County, Ky. March 13, 1836.

LUCIEN B. DAVIS. The subject of this sketch was born in Genessee county, N. Y., December 15, 1830. He came to Atlanta about 1860, engaging in merchandising. During the war between the states he was in the Confederate enlistment office in Atlanta, afterward was Captain of Co. A in the Geor-

gia State Troops. Mr. Davis is now in the ministry. He is serving three Presbyterian churches situated outside of the city. He is well known as one of Atlanta's most respected citizens, long identified with the city's interests, commercially and otherwise.

MAJOR GEO. SHAW, a soldier of the war of 1812, was born in Henry County, Va., and came to Atlanta in 1847. He studied law and was admitted to the bar in Jefferson, Ga. He was one of the first trial justices in Atlanta, and served in the Georgia legislature in 1828. Mr. Shaw was a familiar figure in early days on the streets of Atlanta, genial and kindly, a model gentleman. He was married to Miss Louisa Troutt in Jefferson, Ga. He was the father of Mr. Augustus Shaw, now of Atlanta, also of George and Samuel H., now deceased. He died in 1854.

AUGUSTUS D. ADAIR, was born in Talladega, Ala., July 17, 1835, moved to Atlanta in 1858. During the war between the States he was a member of General N. B. Forrest's old escort, and made a good record as a fighter. He was one of Forrest's trusted couriers and commanded many detailed squads on special occasions. Mr. Adair has been in business constantly since the war in Atlanta, and is at present one of the oldest merchants, probably, now living, and still actively engaged. He was married to Miss Octavia Hammond in 1858 in this city.

WILLIAM G. FORSYTH, the subject of this sketch, was born in Mecklenburg County, N. C.

He came to Marthasville in March, 1843, commencing the business of merchandizing, principally buying cotton. When the war came on he enlisted in Co. A, Georgia Reserves, under General L. J. Gartrell the last twelve months of the war. When the federals raided Athens, Ga., Mr. Forsyth intervened and managed thereby in saving the State's property at that place from destruction.

JABEZ J. RICHARDS was a noted man in his day. He was born in London, England, in 1821; came to Atlanta in 1853.

In connection with his brother, S. P. Richards, he published and edited "The Soldier's Friend." The firm also dealt in books and music and was one of the solid business houses of the day. The subject of this sketch some years since retired from business, and is now living a quiet life in this city and on his farm "Golden Gate," Fulton County. He spends much of his time in writing poetry—mostly of a religious nature.

JOHN W. WOODRUFF was born in Fayetteville, Ga., November 28, 1841. He came to Atlanta in October, 1858, where he has since resided. Mr. Woodruff was a soldier in the Confederate army, serving six months in the Sixth Georgia State Troops, and over three years in the Ninth Georgia Battalion of Artillery—Leyden's command. After the war he entered the United States postal service which position he now holds. He was married in May, 1881, to Miss Julia B. Swanson, of La-Grange, Ga.

JOHN GLEN was born in Laurens, S. C., in the year 1809; came to Georgia in 1826, settling in Decatur, where he lived till 1850. He was a clerk of the superior court of DeKalb County ten years; afterwards agent of the Georgia Railroad at Decatur for a time, when he came to Atlanta in the interest of the road, remaining with it forty-five years. As a resident of Atlanta he was well known for his excellent qualities, and was honored several times in the city council by the people.

ROBERT E. RUSHTON, SR., Secretary of the Winship Machine company, was born in Atlanta January 8, 1849, where he has resided all his life. Being too young for service in the field, he was employed in the commissary department of the Southern Confederacy located in Atlanta during the Civil war. Mr. Rushton was a member of Mechanic Fire company No. 2 from the time of the formation of that company. He was married to Miss Ella Byron Wright October 12, 1876.

THOMAS JEFFERSON BOYD was born in Panthersville, DeKalb county, Ga., March 11, 1839; came to Atlanta in 1845, engaging in clerking in the post office, express business and in

railroading. For several years previous to and including the war between the States he was railroad conductor. He has retired from business and is spending his remaining days in the home of his early adoption. Mr. Boyd was married July 1, 1867, to Miss Mary Eliza Bacon.

BEVERLY ROPER was born in South Carolina in 1824; he came to Atlanta in 1850, engaging in the railroad business, which he has followed continuously to the present. He enlisted in the 64th Georgia regiment and served during the civil war. He was married twice, first to Miss Susan Phillips, in 1846, and after her death he married Miss Emma Mornay, in 1895.

CHARLES ROBERT WINSHIP, president of the Winship Machine Company, was born in Atlanta, December 18, 1863, where he has resided continuously since. His father, Robert Winship, was one of the pioneers in the machine business, which from a very humble beginning has grown to be one of the foremost of its kind in the South. The object of this sketch was married to Miss Ida D. Atkins, April 10, 1900.

J. B. LESTER, born at Halifax, C. H., Va., April 16, 1840. Came to Atlanta in 1869, engaging in the business of selling coal. He lived in Tennessee for several years after leaving Virginia, where he married Miss Sallie F. Emory. Mr. Lester has seen Atlanta grow to its wonderful proportions and is yet hale and hearty and is thoroughly in love with the home of his adoption.

THOS. SHERIDAN, a son of the Emerald Isle, was one of the early railroad men of Atlanta. He moved here in 1854 and connected himself with the Atlanta & West Point Railway as a locomotive engineer, remaining in that position nearly all of his life. He was a kindly Irishman and had many friends among all classes. He died in this city about 1882.

DR. ROBERT J. MASSEY was born in Morgan County, Ga., October 16, 1828. He cast his fortunes with Atlanta in 1858.

He is a physician and druggist at Lythia Springs, Ga.—having practised medicine all his life in various places. He is a noted writer on Georgia and Confederate States history. He was for three years in the medical department of the Confederate government, where he served with distinction.

P. M. HODGE was born in Jackson County, Ga., July 26, 1815, and moved to Atlanta in 1845. He was a tinner by trade; his first place of business being on Decatur, between Peachtree and North Pryor streets. Was a soldier in the Mexican war and also in the Confederate army. He died November 6, 1899.

LEE WALTON was one of the earliest merchants in Atlanta, moving here in 1847. On his arrival he immediately engaged in merchandizing on the south side of Marietta street, near the corner of what is now North Broad. The once celebrated Walton spring was named after him, as was also the street of that name. About 1850 Mr. Walton moved to Brunswick, Ga.

WINSTON WOOD was born in Coweta County, Ga., February 5, 1825, and moved to Marthasville in January, 1846. He was a man of much strength of character, a Mason and a good citizen. He was a good mechanic and for many years was foreman at Winship & Co.'s, where he was highly esteemed. He died August 14, 1878, in this city.

SAMUEL H. SHAW was born in Jefferson, Ga., and moved to Atlanta in 1847. He was a printer by occupation. He was a Confederate soldier, with the Jo Thompson Artillery, Captain C. R. Hanleiter commanding. When the war ended he returned to his home, and for a number of years was connected with the Constitution. Mr. Shaw died in 1889.

ADDISON DULIN was born in Mecklinburg County, N. C., and came to Marthasville in 1846. He began buying cotton on his arrival and continued the same for many years. He

died about ten years after coming to this place, and was buried in Oakland Cemetery.

A. W. STONE was born in New York and came to Atlanta about 1854. His occupation is that of lawyer. He left the city at the commencement of the war between the states, returning at its close. While residing in the west he was appointed Judge of the Federal Court in Colorado.

A. W. JONES was born in Gwinnett County, Ga., May 3, 1829, and came to Atlanta in May, 1850. His occupation was that of attorney at law for about eight years and then a banker. He settled in Griffin after the war, but returned to Atlanta in 1897, where he now resides.

GEORGE C. SLAW was born in Jefferson, Ga., and came to Atlanta in 1847. His occupation was that of printer, working at his trade all his life in the various offices in this city. He died in 1891.

On page 251, eighth line, "Camp McDonough," should read CAMP McDONALD.

On page 270, second line, "South Georgia," should read SOUTH CAROLINA.

On page 269, third line, "South Georgia," should read SOUTH CAROLINA.

On page 220, twelfth line, "McShuffric" should read MCSHIEFFRIE.

On page 65, sixth line, "S. W. Jones" should read A. W. JONES.

THE TEMPLE.

The Hebrew Benevolent Congregation bears in its name the index to its origin. For years before the Jewish citizens of Atlanta were of numerical strength to form a congregation, there existed a charity organization which was called the Hebrew Benevolent Society. On January 1, 1867, Rev. Dr. Leeser came to the city for the purpose of officiating at a wedding. His address at the supper table so stimulated the people that before many months had passed, the Society transformed itself into the Congregation. In lieu of an ordained minister, Mr. Jacob Steinheimer read the services. The finances of the young congregation did not permit of the erection of a permanent sanctuary, and so for eight years services were held and Sabbath-school conducted in rooms temporarily rented for that purpose. The first services were held in the parlor of the home of Mr. Levi Cohen; the first president of the Congregation was Mr. L. Levy.

The records for the years 1867-1875 being lost, it is not possible to give with any degree of certainty the inner life of the congregation during that period. Its status must have been healthy for on Monday, May 25, 1875, the corner-stone of the recently vacated Temple (corner of Garnett and Forsyth streets) was laid. There were 58 members belonging to the congregation. These represented 75 families, while the Sabbath-school had on its enrollment sheet the names of sixty-five children. On August 31st, 1877, the Temple was dedicated. Since that time, the congregation has steadily increased in size and in importance. In September, 1900, it was decided that owing to the inadequacy of the Temple to accommodate its membership, that a new structure be erected. As a result of this resolution, the congregation will shortly move into its new home, at the corner of South Pryor and Richardson streets.

A few figures may not be uninteresting. The membership in 1877 was 58; in 1895, 156; in 1902, 225. The school shows to-day an enrollment of two hundred and twenty children as contrasted with 100 in 1880 and 69 in 1875.

The ministers who have served the congregation are as

follows: D. Burgheim, 1869; B. A. Burnheim, 1870-73; Henry Gersoni, 1875-1877; E. B. L. Brown, 1877-1881; J. S. Jacobson, 1881-1888; Leo Reich, 1888-1895; David Marx, 1895.

The presidents of the Congregation since 1877—Levi Cohen, Samuel Weil, Mr. Wellhouse, Jacob Haas, Isaac Liebman, Joseph Hirsch.

The present officers of the Congregation are:

Jos. Hirsch, president; Alb. Steiner, vice-president; Morris Hirsch, treasurer; Alex Dittler, secretary; David Kantman, Jos. Leinkart, A. Bluthenthal, M. Kutz, Sil. Benjamin, Levi Cohen, trustees.

PIONEER CITIZENS SOCIETY OF ATLANTA.

The founding of the Pioneer Citizen's Society of Atlanta in 1891 was brought about by a chance conversation between two of the old citizens on "old times." Recognizing the fact that many of the earlier settlers had passed away, and that in the course of time others would pay the same debt, they agreed that in order that history might be preserved before it was too late, an organization would be necessary. Consulting other friends, these gentlemen found sentiment ripe, and very soon a meeting of citizens was called which resulted in the forming of this society. The following minutes of the Pioneer Citizens' Society of Atlanta are self-explanatory:

"Atlanta, October 26, 1891.

"The Pioneer Citizen's Society of Atlanta was organized this day by the adoption of the following Constitution and By-Laws and electing the Officers hereafter named in accordance with said Constitution, to serve for the term of one year from this date, or until their successors are elected and installed.

Col. Dave U. Sloan presented the Society with his book "The Foggy Days and Now, or the World Has Changed," which was accepted with the thanks of the Society.

OFFICERS FOR THE PRESENT YEAR.

“President—Jonathan Norcross; 1st Vice-president, Judge W. L. Calhoun; 2d Vice-president, Judge John Collier; 3d Vice-president, John H. James; 4th Vice-president, Wm. H. Hulsey; Secretary, Maj. A. Leyden; Assistant Secretary, Jno. A. Doane; Treasurer, Col. R. F. Maddox; Historian, B. F. Abbott and W. H. Fuller; Chaplain, Rev. A. G. Thomas.

“A committee, composed of Harry Krouse, W. H. Hulsey and B. F. Abbott was appointed to secure a meeting hall and provide lights for the next meeting.”

CHARTER.

STATE OF GEORGIA, FULTON COUNTY.

To the Superior Court of said County.

The petition of J. Norcross, J. H. Meeaslin, A. Leyden, John H. James, Anthony Murphy, E. C. Murphy, George Stewart, W. L. Calhoun, J. C. Hendrix, Hamilton Crankshaw, B. F. Bennett, Geo. W. Adair, John H. Ellsworth, L. H. Hall, George Winship, Jeff. Cain, E. E. Rawson, L. H. Clark, Frank Mills, W. H. Hulsey, John Blair, J. R. Ashworth, J. M. Bosworth, T. E. Walker, J. C. Beck, T. J. Boyd, E. A. Wemer, J. C. Armstead, Ed. Holland, Joel S. Yarbrough, A. Classett, W. M. Wilson, W. B. Richards, C. R. Hanleiter, L. Richardson, Noah R. Fowler, John T. Glenn, Dr. T. T. Key, W. P. Harris, R. F. Maddox, C. Bridwell, W. L. Abbott, N. A. McLendon, C. Kernodle, John C. Whitner, A. Lambert, Dr. J. F. Alexander, J. W. Rucker, John Alexander, S. T. Johnson, H. W. Broxton, B. F. Abbott, R. A. Saye, Dr. D'Alvigny, John Ficken, T. H. Williams, L. C. Wells, John A. Doane, L. L. Abbott, D. A. Cook, E. T. Hunnicutt, Dr. S. T. Biggers, J. E. Williams, W. L. Ezzard, William A. Fuller, G. W. McArthur, T. P. Flemming, S. B. Oatman, Ezra Andrews, J. T. Woodruff, A. J. Buchanan, Green B. Roberts, Er Lawshe, B. N. Williford, W. A. Haynes, C. W. Hunnicutt, Matt Walker, S. B. Hoyt, John G. Martin, W. G. Forsyth, D. B. Ladd, A. C. Ladd, W. A. Downs, John W. Wade, Sam Harris, E. Parsons, David Buice, Andrew Shaw, Harry Krouse, Augustus Shaw, John Classette, James Caldwell, Charles Heinz, James Craig,

G. T. Dodd, Phil. Dodd, John Glenn, W. G. Herndon, Thos. Hayne, C. H. Strong, L. M. Dimmick, Wm. McConnell, S. B. Love, C. M. Payne, William Forsyth, J. S. Oliver, James Toy, M. L. Lichenstadt, C. W. Brannan, M. B. Berry, A. S. Talley, T. G. Healey, D. U. Sloan, Henry Gullatt, G. Johnson, A. G. Chisolm, F. M. Richardson. shows that they have associated themselves together under the name of

THE PIONEER CITIZENS' SOCIETY OF ATLANTA,

and they desire to become a body corporate under said name, with power to govern themselves by such constitution, rules and by-laws as they may from time to time make and ordain. The principal office of said Society to be in the City of Atlanta. The objects and aims of said Society is not pecuniary gain to its members, but are

1. The collection and preservation of important historical facts and incidents connected with the founding of the City of Atlanta, its early and later growth; and the publication from time to time of such narrations as may seem to instruct and interest the public.

2. The establishment of a museum of interesting relics of the past.

3. The cultivation of a social, charitable and benevolent feeling and sentiment among the members.

Your petitioners pray that they may have authority to receive donations, to make purchases and effect alienations of realty or personalty, not for purposes of trade or profit, but for promoting the general design of said Society, and to look after the general interest of said Society.

Wherefore petitioners pray that they, their associates and successors be granted such corporate powers as may be suitable to said enterprise and not inconsistent with the laws of said State nor violative of private rights, and with such other rights as are conferred by the laws of said State, and that the Charter hereby sought shall continue in force for twenty years.

Petitioners will ever pray, etc.

B. F. ABBOTT, Attorney for Petitioners.

Filed in office October 29th, 1891.

In consideration of the within petition, it is ordered by the Court that the petitioners, their associates and successors be and they are hereby incorporated under the name of THE PIONEER CITIZENS' SOCIETY OF ATLANTA, for the full term of twenty years, with all the rights, powers and privileges specified in the petition, and with such other powers, rights, and privileges conferred by law on corporations of like character.

MARSHALL J. CLARK, Judge.

In open Court, October 29th, 1891.

STATE OF GEORGIA, FULTON COUNTY.

I, G. H. Tanner, Clerk of the Superior Court in and for said County, hereby certify that the within and foregoing is a true copy of the petition and order granting Charter to THE PIONEER CITIZENS' SOCIETY OF ATLANTA, as appears of file and record in this office.

Witness my hand and the seal of said Court, this the 25th day of November, 1891.

(SEAL.) G. H. TANNER, Clerk Superior Court,
Fulton County, Georgia.

CONSTITUTION.

1. This organization shall be called the PIONEER CITIZENS' SOCIETY, OF ATLANTA.

2. All citizens who resided in Atlanta in 1860, and who have since resided continuously in said city shall be eligible to membership; and Pioneer Citizens who resided in Atlanta in 1860, but whose residence has been broken by residence in other places, provided they be bona fide citizens of Atlanta at the time the application for membership is made.

3. There shall be a President and five Vice-Presidents, a Secretary and Treasurer, Historian and Chaplain of said Society, whose duties shall be prescribed by the By-Laws. There shall also be a Board of Directors, which shall consist of seven members of the Society, whose duties shall likewise be prescribed by the By-Laws. All of said officers shall hold their respective offices for such period of time as the Society shall fix and determine.

4. The objects and purposes of said Society shall be:

(1) The collation and preservation of important historical facts and incidents connected with the founding, the early and later growth of the city, and the publication from time to time of such historical narrations as may serve to instruct and interest the public.

(2) The establishment of a museum of interesting relics of the past.

(3) The cultivation of a social, charitable and benevolent feeling and sentiment among the members.

5. All citizens who shall have resided in the city of Atlanta or suburbs for at least thirty years from the time they attained their majority shall be eligible to membership in the future, if otherwise qualified; and all citizens who have resided in Atlanta or suburbs for forty years (but who had not reached their majority in 1860) next proceeding their application shall be eligible to membership as junior members of the Society two third vote of the members present and voting.

6. Amendments to this constitution may be made in the following manner:

Any proposed amendment shall be first reduced to writing and the same shall be read at a regular meeting, before action is taken thereon. If two-thirds of all members present and voting shall vote for such amendment it shall then become a part of this constitution.

MEMBERS OF THE PIONEER CITIZENS' SOCIETY OF ATLANTA, GEORGIA, 1902.

Abbott, B. F.

Abbott, L. L.

Abbott, W. L.

Adair, Geo. W.*

Alexander, Dr. Jas. F.*

Alexander, John*

Andrews, Ezra

Ashworth, J. R.

Armstead, J. C.

Anderson, Jas. A.

Adams, A. Q.

Austell, W. W.

Angier, Edgar A.

Baker, John

Bennett, B. F.

Berry, M. R.

- | | |
|--------------------------|------------------------|
| Biggers, Dr. S. T. | Chisholm, J. Perry* |
| Bleckley, Judge Logan E. | Collins, Jas. D. |
| Bosworth, J. M. | Clarke, Thos. M. |
| Boyd, J. T. | Cook, J. J. |
| Branan, C. W. | Capin, George* |
| Bridwell, C.* | Corrigan, Michael* |
| Broxton, H. W.* | Clayton, T. A. |
| Buchanan, A. J. | D'Alvigny, Dr. Charles |
| Bruice, David* | Dimick, L. M.* |
| Bell, James | Dodd, Green T. |
| Bosworth, J. L. | Dood, Philip* |
| Bellingrath, Albert | Doane, John A.* |
| Barnwell, V. T. | Downs, Wm. A. |
| Bender, C. H. | Daniel, John B. |
| Berry, E. M. | Dooley Martin H.* |
| Bray, W. M. | Davis, Rev. L. B. |
| Bain, Donald | Deihl, Albert H. |
| Buchanan, Jas. F. | Daniel, J. C. |
| Boyd, Wallace W. | Dunning, Volney |
| Brown, Julius L. | Durham, Dr. W. M. |
| Bell, James L. | Delkin, A. L. |
| Barker, George | Ellsworth, John H. |
| Collier, Jno. | Ezzard, Wm. L. |
| Cain, Jeff* | Emmell, Jacob |
| Caldwell, Jas* | Everett, Wm. S. |
| Calhoun, Wm. Lowndes | Ficken, John* |
| Chisohn, A. G.* | Fleming, T. P.* |
| Clarke, Lewis H.* | Forsyth, Wm.* |
| Classett, Andrew* | Forsyth, Wm. G. |
| Classett, John | Fowler, Noah R. |
| Cook, David A. | Fuller, Wm. A. |
| Craig, James | Fox, Amos |
| Crankshaw, Hamilton | Farrar, Robt. M. |
| Chase, Prof. Thos. M. | Frizzell, W. H. |
| Caldwell, John A. | Glenn, John* |
| Clarke, Edward Y. | Glenn, John T.* |
| Collier, John W. | Gullatt, Henry |
| Crawford, R. H. | Grubb, W. L. |
| Connally, Dr. E. L. | Gaither, Frank T. |

- Hall, Levi H.*
 Hammond, N. J.*
 Hanleiter, C. R.*
 Hanleiter, Wm.
 Hape, Samuel
 Harris, Sam
 Harris, W. P.
 Hayne, Thomas*
 Haynes, W. A.*
 Healey, Thos. G.*
 Heinz, Charles
 Hendrix, John C.
 Herndon, Wm. G.
 Holland, Ed
 Hornady, Rev. H. C.*
 Hoyt, Sam B.*
 Hoyt, Darius*
 Hulsey, Wm. H.
 Hunnicutt, E. T.*
 Hunnicutt, C. W.
 Hulbert, W. W.
 Holliday, Geo. H.
 Howell, Evan P.
 Hillyer, George
 Haynes, Wm. A.*
 Hall, John T.
 Howell, Clark, Sr.
 Howell, Albert, Sr.
 Hammond, Geo. H.
 Houston, W. J.
 Hope, Geo. M.
 Ivy, B. S.*
 Inman, W. P.
 James, John H.
 Johnston, G.
 Johnston, S. T.
 Joyner, W. H.
 Johnson, John N.
 Johnson, Mark W.
 Jordan, Warren
 Johnson, R. J.
 Jones, Chas. —*
 Kernodle, C.
 Key, Dr. T. T.
 Krouse, Harry
 Kontz, Anton L.
 Ladd, A. C.*
 Ladd, D. B.*
 Lambert, A.*
 Lawshe, Er.*
 Leyden, Austin*
 Lichtenstadt, M. L.*
 Longley, B. F.*
 Love, S. B.
 Loyd, James W.*
 Larendon, W. S.
 Langston, T. L.
 Lowe, Wm. B.*
 Lowry, Robert J.
 Love, J. R.
 LaFontaine, J. A.
 Langston, Jep.
 Lynch, James*
 McArthur, F. W.
 McConnell, Wm.
 McLendon, N. A.
 McLin, J. J.*
 McBride, A. J.
 McDuffie, B. F.*
 McAfee, W. W.
 McCarley, Thos. J.
 Maddox, Robert F.*
 Martin, John G.
 Mayson, J. R.
 Mecaslin, John H.
 Mills, Frank*
 Murphy, Anthony
 Murphy, Ed. C.

- Middlebrooks, W. M.
 Molley, E. D. L.
 Maddox, Chas. K.
 Mitchell, I. S.
 Mynatt, Pryor L.*
 Marsh, Edward W.*
 McDaniel, Henry T.*
 Mabra, Milus J.
 Mayson, T. C.
 Markham, Marcullus
 Morris, T. A.
 Moore, B. F.*
 Mays, John P.*
 Norcross, Hon. Jonathan*
 Oatman, S. B.
 Ogletree, Geo. T.*
 Oliver, J. S.*
 Overby, B. H.
 Orme, A. J.*
 Pitchford, Daniel*
 Parsons, Edward*
 Parish, J. R.
 Payne, C. M.
 Peck, John C.
 Parker, A. M.
 Porter, J. H.*
 Payne, Warren D.
 Powell, Dr. Thos. S.*
 Powell, J. J.*
 Payne, Ed. T.
 Peck, Frank H.
 Peck, John B.*
 Pilgrim, Isaac B.
 Perkins, J. O.
 Pease, P. P.*
 Russell, W. A.*
 Ryan, John*
 Rawson, Ed. E.*
 Rice, Frank P.
 Richards, W. B.*
 Richardson, F. M.*
 Richardson, Levi*
 Roberts, Green B.
 Robinson, W. P.
 Rucker, J. W.*
 Reeves, Jas. F.
 Roy, Dr. G. G.*
 Robinson, R. J.
 Renard, Joseph F.
 Rogers, John C.
 Robertson, E. A.
 Reed, Wallace P.
 Ryan, Frank T.
 Reed, Thomas*
 Root, Sidney*
 Saye, R. A.
 Shaw, Augustus
 Shaw, Andrew*
 Stewart, George*
 Sloan, D. W.*
 Strong, Cicero H.*
 Schwan, Jacob
 Stewart, Andrew P.
 Saye, W. L.
 Sterchi, Jas. H.
 Shearer, W. C.
 Scott, Rev. W. J.*
 Simpson, F. M.
 Smith, J. W.
 Shickan, J. J.
 Smith, Zack H.
 Saunders, Wm. C.*
 Silvey, John*
 Talley, A. S.*
 Toy, James M.*
 Turner, W. H.*
 Thomas, Col. L. P.
 Thurman, Dr. F. D.*

Thrasher, J. S.	Winship, George
Todd, J. C.	Wilson, Dr. Henry L.
Thurman, Ben*	Wallace, A. M.*
Thrower, J. L.	West, A. J.
Wade, John W.	Wylie, Jas. R.
Walker, Matt*	Winter, J. L.
Walker, Thos. E.	Walker, B. F.*
Welch, George*	Walker, J. F.
Wells, Levi C.*	Westmoreland, Robt. W.
Werner, E. A.*	Wood, Thomas
Whitner, John C.	Williams, W. F.
Williams, Jas. E.*	Wells, A. P.
Williams, Thos. H.	Woodruff, J. W.
Williford, Ben N.	Whidby, W. G.*
Wilson, A. N.*	Winship, Robert*
Woodruff, John T.	Yarbrough, Joel S.
Wilson, W. M.	Younge, John

* Deceased.

CONCLUSION.

(By the President of the Society.)

*“Should auld acquaintance be forgot
And never brought to min’?
Should auld acquaintance be forgot,
And days of o’lang syne?”*

The sentiment expressed in the above lines of the immortal Burns inspired the preparation and publication of the foregoing imperfect history of the Pioneers of Atlanta.

As one of the few survivors of the early settlers it has been to me a source of much pleasure, at the same time mingled with sadness, to call to mind, through the instrumentality of this little book, the old scenes of the past—some of them long since forgotten, and many of my old friends and companions, the most of whom, after life’s labor fitly done, and are now sleeping their last sleep, awaiting the Resurrection. There are

certain elements of character absolutely essential in the Pioneer who goes before to clear the way for others. Bravery, sturdiness, fidelity, strength and intelligence are indispensable, and sacrifices of every kind must necessarily be made. It is apparent that these qualities were possessed to an unusual degree by our old citizens, who overcame all obstacles in the laying of the foundations of this great city. It has been said that every citizen of Atlanta carries a horn with him and blows it on all occasions. This custom came by inheritance from the old settlers who in the forties proclaimed to the world the glories of Terminus and Marthasville. The history of Atlanta is remarkable in the fact that it may be said to have had two beginnings; one when the sturdy men of old cleared away the forest, builded the rough cabins, tilled the fields and inaugurated trade, manufacturing, professional and other business pursuits; the other, when after its ruin and destruction following the great war between the states, her citizens returned and with unconquerable spirits rebuilt her waste places. For the first should we not invoke rest and happiness and friendship and love for each other, during the years of their closing lives, and for the second, continued success in the great work of pressing on with undiminished energy and foresight in developing and governing this, already splendid young city, with the final injunction that whilst exercising their full energies and practical work, they should never forget that they will ever have with them the aged, the suffering and the poor, and that charity, blessed charity, the Queen of Heaven and Earth, should rule in gracious majesty, and like the dews of Heaven, fall everywhere.

