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George Kegley

Editor of the JOURNAL

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First three decades

Roanoke history as recorded in 1912

Through the valleys of East Tennessee and Southwest Virginia ran the "Great Path" or Indian trail, which on account of its central position and direct course, was the most practicable route for communication between the Northern and the Southern Indians, as nowhere else could the great Appalachian Chain be so easily ascended and crossed.

Its course lay along the older portion of the town of Salem, crossing Mason's Creek just north of Pitzer's Cliff, thence across the hills to Peters Creek to a point near the old town of Gainsborough, where it diverged into two branches, the one running eastward by way of Bonsack and Coyner's Springs, crossing the Blue Ridge at Buford's Gap; while the other route of travel passed by Cloverdale, through Botetourt County, and thence down the valley.

In later years, after white settlements had been established, there was a slight divergence from both the Valley and the Eastern trail, in order that the pioneers traveling westward might reach "Belmont," the home of Colonel William Fleming, situated on the east bank of Tinker Creek.

Near the point of divergence of the great Indian trail was a free flowing spring of water, and this spot naturally became the camping ground, not only for the Indians during their expeditions, but later for the pioneers and settlers while on their way to new homes in the valleys west of the Blue Ridge.

It has been estimated that during the days of pioneer life in Southwest Virginia no less than sixty-eight thousand persons camped from time to time in the vicinity of this spring, which is located in the northeast section of Roanoke City and is known as the Franklin Mineral Spring.

Nearby was a large saline marsh to which deer and other animals came to procure salt, and as it was the largest deer lick of the kind in this part of the country it became known to the early settlers as the "Big Lick."

Consequently, when a settlement grew up nearby, it also took the name of Big Lick and was a convenient stopping-place for wagoners in early pioneer days.

Building of Gainsborough

The first practical effort to establish a town in the vicinity of Big Lick was the building of Gainsborough, which derived its name from

These excerpts from the 1912 HISTORY OF ROANOKE COUNTY, ROANOKE CITY AND THE NORFOLK AND WESTERN RAILWAY CO. by George S. Jack and E. B. Jacobs are used with the permission of Miss Audrey Jack, daughter of George Jack.

Kemp Gaines, who owned the land on which it was built.

In 1825 it was but a mere hamlet consisting of two frame buildings on the Southwest corner of the Lynchburg Turnpike and the Franklin Road.

Afterward, when it had grown into a village with two churches, several stores and a blacksmith shop, it was designated "Old Lick" to distinguish it from the new village which had sprung up around the depot a short distance south and which assumed the name of Big Lick.

The nucleus of the latter settlement was the stone house built by William Stover in the year 1797, this date being marked on the wall at the time of its construction, according to an old-time custom.

This house and the surrounding farm afterward became the property of John Trout and was his home at the time of his death.

The Ponce de Leon hotel has been erected on the site of the old Trout house, and a portion of the stone wall is still standing and composes a part of the rear building of the hotel.

Prestonville

Shortly after the war of 1812 a scheme was projected by a company called the Roanoke Navigation Company, the object being to make the Roanoke River navigable by means of dams and sluices from Weldon, North Carolina, to Salem, Virginia. The plan also contemplated the opening of Tinker Creek for navigation from the point where it empties into the Roanoke River to the crossing of Tinker Creek by the Lynchburg and Salem turnpike, about a mile above the Crozer Furnace. It was the intention of the Company to build a town at this point, to be known as Prestonville, and a tract of land was purchased and laid off into lots, a portion of which had been sold when the whole undertaking was abandoned on account of financial reverses sustained by the men who had organized the Company.

Big Lick's boom in 1834

During the year of 1834 another town scheme was organized by citizens of Big Lick, who laid off a town into lots, streets and alleys, and in May of that year an auction sale was held which was largely attended by people from all parts of the county. The promoters, however, disagreed about the business of the Company, with the result that this second attempt to build a town in this vicinity was also abandoned.

Therefore, the city of Roanoke is the result of the third effort to build a city in this immediate section.

Big Lick incorporated

When Roanoke County was formed in 1838 there was a strong sentiment in favor of making Big Lick (the Old Lick) the county seat on account of its central location, but after due consideration Salem was selected, and as a portion of Montgomery County was afterward added to

Roanoke County it made Salem the more central point.

In 1838 there were but three houses in the new Big Lick, and not until 1852 (when the railroad came) did the place begin to show signs of growth, when several new buildings were erected.

In 1853 a blacksmith shop and a small office building were erected, and here improvements ceased, with the exception of the building of the Virginia & Tennessee depot, until 1858, when the first tobacco factory was built.

In 1870 several dwelling houses were built but there was little progress or development until the incorporation of Big Lick as a town in 1874.

In 1874 the land on which the city of Roanoke is now built was owned by John Trout, Peyton L. Terry, Isham M. Ferguson, Mrs. Jane Lewis, Col. Geo. W. Carr, Ferdinand Rorer and Benjamin T. Tinsley. The latter owned all the land between the Carr farm and Franklin Road, which he afterwards sold to Peyton L. Terry. The farm had been the property in former years of William M. Peyton, whose residence was known as "Elmwood." The Rorer farm, lying on the east side of Commerce Street, and for the most part south of Campbell Avenue, belonged for many years before the war to John Shirey. The eastern part of the city is built on the Carr and Ferguson farms. On February 28th, 1874, the town of Big Lick was incorporated with John Trout as Mayor, and Ferdinand Rorer, Isham M. Ferguson, Peyton L. Terry, James M. Gambill, Dr. James McG. Kent and William Raines as Councilmen.

The act of incorporation gives the boundaries as follows:—

"Commencing at the depot of the Atlantic, Mississippi & Ohio Railroad in said town, and extending therefrom one-half mile north, east, south and west, and embracing the area contained therein, with the exception of the land of Mrs. Jane Lewis, which shall be excluded from said Corporation."

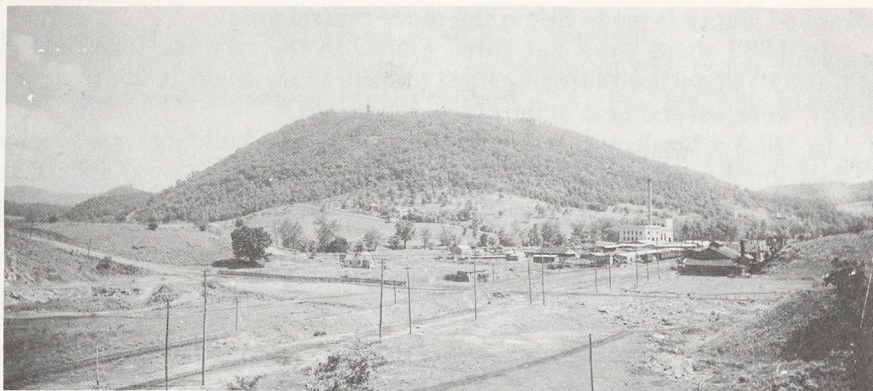
At this time the business houses were located mainly on both sides of Commerce Street.

In 1876 there were in the town three churches, Lutheran, Methodist and Presbyterian, seven drygoods stores, one drug store, one bank, five tobacco factories, three tobacco warehouses, one plaster and flouring mill, one foundry, one tinware manufactory, one harness manufactory, one wagon and plow factory, two blacksmith shops, two photograph galleries and three saloons. Land around Big Lick could have been purchased at that time for the sum of \$30.00 per acre.

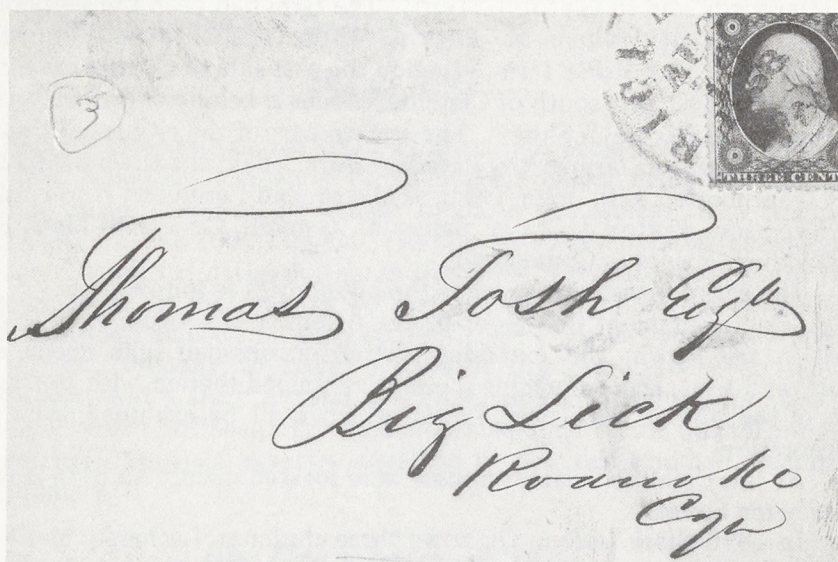
The building of the Shenandoah Valley Railroad

In 1881 when the first intimation came of the building of the Shenandoah Valley Railroad, Big Lick was a thriving town of six or seven hundred population and there had been a few more additions to the manufacturing and general business interests of the place.

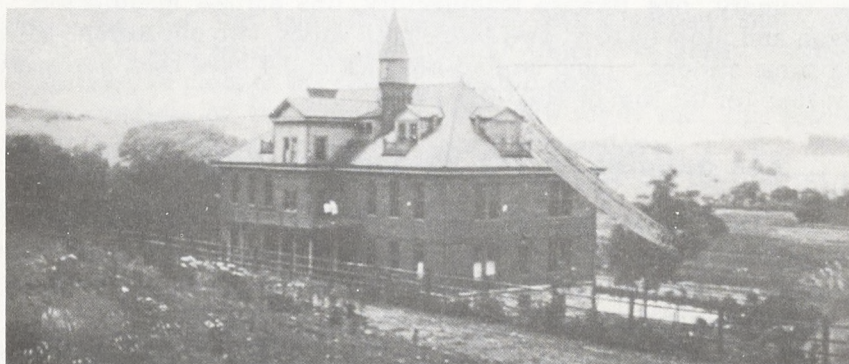
At this point in the history of the city of Roanoke, Philadelphia capitalists, who had bought and taken charge of the Shenandoah Valley Railroad, which had been built at that time as far south as Waynesboro,



Homes and businesses in Southeast Roanoke were still a dream when this photograph of Mill Mountain was taken, probably about 1900. From a collection of the late Paul S. Stonesifer.



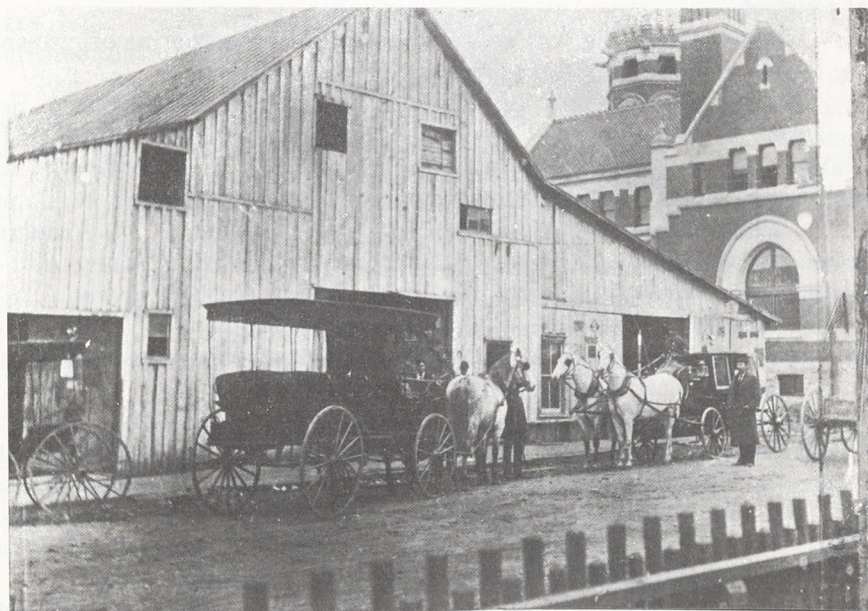
An envelope was addressed to Thomas Tosh Esq., a leading Big Lick citizen, in 1858.



The Roanoke Hospital, a forerunner of Roanoke Memorial Hospitals, was started in 1893. This view appeared on a 1909 postcard.



Wagons were an important part of the C. W. Francis Lumber Co. coal and wood yard.



W. H. Horton's livery stable stood at the southeast corner of present First Street and Kirk Avenue, S.W. At right is the old city post office.

determined to make a connection with the Norfolk & Western Railroad, which was then in the hands of a receiver.

They sent their agents and engineers to this section to select the most available point for a junction.

It is a well known fact that the most important event in the history of Roanoke was the advent of the Shenandoah Valley Railroad.

On a bright morning in June, 1881, a number of citizens of Big Lick gathered in front of a little building on the Southeast corner of Commerce Street and what is now known as First Avenue.

A branch of the Lynchburg Trust Company conducted a banking business on the second floor of this building, which was one of the principal business structures at the time.

Peyton L. Terry had just returned from Salem with news of the fact that negotiations between representatives of the Shenandoah Valley Railroad and citizens of Salem for bringing the terminus of the road to that point had proved unsuccessful.

While the matter was being discussed, Peyton L. Terry remarked that if a subscription of only \$10,000 was required, there was no reason why that sum could not be promptly raised, and the terminal secured for Big Lick.

Among others in the party were T. T. Fishburne, Henry S. Trout, James M. Gambill, Col. Geo. P. Tayloe, E. G. McClanahan and the Rev. L. L. Loyd, the last named being the young pastor of the Methodist Church.

The result of this discussion was that a meeting was decided upon, and the "Big Lick Weekly News" printed posters which announced a meeting to be held that night at the "Neal House" for the purpose of devising plans whereby Big Lick might secure the terminal of the new line of railroad.

When the meeting was called to order quite a gathering of citizens of Big Lick had responded to the call.

Among those present were Peyton L. Terry, T. T. Fishburne, Henry S. Trout, S. W. Jamison, Col. Geo. P. Tayloe, Ferdinand Rorer, M. C. Thomas, Elijah G. McClanahan, John Trout, Capt. R. B. Moorman, R. H. Fishburne, J. M. Gambill, Isham Ferguson, W. H. Startzman, C. W. Thomas, G. A. Turner, John Kefauver, B. P. Huff, J. W. Neal, D. M. Armstrong, Marshall Waid, Samuel Griggs, Dr. Francis Sorrel, W. K. Andrews, Dr. Jos. A. Gale, Q. M. Word, Lucian H. Cocke, Major Andrew Lewis, A. McD. Smith, Dr. A. Z. Koiner, A. S. Asberry, F. B. Thomas, William Raines, P. W. Huff, J. A. Jamison, T. M. Barksdale, Armistead Neal, Richard Kefauver, C. M. Turner, G. T. Rhodes and L. B. Taylor.

After some preliminary discussion, it was agreed that a tender of \$10,000 would be necessary to secure the rights of way and defray other expenses incident to locating the terminal at Big Lick, and the question of how the sum could be promptly subscribed was taken up. It was recognized that prompt action was necessary and the question as to who would subscribe was put to the meeting.

T. T. Fishburne was the first to reply and pledged a subscription toward the cash bonus necessary to secure the road for Big Lick. A committee was immediately named for the purpose of raising the requisite

amount of \$10,000 and in a few hours that sum had been subscribed, Peyton L. Terry and Ferdinand Rorer being specially active in the work of raising the fund.

Joseph I. Doran and other representatives of the Shenandoah Valley Railroad were at that time in Lexington, considering the question of a point of connection for the road with the Norfolk & Western, and no time was lost by the enterprising citizens of Big Lick in placing their proposition before this committee.

In order to accomplish this promptly, Charles W. Thomas was deputized a special courier to convey the papers pledging the subscription of \$10,000 as a cash bonus offered by the citizens of Big Lick to secure the terminal at that point. Mr. Thomas rode horseback throughout the night until he reached Arch Mills, where he delivered the papers to John C. Moomaw, who in turn carried them to Lexington, along with pledges which had been secured for a free right of way from Cloverdale to Big Lick, and delivered them to the committee which was in session at the time of his arrival.

The members of the committee were strongly impressed by the progressive spirit shown by the citizens of the little village, and Col. U. L. Boyce who was one of the committee, as well as a prime mover in the project to build the road, remarked with emphasis, "Gentlemen, this brings the road to Big Lick!"

The proposition was accepted, and Big Lick was made the connecting point of the Shenandoah Valley and the Norfolk & Western lines of railway.

A few months after it had been determined to bring the Shenandoah Valley line to a junction with the Norfolk & Western at Big Lick, a visit was made to the town by Frederick J. Kimball and others associated with him in the project of building the road, and a meeting was held in the old Rorer Hall, which was largely attended, as the citizens were intensely interested in the matter.

The "Big Lick Brass Band" furnished the music for the occasion, and many enthusiastic addresses were delivered. Col. U. J. Boyce predicted that within three years the town would have a population of five thousand, and at that time his statement was regarded as extremely visionary. Yet in January, 1884, in less time than he had specified, the population of the town had increased to five thousand two hundred and seventy-six.

W. W. Coe, now General Manager of the Pocahontas Coal and Coke Company was Chief Engineer of the Shenandoah Valley Railroad during its construction from Hagerstown to Roanoke, and D. W. Flickwir was his principal assistant in charge of the work of construction from Loch Laird (now Buena Vista) to Big Lick.

These officers of the road also planned the shops at Roanoke, the Hotel Roanoke and other important buildings along the line, and Mr. Coe was consulted in matters pertaining to laying out the future city of Roanoke.

The name of Big Lick changed to Roanoke

Shortly after this date another meeting was held in the old Rorer Hall

building, until recently standing on the northeast corner of Campbell Avenue and Roanoke Street, for the purpose of selecting a new name of the town.

Some of those present suggested the name of "Kimball" in honor of Frederick J. Kimball, president of the Shenandoah Valley Railroad.

T. T. Fishburne suggested "Roanoke," and after some discussion it was decided to telegraph to Mr. Kimball and ascertain his wishes in the matter. Mr. Kimball at once replied, "By all means adopt the name of 'Roanoke'."

This was done, and when a new charter was granted and the territorial limits of the town were extended by Act of the Virginia Legislature February 3d, 1882, the old name of Big Lick was changed to that of Roanoke.

It developed, however, that a minor post office in Virginia already bore the name of Roanoke, but Henry Fink, who was at that time Receiver of the Norfolk & Western Railroad, succeeded in having a change made by the Postal authorities whereby the town of Big Lick was enabled to assume the name of Roanoke.

The boundary lines as defined by the act of February 3d, 1882, are as follows:— "Beginning at the Norfolk & Western bridge at Tinker Creek; thence a due line south to the Gish's mill road; then with said road west to the forks of road leading into the lands of Col. Geo. P. Tayloe; thence a straight line southwest to the Franklin turnpike at a gate upon the lands of Mrs. Jane Lewis, on the road leading into the land of S. H. Gish; thence a straight line to the southwest corner of the land of William Taylor; thence due south to Roanoke River; thence with said river to the line of F. Rorer's and John N. Shaver's land; thence with said Rorer's and Shaver's land north to the Norfolk & Western Railroad; thence east to the land of Q. M. Word; thence to the line of H. S. Trout, R. B. Moorman and E. H. Ingle; thence with the lands of said R. B. Moorman and E. H. Ingle north to the Lynchburg and Salem road; thence with said road east to the road leading to Watts' mill; thence with said road to a spring near the mill; thence a straight line to the lands of Mrs. Lucy Campbell at the corner of the land of Henry Langhorne; thence east to said Mrs. Lucy Campbell's land to the corner of the lands of J. B. Muse and Dr. Miller; thence with the line of said Muse and Miller to the Lynchburg and Salem roads; thence with the south side of said road to the corner of the land of said Muse and Miller; thence with the land of said parties to the lands of the Roanoke Land and Improvement Company; thence with the lands of said Company and J. B. Muse to Tinker Creek; thence south with said creek to the bridge of the Norfolk & Western Railroad Company over Tinker Creek to the beginning. " On June 18, 1882, the Shenandoah Valley Railroad was completed and on the following day the first train passed over the line from Hagerstown, Maryland, to Roanoke.

Roanoke incorporated as a city

On January 31st, 1884, by an act of the Legislature, Roanoke was incorporated as a city, the population at that time being over five thousand,

and John H. Dunstan was chosen as the first Mayor under the new charter, with a City Council consisting of twelve members.

A meeting of the citizens had been held on January 18th, at which time the result of an enumeration showed a population of five thousand two hundred and seventy-six, and on motion a committee composed of Thomas M. Wood, M. C. Thomas and William Gordon Robertson was appointed to prepare a charter, in order that the town of Roanoke could be incorporated as a city.

On January 31st, 1890, the city limits were again extended by an act of the Legislature.

Early progress of the city

Following the incorporation of Roanoke as a city a Hustings Court was inaugurated and William Gordon Robertson was elected as the first Judge of this Court. In August, 1881, prior to the completion of the Shenandoah Valley Railroad to Roanoke, the Roanoke Land and Improvement Company was formed, and land was purchased and laid off into lots which sold at that time at prices ranging from \$100 to \$500. In fact one acre of the land that is embraced in the section through which Salem Avenue runs from Jefferson street to Commerce street, was sold to William Routt by John Trout for the sum of \$500.

The first great industry established was the Roanoke Machine Works in 1882, with a capital of \$5,000,000, employing at that time about one thousand men.

The building of this plant and the erection of houses by the Roanoke Land and Improvement Company gave an impetus to business of every character, and substantial and rapid growth resulted.

This was checked in some degree during 1884 when a general business depression prevailed, but the shops secured a contract from the New York, New Haven & Hartford Railroad for the building of five hundred freight cars, which enabled them to continue work and thereby relieve the local situation.

This period of depression was succeeded by one of steady progress, and among the industries which were soon established were the Crozer Iron Company's Furnace, the Norwich Lock Works, Duval Engine Works, Bridgewater Carriage Works, American Bridge Works, Rorer Iron Works, West End Furnace and numerous other enterprises representing various classes of industry.

By an act of the Legislature approved February 12th, 1892, a new charter was granted the city of Roanoke and the boundry lines were defined.

This charter also made provision for a board of public works, a police justice, a city auditor, and also place the power of veto in the hands of the Mayor.

Boom days

To one who has never lived in a town which was undergoing a process



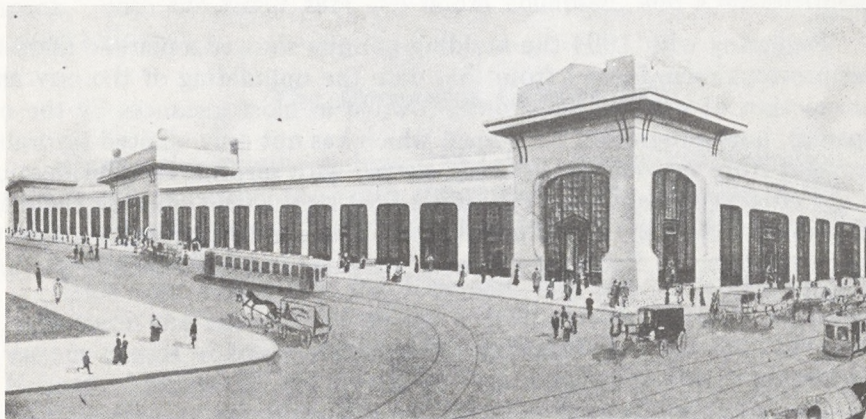
An early view of Hotel Roanoke from Jefferson Street



A parade scene at Commerce (now Second) Street and Salem Avenue, looking south toward Greene Memorial Methodist Church, on a 1907 postcard.



The Academy of Music, Roanoke's cultural center from 1892 to 1952. The nation's leading musical and theatrical performers appeared at the Academy on Salem Avenue, Southwest.



The Randolph Street Market was located just east of the Williamson Road bridge over the Norfolk and Western Railway. Razed years ago, the concrete building was constructed for \$132,000 in 1907. It had spaces for 20 retail stores, 45 stalls and three wholesale rooms.

of development commonly termed a "boom," the general conditions obtaining at such times are scarcely conceivable.

The haste and bustle, promiscuous buying and selling, quick changes in ownership of property, with the feverish excitement prevailing, all attest the fact that the place is on a "boom."

During 1882 Roanoke experienced its first period of rapid development, the second occurring in 1885 and the last in 1889. Each of these years marked the beginning of a condition of affairs when land companies were organized almost daily, large tracts laid off into town lots, storehouses and dwellings erected in all parts of the city, with speculation in real estate the dominant feature of all business transactions.

As late as 1891, Salem Avenue had no permanent paving, and it was a common thing to see vehicles during rainy weather traveling hub deep in the mud of the street. The Volunteer Fire Company found it necessary at times to use the sidewalk on Salem Avenue to haul their two-wheeled hand hose reel on account of the condition of the street. This, in fact, was the general state of affairs prevailing throughout the city, as speculation in town lots was made without regard for present or prospective improvements; the sole object seeming to be that of buying property, and disposing promptly at an increased price.

Values during these "boom" periods were consequently inflated beyond all reason, and when the inevitable reaction occurred, many who had "overloaded" with unimproved real estate were forced to sell at sacrifice prices and often had deficiency judgments entered against them.

These serious changes in realty values necessarily affected business conditions during the process of adjustment, and for many years there was a feeling of uncertainty and a lack of confidence in the stability of Roanoke institutions that interfered in some degree with the substantial progress of the city. Furthermore, for many years the population of Roanoke was of a migratory character, and the people did not as a rule own their own homes.

Beginning with 1904 the building permits showed a marked increase over previous records, and from that date the upbuilding of the city and the erection of comfortable homes (owned in most instances by the occupants), have progressed on a scale which has not only elicited favorable comment from visitors, but has been viewed with surprise and gratification by the citizens themselves. Values are now permanent, and the financial condition of the city and the stability of its institutions are a guaranty that investments in Roanoke property are safe, and a satisfactory income assured.

Further progress

From 1882 when the Roanoke Machine Works were established in the city, the history of Roanoke presents an unbroken record of expansion and progress in all channels of trade, manufacturing and general development.

There were, of course, periods of depression, some of which were caused by conditions that affected business throughout the whole country,

and it was only to be expected that Roanoke would suffer therefrom in common with other communities; but the panic of 1891 to '93 did not seriously retard the progress of the city, nor did that of 1906-'07, which in many quarters was so disastrous in its effects.

It is a notable fact that while banks in many other cities resorted to the issue of scrip during the depression in 1907, the financial institutions of Roanoke paid currency or coin at all times.

Following the merging of the Shenandoah Valley Railroad with the Norfolk & Western and the construction of branch lines of the company reaching out through the vast coal and mineral deposits of West Virginia, the city continued to grow in importance as wholesale houses made this point headquarters on account of the excellent transportation facilities afforded.

Roanoke, in common with many other cities throughout the country, passed through several experiences usually designated as "booms," and that of 1889-90 was the last which caused any disturbance of values or necessitated a serious readjustment of affairs.

It has often been remarked that a singular incident caused the citizens of Roanoke who were investing largely in real estate to take cognizance of actual conditions and call a halt in over-speculation. During the night of December 16th, 1890, snow began to fall, and by morning it had reached a depth of thirty-seven inches, something unprecedented in the history of the city. The streets and roads were practically impassable for a time, as much moisture had fallen with the snow, making it unusually heavy.

People were busily engaged in removing the snow from the roofs of houses, several of which caved in, among them the roof of a livery stable and that of the blacksmith shop at the Roanoke Machine Works, where a man was killed.

Business was practically suspended, so far as real estate transactions were concerned, and for several days people had an opportunity to "take stock," with the result that the boom collapsed, and a readjustment of values followed.

The Decennial Celebration

During the month of June, 1892, the "Decennial Celebration" was held, commemorating the tenth anniversary of the changing of the name of Big Lick to that of Roanoke and the location of the Roanoke Machine Works in this city.

This was a gala day for Roanoke, and was an occasion of much enthusiasm and interest. There was a street parade with floats representing various classes of trade, secret orders in full regalia, and employees of the Roanoke Machine Works in uniform, representing the several departments of this great enterprise. The parade was reviewed from the Norfolk & Western office building by Frederick J. Kimball, President of the road. There were also entertainments of various kinds, speech-making, and a general celebration commensurate with the progress already achieved and the brilliant prospects for the city's future.

Building of the Roanoke & Southern Railroad

During the Fall of 1886, John C. Moomaw of Roanoke County rode over the line from Roanoke to Greenville, N. C., enlisting the interest and support of various communities in the project of building a new line of railway.

These efforts culminated in a mass meeting which was held in Roanoke in the Spring of 1887, when the Roanoke & Southern Company was formed.

Delegations from various localities were in attendance, and presented their claims and advantages to the directory which had been chosen for the new organization. D. F. Houston was president of the new company and among the directors were H. S. Trout, P. L. Terry, S. W. Jamison, John C. Moomaw, E. H. Stewart and Jas. S. Simmons. Among others who were actively engaged in the work of bringing the road to Roanoke were T. T. Fishburne, J. W. Boswell, R. A. Buckner, J. F. Wingfield, H. Q. Nicholson, R. H. Woodrum, L. L. Powell, R. H. Gray, Herbert J. Browne, J. A. Pugh and Dr. J. D. Kirk.

Shortly after this meeting the Roanoke & Southern of North Carolina was formed with F. H. Fries, President, and R. J. Reynolds, J. W. Hanes, W. A. Lemly, C. B. Watson, J. W. Fries, C. H. Fogle and others as directors.

These two corporations were subsequently consolidated, and D. F. Houston was elected president, the united boards constituting the directory.

The work of construction was begun in the county of Henry by using convict labor, but it soon became evident that the work could not be completed in this way, and the Virginia-North Carolina Construction Company was formed during the Fall of 1887.

This company contracted to build the line for the subscriptions and assets of the Roanoke & Southern Railroad.

F. H. Fries was made President of the Construction Company, and it was planned to build the road in three sections: Section A being from Winston-Salem to Martinsville, Section B from Martinsville to Roanoke, and Section C from Winston-Salem south to some point on the Seaboard Air Line.

Throughout the next four years the work of construction progressed, and the line was completed from Winston-Salem to Roanoke, a distance of 122 miles, in January, 1892.

Before the completion of the road, Col. D. F. Houston's death occurred, and Henry S. Trout succeeded him as President of the Roanoke & Southern Railroad, and acted in that capacity, with S. W. Jamison as Secretary and Treasurer, until the road was acquired by the Norfolk & Western.

The Roanoke & Southern Railroad was opened for traffic between Winston-Salem and Roanoke in March, 1892, and was almost immediately leased to the Norfolk & Western Railroad.

It eventually became the Winston-Salem Division of the Norfolk & Western System, and in 1910, the connecting link from Winston-Salem to Wadesboro on the Atlantic Coast Line was completed, this last portion of



A crowd turned out for a holiday photograph of the first Norfolk and Western Railway general office building at Shenandoah Avenue and Jefferson Street. The elaborate building burned on Jan. 4, 1896.

the work being done through the joint action of the Norfolk & Western and Seaboard Air Line. The present Winston-Salem Southbound Railway is the Section C projected by the men who planned the building of the Roanoke & Southern in 1886, and is the connecting link of a great trunk line of railway from Columbus, Ohio, to Charleston, S. C.

The importance of this new link of ninety miles from Winston-Salem to Wadesboro cannot be overestimated, as it completes an air-line from the great Pocahontas coal fields of West Virginia to the port of Charleston, and furnishes an additional outlet for an ever-increasing supply of the world's best grade of steam coal.

It also shortens the haul for fruits and early vegetables from southern points to Roanoke and adds to the importance of this city as a distributing point for farm products of every description.

The men who devoted their time and means to the work of making possible the building of the Roanoke & Southern Railroad performed a signal service for the City of Roanoke, and deserve credit for the foresight and energy displayed in an undertaking which resulted in lasting benefit to the community.

Spanish-American War, 1898

During the Spanish-American War Roanoke City placed two companies of infantry at the service of the country.

Company F of the 2nd Virginia Infantry, U. S. Volunteers, was commanded by Captain Robert F. Taylor, with James O. B. Palmer, First Lieutenant, and Homer G. Hogan, Second Lieutenant.

Company G of the 2nd Virginia Infantry, U. S. Volunteers, was commanded by Captain Ballard P. Hatcher, with William R. Engleby, First

Lieutenant, and John W. Hancock, Second Lieutenant.

Company F was mustered into the United States service May 12th, 1898, and mustered out of the United States service December 15th, 1898, one hundred officers and men.

Company G was mustered into the United States service May 11th, 1898, and mustered out of the United States service December 15th, 1898, one hundred and four officers and men.

The Virginian Railway built

In the early part of 1905 engineers in charge of the work of surveying the line of the Virginian Railway from Deepwater to the coast, came to Roanoke after having made several preliminary surveys, one of which ran the line through the city just north of the Roanoke River.

They were met by the citizens of Roanoke who showed a most cordial spirit toward the project to build the tracks of the new company through the city limits, and were assured of cooperation in the matter of securing a right of way at a fair price.

The city government granted a free right of way through property owned by the city on the route along the north bank of the Roanoke River, which enabled the Virginian line to enter the corporate limits.

An agreement was entered into and signed by business men and other citizens guaranteeing that the cost of the right of way of the road through private property should not exceed the sum of \$40,000, and on the strength of this guaranty the road was built through the city, the line running just inside its southern boundary. This evidence of public spirit on the part of Roanoke's progressive citizens secured the second through line of railroad and added materially to the transportation facilities of the city.

After the completion of the road, which was built by Henry H. Rogers, a party of its officers, headed by Mr. Rogers, made an inspection of the line from Sewall's Point to its western terminal. While on this tour of inspection the party was tendered a reception by the citizens of Roanoke as a mark of their appreciation of what had been done for the city by the Virginian Railway in the building of its line through the corporate limits.

This inspection of the line by Mr. Rogers took place shortly before his death.

A division shop and round-house have been established in Roanoke, employing quite a number of men, and a handsome passenger depot and a commodious freight station have been erected in the southern part of the city.

Progress since 1892

When the "Decennial Celebration" was held in 1892 the population of the city was probably eighteen thousand, and those who participated were sanguine as to the city's future. It is doubtful, however, if many who were present on that occasion believed that in the brief space of

eighteen years the census would show that the population of Roanoke had doubled.

During the years which have passed, the city's progress has been rapid and substantial in every line of material development.

Streets have been permanently improved, the matter of sanitation has received especial attention and several public parks have been established.

The public-service corporations have kept pace with the city's growth by supplying necessary transportation, lighting, water and gas, 'phone service, and telegraph facilities.

New lines of railway have entered the city, the manufacturing interests have increased in marked degree, the wholesale and retail trade has grown phenomenally, and prosperity is apparent in every branch of business.

When the project to establish a great National Highway from New York to Atlanta was taken up by the New York Herald and the Atlanta Journal, the proposition was welcomed by the citizens of Roanoke, who entered into the work aggressively, with the result that the city was designated as the half-way point on the route.

This caused the building in this city of some of the largest and best equipped automobile garages in the State, and assisted in creating a sentiment which led to the building of better roads throughout the country adjacent to Roanoke.

Several years ago an organization was formed in Roanoke by the ladies of the city known as the "Woman's Civic Betterment Club."

To these devoted women is due in large measure the progress which the city has made in the acquisition of land for public parks, the increase in school facilities, better sanitation, cleanliness and orderly keeping of private premises, the abatement of dust and dirt nuisances on the streets, and the inculcation of higher ideals in many phases of city life. Their cooperation in work of Roanoke's uplift and welfare has been of signal service to the community, and the part they have taken in the general scheme of development work is worthy of the highest praise.

Much of Roanoke's progress is due to the spirit of cooperation which animates her citizens when dealing with questions of public moment; the city authorities and the various commercial and labor organizations acting in unison in matters concerning the welfare of the city.

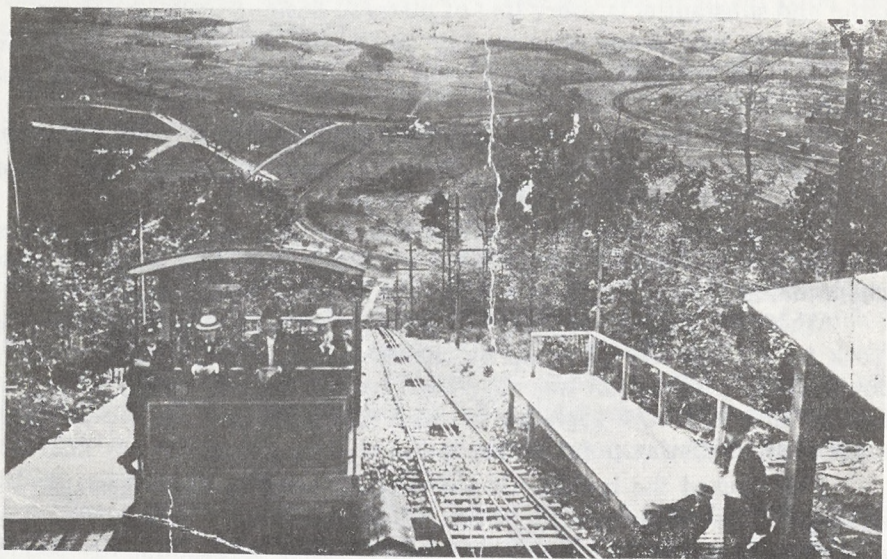
The statistical information contained in the statements pertaining to the building permits issued, the annual record of real and personal property valuation, the bonded indebtedness of the city, and other data concerning municipal matters, all attest the splendid strides that have been made.

The Roanoke of to-day is the result of commercial cooperation, the utilization of opportunities, and the concentration of effort for the material development of the city.

Proud of her past accomplishments, conscious of her natural advantages, resourceful and vigorous in her undertakings, she is the embodiment of energy and progress—a queenly municipality, crowned with the well-earned prestige of notable achievements, and destined to occupy a commanding position among the progressive cities of the land.

Her people are working for Roanoke's further advancement along

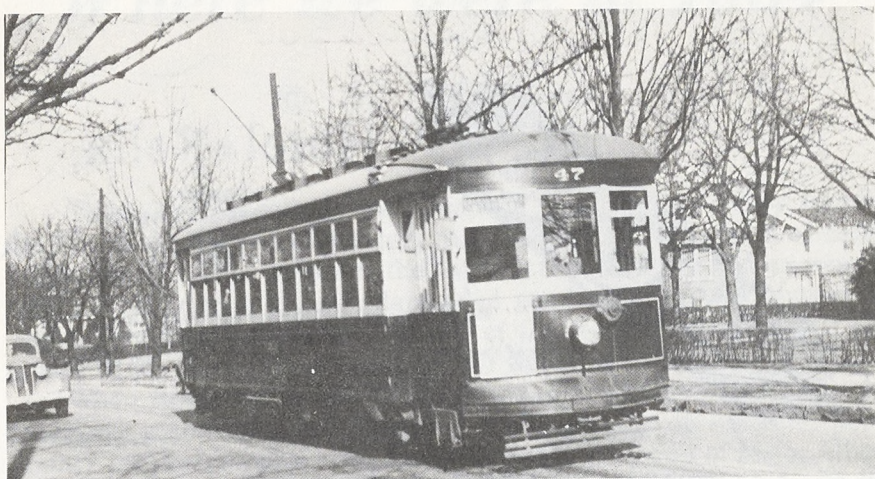
comprehensive lines, and with confidence inspired by supreme faith in her future greatness.



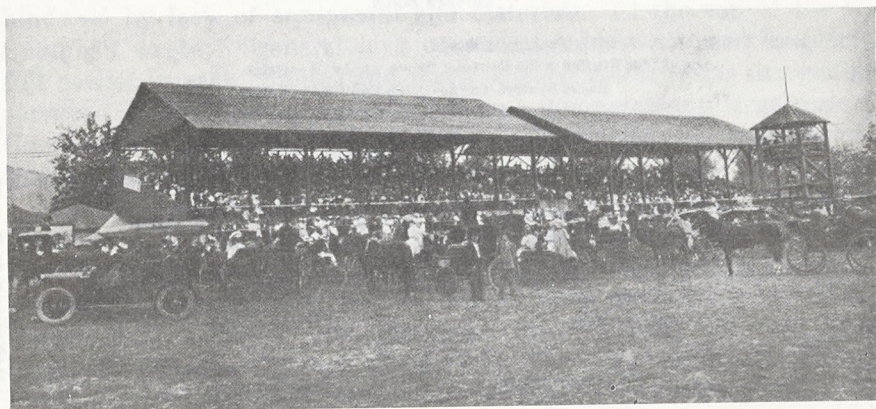
A rare view of open land along the Roanoke River was shown from the top of the Mill Mountain incline railway in an early 1900s postcard.



A busy day for traffic on the "new" road up Mill Mountain



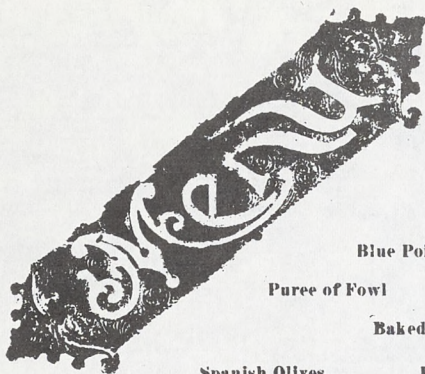
No. 47, the last streetcar in Roanoke, ran on the Raleigh Court-South Roanoke line on Aug. 31, 1948.



Plenty of horses and carriages and a few cars brought the crowd to the Roanoke Fair in the old wooden stands at the Victory Stadium site, shown on a 1909 postcard.

Bonsack was the inventor

An erroneous statement in the article on the late Rep. Clifton A. Woodrum in Vol. 11, Number 1, of the Journal was discovered by Deedie Kagey. In research for a history of Bonsack, Mrs. Kagey found that the article incorrectly said Robert H. Woodrum invented a cigarette machine. James A. Bonsack was the inventor and Woodrum was his attorney.



Hotel Felix,

THURSDAY,
DECEMBER 19TH, 1889.



Blue Points on Half-Shell, with Spanish Slaw				
Puree of Fowl	Long Island Clam Chowder			
Baked Red Snapper, Sauce Tomato				
Spanish Olives	Pin-Money Pickles	French Pickles		
Pickled Red Beets French Mustard				
Green Onions	White Celery	Black Spanish Radishes Dressed Lettuce		
Cold Spiced Ham	Cold Tongue	Pickled Tongue Cold Sirloin of Beef		
Sardines Garnished with Lemon		Cold Boned Turkey		
Fresh Shrimps, in Mayonaise Dressing				
Lobster Salad with Turkish Dressing	Deviled Crabs in Maryland Style			
Chicken Salad				
Roast Prime of Beef, with Mushroom Sauce				
Roast Pig Stuffed with Oysters, Sauce Apple Momlette				
Roast Stuffed Turkey with Cranberry Sauce,				
Roast Teal Duck, with Currant Jelly				
Roast Tame Duck, with Dressing				
Roast Canvasback Duck				
Wild Turkey, Stuffed with Oysters				
Mashed Brown Potatoes	Browned Asparagus Tips, with Cream			
French Peas	Honey-Drip Sugar Corn			
Assorted Cake	Fruit Cake	Havana Cream Cake Lady Fingers		
Cocoanut Macaroon		Gold Cake Pound Cake		
Marble Cake		Angel Cake		
Lemon Jelly	Port Wine Jelly	Brandy Jelly		
Vanilla Ice Cream		Claret Punch		
Apricots	California Plums	Apples		
Florida Oranges	Malaga Grapes	Balsins Bananas		
California Prunes				
Edam Cheese	Pineapple Cheese	Imported Switzerland Cheese		
French Candies	Assorted Nuts	Almonds Cream Nuts		
Filberts		Pecan Nuts		
French Coffee	Tea	Chocolate		
Sweet Milk	Vienna Bread	Hot Rolls		

Good food was bountiful at the Hotel Felix in the Christmas season of 1889. The hotel once stood on the site of the Norfolk and Western Railway office building across from Hotel Roanoke.

Where we were in 1864

© by W. L. Whitwell
Lee W. Winborne

There are few reliable early maps of the Roanoke Valley to help the historian. Eighteenth century maps show only a minimum of detail in Western Virginia, however, the Civil War created a need for accurate maps. Confederate officers demanded good maps of the country in which they might maneuver. Many of the aimless movements of the armies in the first years of the Civil War were due to insufficient maps.¹

When Robert E. Lee took command of the Confederate Army, he organized a topographical bureau for the making of accurate maps. County maps of Virginia were made under the direction of Major Albert H. Campbell of the Confederate Topographical Engineers.² Major Campbell organized surveys of each county from which maps were then prepared. The men making the maps had to "reconnoiter and survey the terrain with telescope and compass."³ Their drawings were reproduced by hand tracing in a laborious process; the entire operation was hindered by lack of equipment and materials. At the end of the war Campbell wrote: "general plan of operation was adapted by placing full parties in each county, and maps of each county thus successfully surveyed in detail were constructed on a comparatively large scale."⁴ Confederate map makers were part of the fighting forces and they did their work only as time and conditions permitted.

An outstanding record of Roanoke County in 1864 is found on the map by Lt. Walter Izard⁵ who was directly under Major Campbell. Izard was commissioned in the Provisional Engineers on June 20, 1862.⁶ He surveyed and made maps of Bedford, Botetourt, Orange, Rockbridge, Surry, Sussex, Southampton and Roanoke counties. Izard probably did not receive a directive to prepare the Roanoke County map for a specific battle, but rather he worked under the broad orders of General Robert E. Lee who wanted all Virginia counties mapped in case of need. Very little research has been done on the Engineering Departments of the Confederate army so it is difficult to establish Izard's whereabouts at any time. He moved from place to place as needed for fighting, fortification building or map making. His assistant, John M. Coyle, and his draftsman, W. Hutchinson, are both named on the map.

The immense contribution of map makers to the war effort has long gone unnoticed; not only were their maps invaluable in battle, but

W. L. Whitwell, associate professor of art at Hollins College, and Lee W. Winborne, a leader in Society programs for years, found this interesting Civil War era map during their research for their new book, "The Architectural Heritage of the Roanoke Valley." Both have spoken to the Society and they have worked closely with the organization.



The Izard map drawn almost a century and a quarter ago shows many names of families still in the Roanoke Valley and a number of place names no longer in use. Such locations as Hemp Patch Ridge, near Mason's Knob, Shaking Rock on Windy Gap Mountain, and Circleville, just west of Salem, are no longer known. Mill's Mountain is Read Mountain today.

South of Big Lick (opposite page) were the Virginia and Tennessee Railroad, Tinsley's Ford, Shallow Ford and the Franklin-Botetourt Turnpike. Several fords are shown along the Roanoke River and many mills are on the map. Among the families on the map are Gish, Persinger, Read, Oliver, Wertz, Coon, Bandy and Kern.

Near Salem (in map segment above) were the Chapman, Deyerle, Campbell, Witt, Garst and Trout homes. Garst's Mill was just north of Salem.

the men were also exposed to the same dangers from the enemy as other soldiers. Some of the surveyors kept journals on their experiences in map making, but unfortunately, Izard did not.⁷

Izard's map of Roanoke County on a scale of 1/40,000 makes an

important contribution to understanding local history. Details of topography, particularly the identification of the position of buildings and their owners, are important sources for the historian. Most buildings are identified by the names of their owners, other structures are labeled mill, barn, cabin or "Tab. Ho" (Tobacco House). Fords on the rivers and creeks are located, but the Roanoke River is not labeled by name, even though its path is clearly indicated. Mill Mountain, familiar to all local residents, is identified. "Big Spring Mills" is noted at the base of the mountain near the river. Gaps and passes and most hills and mountains are also noted by clear elevation lines. The major roads through the county, generally in an east-west direction, are easy to follow. The only railroad, the Virginia and Tennessee Railroad, runs through Big Lick and south of Salem from the east to the west. North of the railroad the city of Salem shows clearly with the buildings along what is now Main Street. Salem is the largest community shown. Big Lick was a cluster of eleven buildings.

Buildings still standing may be identified on the Izard map by the names of their owners in 1864. The rectangular Scotch-Irish log cabin on what is now Route 785 in Catawba Valley is identified by the name of the owners at that time, the Doosings. The square English log cabin on what is now Route 220 belonged to the Murrays. Speedwell is shown as the home of Mrs. Harvey, located accurately above Back Creek. Joseph Deyerle's many buildings on each side of the South West Turnpike, now Route 11 at Glenvar, attest to his wealth at the time. The Red Sulphur Springs Resort complex in Catawba and Hollins Institute at Botetourt Springs are located as landmarks. The fascination of the map lies in finding lesser known names to tie with buildings still standing. The John family building, site of Johnsville Meeting House, are some of these. Perusal of the Izard map can provide endless insight into the architectural history of Roanoke County.

NOTES

1 Julie Stinnett, *WALTER IZARD'S MAP OF ROANOKE COUNTY* (M.A.L.S. thesis, Hollins College, Va., 1977), pp. 1-7.

2 Correspondence from Mrs. Marie T. Capps, Map and Manuscript Librarian, U.S.M.A. Library, Department of the Army, United States Military Academy, West Point, N.Y., September 26, 1977.

3 Ibid.

4 Ibid.

5 The original map on two sheets, Northern Section and Southern Section, is in the possession of the Virginia Historical Society, P.O. Box 7311, Richmond, Va. 23221. MAP FROM THE CONFEDERATE ENGINEER BUREAU IN RICHMOND, VA., GENERAL J. F. GILMER, CHIEF ENGINEER. PRESENTED TO THE VIRGINIA HISTORICAL SOCIETY BY HIS ONLY DAUGHTER, MRS. J. F. MINIS, SAVANNAH, GEORGIA. Catalog number MAP, F 232, R 6, 1864.

6 Correspondence from Mrs. Marie T. Capps.

7 Stinnett, *WALTER IZARD'S MAP*, p.4.

Early school

A four-room frame New Lick School was an early school in Roanoke. It was located at the site where the Commerce School and later the old downtown post office were located at Second Street and Church Avenue.

When knights were bold

Big Lick Depot
July 7, 1871

Messrs. Editors:

I take advantage of the short space before the arrival of the down mail to give you a hurried account of the little breeze of excitement with which our good people have been regaled in the past two days. According to announcement, the Tournament came off in the neighborhood yesterday. The Knights assembled at an appointing place about a quarter of a mile from the tilting yard and moved thither in gay procession. A track had been selected on the farm of Mr. B. T. Tinsley and well it was selected. A track situated at the juncture of two beautifully inclined slopes, forming seats in natural tiers, richly carpeted with soft grass and canopied with forest boughs.

The Knights, a dazzling pageant, entered the grounds, amid approving smiles and cheering shouts. They moved like clockwork at the word of command from a rebel captain, who on this occasion added honor to that won in sterner combat. The line of Knights valiant, who arrived opposite the stand, faced to the right, halted and with uncovered heads stood ready for the charge. The speaker, Mr. J. L. Payne of Montgomery County, was briefly and neatly introduced by Capt. Moorman of this county. Mr. Payne delivered with unusual grace and ease a most appropriate and elegant charge. He very prettily touched on the Knight errantry in feudal times, its influence on politics and religion, and commended it highly in its present phase as an innocent and manly sport. The ladies received their share of compliments, if the tongue of man is equal to the task. Three lusty shouts from the line of Knights attested their appreciation, and off they pranced to enter the lists.

The Knights were in costume and rode in the following order: John Crosier of Monroe County, Knight of Monroe, 7 rings and 1 tip; T. W. Crosier of Monroe County, Knight of the Cross Roads, 4 rings and 3 tips; Charles Bear of Roanoke County, Knight of Maryland, 1 ring and 3 tips; G. S. Luck of Bedford County, Knight of Dixie, 3 rings and 6 tips; W. H. Tinsley of Roanoke County, Knight of Bellevue, 4 rings and 5 tips; E. P. Harvey of Roanoke County, Knight of the Air Line, 6 tips; Devereux A. Langhorne of Roanoke County, Knight of the Highland, 6 rings and 3 tips; J. H. Kent of Roanoke County, Knight of the Daisies, 5 rings and

(This account of a jousting tournament at Elmwood, the home of Benjamin T. Tinsley and later of Peyton L. Terry, was printed as correspondence of The Republican, a Lynchburg newspaper. It appeared in Elmwood of Roanoke, a 1968 booklet by Sydney T. Alexander, Tinsley's granddaughter, and it also was preserved in the family of Mrs. M. H. Stewart of Houston, Tex., a descendant of Dr. and Mrs. James McG. Kent and Mr. and Mrs. Yelverton Oliver of Big Lick.)

3 tips; L. P. Stearnes of Roanoke County, Knight of Elmwood, 5 rings and 4 tips; J. Johnson of Roanoke County, Knight of the Grey, 4 rings and 4 tips. Distance, 100 yards; 3 rings, 20 yards apart, time 7 seconds. Marshals: Messrs. McCaw, Franklin and Lewis. Judges: Messrs. Moorman, Kindred and Smith.

Everything passed off pleasantly and quietly, though as I heard one gentleman remark, that in consequence of the thermometrical state of the atmosphere, the contest was necessarily a warm one. I think, Messrs. Editors, you must acknowledge that our county tournament was a considerable success, when you take into consideration that the Knights are very youthful and novices in the exercise. Your correspondent has been informed that not one of the above gentlemen ever poised a lance prior to this occasion, except the gentleman who took first honor. He has frequently been the successful Knight. Before leaving the subject, I wish to mention particularly the horse ridden by Mr. Devereux A. Langhorne, formerly of your city; a most exquisite thing in symmetry, carriage and color, a three-year-old, as black as midnight and fiery as beautiful.



A bandstand, walks, shrubs and flowers graced Elmwood Park after the City of Roanoke bought the property from the Peyton L. Terry family in 1911.

Since I have digressed from my determination to make no personal remarks, I must mention the consummate skill with which Mr. Luck managed his horse; it was the admiration of all present and his ill success is attributable only to the fact that the colt he rode was not bridle-wise. Mr. Kent's costume was acknowledged to have been the most tasty and complete on the ground.

The coronation room tonight is a scene of dazzling beauty and giddy excitement. Capt. Moorman again came forward to introduce the speaker

and in so doing gave the utterance to a little *jeu d'esprit*. Mr. Griffin's address did him honor; his panegyric on the fair sex was beyond comment. One would instinctively say he is a lady's man and a favorite among them.

Miss Thomas of Montgomery County received at the hands of Sir Knight Crosier a crown of golden acorns with that royal dignity which marked her bearing during the entire evening.

Miss Kent, the beauty of the neighborhood, was selected as first maid of honor by Mr. Langhorne, the Knight of the Black Horse as we insist upon calling him. Miss Kent on this occasion did herself justice which was the highest praise that can be bestowed and looked as pretty as usual which is as pretty as possible. Miss Scott, the belle of Franklin, received the third honor at the hands of the Knight of the Daisies (J. H. Kent). Miss Scott is a beautiful blonde and was dressed with exquisite taste to suit her style; well did she sustain on this occasion the character of belle. Many a gallant has suffered from the effects of those soft blue eyes.

Miss Tinsley of Roanoke County (Minnie Holland Tinsley) was selected as third maid of honor by the Knight of Elmwood. The last honor was far from being the merit of this lady or her gallant Knight, but one of those unaccountable decisions of the fickle goddess.

The brave Knights, their fair ladies and the assembled company were regaled with a most sumptuous repast. The tables fairly groaned under the weight of good things. But this is only another demonstration of the fact that Roanoke is the garden spot of Virginia. And now these pleasant scenes are over, long will they be in the memory and talk of our county people.

Sir Knights, we congratulate you on your brilliant success and hope you will be encouraged to an early repetition.

Juvenis.

Restrictive Laws

Life often was regulated in 1884, the year Roanoke matured from town to city, even as it is today.

Among the ordinances published for the new city were these:

No person shall ride or drive at a greater speed than six miles an hour on the streets, under a penalty of two dollars for each offense.

Any person who shall feed his horse, mule or ox on any city street shall be fined one dollar.

No one shall attach a bell to any cow running at large in the city, under a penalty of five dollars.

No hay, straw or long forage of any kind shall be stored in any house in which fire is used, under a penalty of two dollars a day for each day the offense shall continue.

A Jefferson Street stroll at the turn of the century

by Paul Stonesifer

A citizen of Roanoke today may be interested in a glimpse of the business section of Jefferson Street about 75 years ago as I ask him or her to join me in a stroll.

My starting point is a house at the northwest corner of Elm Avenue and Jefferson, built by my father in 1890, the year I was born. I walk down to Jefferson Street and turn left to begin this adventure. First, I glance across the street to the P. L. Terry property, now Elmwood Park, surrounded by a very attractive stone wall extending along the east side of Jefferson from Bullitt Avenue to Elm Avenue.

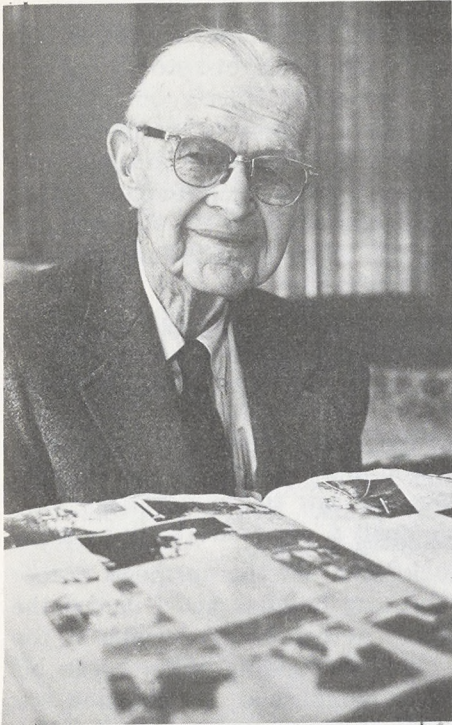
The first house next to my home was built by H. C. Macklin and after a brief occupancy by him was sold and rented to several families over the years. The new brick sidewalk was laid about this time, replacing a board walk used for years. The next house is difficult to describe architecturally. It was a double house, the first part was one and a half stories and it was attached to a two-story structure.

Across the alley is the Green home, built some distance from the street by K. W. Green, a pioneer jeweler of Roanoke. The next house of stone and brick was built and occupied by Dr. F. C. Tice, a pioneer doctor of the city. The next lot at the corner of Day Avenue was vacant. At the northwest corner of Day Avenue and Jefferson is a large frame house occupied by the Camp family for many years. The rest of the property down to Bullitt Avenue was vacant. A house was built at the corner of Bullitt by Levi Witt.

The next 150 or 200 feet, now the site of the Patrick Henry Hotel, was vacant. Being level, it made an excellent playground. A baseball field was laid out and I remember seeing games there. On the southwest corner of Franklin Road and Jefferson was a large brick house which went by the name of the Rosenbaum home. I think it was built by Ed Rosenbaum.

Across Franklin Road on the northwest corner was a vacant lot. However, a frame store building was built here in the early part of this period. A marble cutting firm occupied a lot in this block but it was not in business very long. The next lots were vacant down to Luck Avenue. From Luck Avenue to Church Avenue was vacant, however the Jefferson

Paul Stonesifer, who had one of the keener minds of Roanoke's older residents, died at 92 on Sept. 30, 1982. Retired as vice president and trust officer of First National Exchange Bank, he wrote this account more than a year ago of a walk down Jefferson Street from his home at the corner of Elm Avenue in the early years of this century. He joined the bank as a messenger in 1914 and he retired in 1956.



Paul S. Stonesifer, about a year before his death at 92 on Sept. 30, 1982.



A 1910 photograph, looking north on Jefferson Street from the top of the Strickland (First & Merchants National Bank) Building. The old First National Bank (later the Peoples Federal) Building at Salem Avenue and Jefferson is in the left background.

Theatre was built at the northwest corner around 1903. This block, now the site of Heironimus, was undeveloped for years and a deep hole was the remains of the foundation of a skating rink, demolished by the big snow of 1890.

We now cross Church Avenue where Knepps Livery Stable occupied the corner property. This was the premier livery business of the city, where citizens rented space for their horses and where livery equipment was for hire. Knepps' closed vehicles were largely used for weddings and dances.

Next to Knepps was a small frame house occupied by a photographer. At the corner of Kirk Avenue, the Southern Express Co. built a substantial brick building which it occupied for years and it still stands. Across Kirk Avenue on the northwest corner the property was owned by the YMCA. This lot with a high fence was used for basketball, just coming into use then.

The YMCA headquarters was in a frame building just west of the lot on Kirk Avenue. Next to the YMCA lot were three business buildings. The first was Vaughan Grocery Co., next was the Western Union Telegraph Co. and the Masonic Building was on the corner of Campbell Avenue. The ground floor of this building was occupied first by Thomas and Burns and

next by Meals and Burke, a men's clothing store.

At the northwest corner of Campbell and Jefferson was the Southwest Virginia Trust Building. Adjacent to it was a small one-story structure about six feet from the sidewalk, partly occupied by Hiler's confectionery business. The next building at the southwest corner of Jefferson and Salem Avenue was occupied first by Christian & Budwell, druggists and later by another drug store, Van Lear Bros. Across Salem Avenue on the northwest corner was another drug store, operated by T. W. Johnson and his uncle, J. C. Johnson. This was one of the oldest drug businesses in the city.

Next to it was a shoe store and then a one-story building occupied in the early years of the century by the Busy Bee Restaurant, established by a Greek family. The next building, according to my memory was occupied by a retail hardware store.

We now cross Jefferson Street and start southward on the east side. At the southeast corner of Jefferson and Norfolk Avenue is the building occupied by Barnes Drug Co. for many years. Next was a one-story building with several small shops, including a tailor. Another Greek family operated a restaurant in this block later. At the northeast corner of Jefferson and Salem there was a three-story building and I believe the Didier Grocery was on the ground floor. Across Salem Avenue at the southeast corner was the City Hotel. In this building Milan began his tobacco business. When the building was demolished, the location was occupied by a pawn shop and next to it Mr. Milan created a modern building in which his sons continued their profitable tobacco business.

The next property was occupied by Ryland and Rankin's Jewelry store. In front was a large street clock which can now be seen in downtown Vinton. The next building was occupied by a shoe store owned by Mary Gray. Tailor & Payne's's haberdashery store was next and at the northeast corner of Campbell and Jefferson E. Wile operated a men's clothing business.

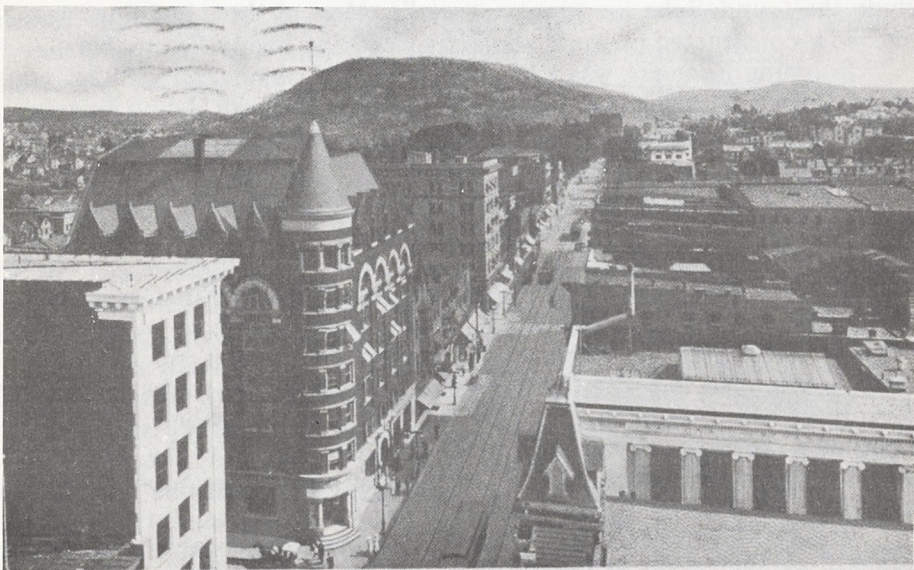
Across Campbell Avenue at the corner we arrive at the Terry Building, Roanoke's first skyscraper and largest office building. The First National Bank and the National Exchange Bank were on the ground floor. Next was the Vaughan Building. The Post Office occupied part of this building for a while. Then on the corner of Kirk and Jefferson was an old landmark, the Fire House, of stone construction with a bell tower. I remember the date, 1888, in large letters on the front. The Fire Department occupied these quarters until it was moved to its present location on East Church Avenue. The vacant lot between Kirk and Church was used for many events such as small traveling circuses, temporary structures for religious services and a very elaborate carnival one year.

I believe the first building in this block was erected at the northeast corner of Church and Jefferson by Edgar Nininger. Now we cross Church and see a one-story building on the southeast corner occupied by C. L. Saul Grocery. It had a canopy over the sidewalk. Saul later moved to a new building at the northwest corner of Jefferson and Franklin Road. Noble's Livery Stable was next to Saul's and I remember so well the night the stable was destroyed by fire, with the loss of many horses.

The next lot was vacant until the Boxley Building was erected some years later. A. B. Hammond built a one-story structure on the southeast corner of Luck Avenue and Jefferson where he operated the Hammond Printing Co. for many years until his new five-story building was erected. The remainder of this block was vacant until a man known as "Cucumber" Lemon constructed a very bizarre home often referred to as Lemon's Folly on the northeast corner of Tazewell Avenue and Jefferson.

On the southeast corner of Tazewell and Jefferson, the lot remained vacant for years until the Elks Club was built about 1903, I believe. It remained until the club moved to a location off Brambleton Avenue. Next to the Elks Club was the Gale property, a large parcel fronting about 200 feet on Jefferson with a depth of approximately 250 feet. Dr. S. S. Gale, pioneer physician in Roanoke, built his home here. I remember the hitching post in front of the property and often saw his horse there awaiting a call from a patient. This brings us back to the Terry property, the present location of the Public Library.

Jefferson Street was not paved until later. The surface was rolled stone, full of potholes. A single streetcar track traversed the center of the street.



The Terry Building, Roanoke's first high-rise structure, was prominently located at the southeast corner of Campbell Avenue and Jefferson Street in this 1915 postcard view. Its round turret dominated the skyline.

Roanoke's first fire station

by Warren L. Moorman, M.D.

Roanoke, the city which grew magically from a swamp, owes its very existence to fire — the carefully stoked fires of railroad steam engines. Fire, friend and foe of humankind, by evidences of its use and control has been used by archaeologists to mark progress in the development of civilization. And Roanoke's growth can be measured by the development of fire protection and bench-marked by its fire stations.

Historic and handsome Fire Station No. 1, built in 1905 on East Church Avenue,¹ is actually Roanoke's second fire station. The scattered buildings of Big Lick and Gainesborough had no fire protection other than impromptu bucket brigades. When the Shenandoah Valley Railroad connected with the Norfolk and Western and news of the Roanoke Machine Shops spread, people flocked to seek work here.

"That pretty thriving village," Big Lick, in about 500 days grew from less than 500 people to something over 3,500 and became the Town of Roanoke on February 3, 1882. In the Autumn of 1881 there were 119 buildings here and on January 1, 1883 the editor of "*The Leader*," S. S. Brooke, noted "now there are 456, and this does not include the foundations for twenty more."² Most of these buildings were hurriedly constructed of wood, closely spaced and highly flammable.

Booming Roanoke was a tinder-box. On November 21, 1882 some of the more concerned men of the town gathered in Rorer Hall to organize a fire fighting company. Known to have been present were P. L. Van Miller, Rush U. Derr, James A. McConnell, J. H. Sinkler, R. E. Hardwick, J. B. Isett, J. M. Ambroselli (elected captain), Thomas W. Milled (first lieutenant) and J. J. Smith (second lieutenant). Also present were Henry S. Trout and Ferdinand Rorer.

The first company called themselves the "Vigilant Fire Company." In addition among the first group of about 40 volunteers were Joseph T. Engleby, John Engleby, James G. Knepp and James R. Terry. Some of these young men had fire-fighting experience from the towns in which they lived before coming to Roanoke. They had to solicit funds for equipment from local business firms and individuals. The Roanoke Machine Shop underwrote the cost of the first pumping equipment. The town paid for the first 500 feet of hose.³

When first organized, the Vigilants used a small clap-board carpenter's building on the corner of Campbell and Henry or First Street (Miller & Rhoads' corner) to house their hand pump, reel equipment and ladders. By an ordinance of May 7, 1882, these could only be used by the

Dr. Warren L. Moorman of Salem, a plastic surgeon at Lewis-Gale Clinic, has delved into local and regional history for years. A photographer and a careful researcher, he is an authority on Roanoke Valley medical history.

Vigilants or loaned to others by order of the mayor. There was an old circular saw hanging by a rope attached to a pole adjacent to the lumber mill which served as the city's first fire alarm. Pounded upon with a maul, the unusual sound could be heard throughout tiny Roanoke. When there was rain, the low ground around the mill became a quagmire forcing the Vigilants to pull their hand pump over the rough board-walks.

A water tower was erected on a hill at the east end of Church Avenue, S.E. (Woodland Park) with a pump in or near the East End Shops keeping it filled from a near-by creek. In 1883, workmen laid 6,250 feet of 6-inch water mains. Branching from this were 10,900 feet of 4-inch pipe and 2,500 feet of 2-inch pipe serving 35 fire hydrants. The budget for 1885 included \$1,200 for the Water Department, \$600 for the Fire Department and \$400 for the Department of Sanitation.⁴

Before leaving this first temporary building the Vigilants with the help of the railroad and Hotel Roanoke acquired equipment which was horse-drawn. They also at this time purchased a horse named "Vigie," which grazed in the ample pasture along the creek running along the north side of what is now Campbell Avenue.

The first fire of significance which the Vigilants fought was at the Terry store on the corner of Salem Avenue and Commerce Street. Dave Kramer's nose was broken when a hose nozzle got away from the man holding it and whip-lashed across Kramer's face. The Vigilants were assisted by citizens including L. L. Loyd and the Rev. W. C. Campbell.⁵

Fire fighting continued to be a voluntary activity attracting adventurous young men to the Vigilants organization. In 1884 a used horse-drawn steam-operated American LaFrance pumper was purchased from a Lancaster, Pa. firm and put into service. When the City Market Building was occupied April 19, 1886, the Vigilants moved their equipment there. An appropriately loud bell was contributed by the N&W.

The City Market area became so crowded and space assigned the Vigilants was inadequate for their growing equipment inventory. The area became very muddy after a heavy rain, making the race from there to any fire "up-hill all the way". A local citizen whose name seems to have been lost from printed records gave a lot on the northeast corner of then almost barren Jefferson Street and Kirk Avenue for a new fire house. This was higher well-drained ground and was in the direction of Roanoke's drift of growth. "Vigie" would have plenty of leg-room and another horse to share the pulling of added equipment.

On December 6, 1887, voters approved a bond issue of \$6,000 and \$3,380 was designated for construction of an up-to-date fire house. The McCadle Brothers were low bidders on this first fire station constructed on the northeast corner of the Jefferson Street and Kirk Avenue. When the cornerstone was laid in 1888 for the first Masonic Temple on the corner now occupied by the First National Exchange Bank, the new fire station was nearing completion. By 1890, electric street lights were beginning to appear and one of the first was at the front door of the new fire house. In the rather imposing bell tower atop the hose tower was placed a bell weighing 785 pounds. It now is at Fire House Number 2 (actually 3!) on Noble Avenue, Northeast.

Because it was designed to the then best standards, this firehouse had two bays for horse-drawn equipment, a stable area in the rear for "off duty" horses and second floor quarters for four men during their duty periods. Back of this was a hay loft. A meeting room called the "hall" toward the front of the building was said to have been "handsomely furnished like a club." Here the brave young volunteer Vigilants held regular meetings, assessed themselves dues (initially \$2 per month), levied fines against those with unexcused absence from fires and planned money-making events to purchase additional equipment so parsimoniously granted by the city fathers.

The first telephones appeared in 1888 and naturally one of the first was installed in the new fire house. City Council also approved one for the Court House and one for the City Market Building. And a few street alarm boxes appeared in the business section. When the alarm bell sounded in the fire house a rapid chain of action followed. Men jumped into their boots and rubberized coats, horses stepped into position before the pumper and harness was released from above them and quickly



Roanoke Vigilant Fire Company members standing in front of the first fire department building about 1890. It was at the northeast corner of Kirk Avenue and Jefferson Street.

snapped into place. A hose to the fire house boiler to keep the pumper's steam pressure up was disconnected and as the vehicle thundered out onto Jefferson Street oil-soaked waste was ignited to produce a roaring boiler fire within minutes. The hose wagon followed. Because it was lighter it often arrived at the fire first.

In the early 1890s chemical tank wagons came into use for smaller fires or where water was not available. A demonstration was arranged in 1899 on a vacant lot across Kirk Avenue from the fire station. A frame shack was soaked with kerosene and ignited. To the equipment salesman's dismay the flames roared so fiercely his chemical units failed and the volunteers hauled out their equipment and extinguished the threatening blaze.⁷

There were many memorable fires in Roanoke's early years. In 1874 Messrs. Rorer and Son had a factory on the corner of Jefferson and Shenandoah Avenue, Northwest (where the oldest section of the N&W offices is located) which burned to the ground. On June 13, 1878 at 1:30 a.m. a large tobacco factory located near the southeast end of the 5th Street bridge burned to the ground with loss of about 100,000 pounds of tobacco. Bush and Carner's Planing Mill and Lumber Yard, Shenandoah Avenue and 7th Street, Northwest caught fire in 1891. Fifty volunteers turned out in the middle of the night to fight the conflagration. Several employee houses were damaged or destroyed but a wider conflagration was controlled.

In the Summer of 1892, the Third Ward Fire and Market house was completed and dedicated. In the Fall of that year, fire broke out on Commonwealth Avenue and when the engines arrived the pumps didn't function properly and then it was discovered that the city water was turned off to the fire hydrants in that area. Frantic telephone calls were attempted but the lone central operator was fast asleep.⁸

In 1893, the Brunswick Hotel on the south side of Campbell, about one-fourth of a block west from the Jefferson intersection, burned and took the life of a man by the name of Clenedirst who lived with his family on the top floor of this hotel. Two women fell to their death moments before fire ladders reached the window to which they clung. Three adjacent buildings including the post office were extensively damaged. The post office relocated across Campbell Avenue. On April 30, 1900, fire destroyed the Lee Hotel (at the Southwest corner of Salem at 2nd Street, S. W.) without loss of life. The Bitterman building was built on the site.

In an interview, J. T. Engleby Sr. and J. G. Knepp, two pioneers, recalled a fire in the early days on Marshall Avenue. It was an intensely cold winter night. Their hoses froze so solidly that it was with great difficulty that they returned the hose to the fire house.⁹

In 1888 another fire company was organized by W. H. Kester, George Williams and L. E. Lookabill, Jr. (organization president) with Williams elected chief. It was named the "Junior Fire Company". The city was growing west as well as south and Rorer Hall was remodeled at a cost of \$400 (loaned to the city without interest) to house the hose reel cart. Lacking full confidence in their quarters, they insured their equipment (later two reel carts) for \$1,000. With the opening of the new

station of Jefferson Street all equipment was moved there.¹⁰

Roanoke was growing like a brush-fire fanned to and fro. Northeast began to fill with houses. In 1890 citizens of that area formed the Union Fire Company with W. H. Stennett as chief. Two years later it reorganized as the Friendship Fire Company. The Virginia Brewery Company employees sought the advice of L. E. Lookabill in forming the Alert Company in 1892 to serve the sprawling growth of Southeast Roanoke. This spirit of community service still strongly animates those dedicated volunteers who make up the membership of rescue squads, a public service which first became a reality in Roanoke and is now a vital part of communities world-wide.

Considerable friendly rivalry developed between fire units. Competition to be first at the fire was great, at times so great as to interfere with the pressing business at hand. This was relieved by having races at the fair grounds each summer. There was a prize for the unit which covered one-third of a mile, laid 50 feet of hose and poured the heaviest stream on a designated target, sometimes veering off to douse the competition.

Young Roanoke saw many juvenile happenings, for example the near loss of the new fire house on July 4, 1890. It was decided the safest place to store fireworks was in the bell tower of the fire house. As four members of the department were rigging the display someone on the street ignited a Roman candle which blasted upward and as if drawn by a magnet landed in the bell tower, prematurely setting off the fire-works devices there. There was a fearful explosion. Luckily, being unconfined it did not do great damage and the fire was quickly extinguished. It was reported that the four men barely escaped with their lives.

In 1903 the Council of the city named for Indian money heard the dictum of dollars, this time insurance rates, and voted on January 9 to establish a full-time professional fire department. They voted in the budget appropriations for a chief, an engineman, two captains and 12 fire fighters. Several large fires and many smaller losses preceded this decision.

For a time James A. McConnell was fire chief but his duties as N&W shop foreman required more and more of his time so James G. Knepp who operated a nearby livery stable became chief with Joseph T. Engleby and Owen Duggan his first assistants. In 1893 the Vigilants stepped aside and the Junior Fire Company took over operation of the fire station. Volunteers continued to serve Roanoke until March 31, 1907 when the city put in place a full-time salaried department. James McFall was the first chief of this career force of firemen. He was followed in 1918 by C. C. Meador. After Meador's death in 1930, W. H. Mullins became chief of the Fire Department.

After the fine fire station on Church Avenue was occupied the city saw no use for the old Jefferson street property and sold it to C. H. and J. L. Vaughn for \$15,000. The bell tower and upper 12 to 15 feet of the hose drying tower were removed and the area of the wide doors opened up into show windows. Over the next 70 years the facade changed many times as various businesses occupied the structure. Hanover Shoes and

Stein's Clothiers were the last two occupants. Few customers realized that when a Stein's salesman went to the back of the store for some unusual item, he was ascending into the former hay loft which served as storage space.

More than five years ago, when Randolph West, former president of the Roanoke Valley Historical Society, heard that Peoples Federal Savings and Loan Association, which had acquired the former Smartwear-Irving Saks building, planned to raze the old fire house and make an open area he made arrangements with the owner to inspect it for items salvageable for the Society. On Sunday afternoon, January 2, 1977, West and the writer made measurements and photographs. An alert watchman at the First National Exchange Bank observed two men on the roof about 3 p.m. and called the police. Fortunately, West had notified the police of our plans beforehand. The police came around and checked the prowlers nevertheless.

In exploring the basement three former furnaces were found in addition to a modern gas fired unit suspended from a steel beam on the ground floor. The largest of these furnaces was fired continuously from 1888 to 1905 in order to keep the horse-drawn pumper water hot and 10 to 12 pounds of steam pressure. The other two furnaces were smaller and circulated hot air. The most striking and appalling finding was ashes and clinkers piled to a depth that almost reached the oak beams of the first floor. Many must have been the cold nights when still hot clinkers were dumped around the basement walls of this former fire house!

The section of the fire house next to Kirk Avenue had been the Lynnhaven Kitchen, a restaurant in the 1920s. The old stove hood had not been removed. The horse stalls in the rear still showed the bare and heavily used concrete floor with hay loft above. The Vigilants' meeting room was quite large. It was paneled in wood and even in its decrepit last days with most of the windows bricked over still gave a feeling of specialness and dignity. But the 70 years that it had served other functions left nothing in the way of salvagable mementos of its glory days.

NOTES

1. NO.1 FIRE STATION IS CELEBRATED, *Journal of the Roanoke Historical Society*, Vol. Eight, Number 2, p47-50.
2. Barnes, Raymond P., *A HISTORY OF THE CITY OF ROANOKE*, p 109.
3. Engleby, J.T., Jr. and Knepp, J.G., *ROANOKE TIMES* Jan. 28, 1934.
4. Barnes, P 137.
5. Engleby and Knepp
6. Andrews, M. Carl, *ROANOKE TIMES & WORLD NEWS*, April 22, 1977, C-5.
7. Barnes, p. 338.
8. Barnes, p 256 and 261-262.
9. Engleby and Knepp.
10. *ROANOKE, STORY OF COUNTY AND CITY, AMERICAN GUIDE SERIES*, 1942, p.136-138.

How a railway clerk saw the new century

On the first day of 1904 the first entry was made in the diary of a young office clerk at the Norfolk and Western Railway. Each day for the following 56 years a careful chronicle was kept of the happenings in Roanoke and around the nation.

The time of his rising and retiring, together with the state of the weather became part of the record. The names of business firms in 22-year-old Roanoke were recorded as he had dealings with them, and prominent persons were mentioned when they figured in the news.

Most interesting, however, were the events in the daily lives of persons working or living in his sphere of activity. Note the general custom of couples dressed in their finest walking to the homes of friends to visit for an hour or so. On the way they might encounter a couple coming to see THEM!

Note how quickly neighbor ladies came to help when sickness struck — and they stayed until no more help was needed.

A good number of respectable middle-class women catered to boarders. The diaries mentioned Mrs. Williamson, Mrs. Fagg, Mrs. Penn and others; and always added that the food was excellent.

Any illness called for a hasty trip to the police station because only there was a 'phone available for most persons. A doctor routinely visited the sick at home, and in cases where an infant was tardy arriving, he just as routinely spent the night waiting.

Mobs that gathered for good or evil were noted. A late-night fire bell always was well attended. A real or rumored violation of the moral code gave cause for the largest mobs.

The offices of the N&W often took on the aspect of a club or fraternity. When business slowed, that was the time for writing personal letters. When a baseball game was scheduled, the N&W closed about 4 p.m. so all could attend. Many times, following the supper hour, office workers re-assembled to work, talk or just enjoy the fellowship. A gathering at the office on Sunday morning prior to church was not at all unusual.

Visiting, other than the usual one or two-hour chat, took on many variations. Roanoke, being centrally located in the state, was a great place to stay overnight on a trip. Relatives going to or from vacation spots stayed the night. Students en route from home to school stayed the night. With some regularity relatives living in Salem spent the night rather than travel by streetcar at a late hour.

When furniture moving time came, the Pitzer wagon clomp-clomped up

Maj. Neal Payne, a former Roanoke resident who does artwork and research for the Pittsylvania County Historical Society, edited a diary written by his father in the early days of this century.

Frank G. Payne
and his wife,
Sallie Gilly
Payne, in 1904



with its crew of amazingly strong blacks. No task seemed too large — a one-eyed black man in the crew lifted his end of a piano chest high and placed it from the orchestra pit onto the stage at Lee Junior High School.

Money in 1904 bought considerably more than in later years. The young clerk's diary noted with some alarm that the account with Hunter's Grocery on Commerce Street had exceeded \$18 for the month. The \$25 per month rent for a large house in the 500 block of Church Avenue seemed less burdensome when the couple upstairs paid their \$10 share. Water and gas together sometimes cost \$1.50 a month.

And so, day after day, from five days before his marriage until he closed his eyes at age 82, Frank Gravely Payne Sr. wrote some 20,440 daily entries in his diaries; noting what he did, what he liked or disliked, what gave him grief and what gave him a sense of pride.

Here are some examples:

1904, JANUARY

- 1, Roanoke went wet by 981 and only 2664 votes cast.
- 2, Received my suit from DuRant . . . [Received 'phone call from a friend.]
- 3, Took breakfast at Catogni's.
- 4, Got some flowers from Fallon.
- 6, Noted marriage to Sallie Gilly of Big Stone Gap.

- 7, ... I board at Mrs. Allen's and room at Mrs. Deal's.
- 10, ... preaching by Dr. W. C. Campbell.
- 15, (News clip): "At the meeting of the board of directors of the Norfolk and Western railroad in Philadelphia Wednesday, General Supt. N. D. Maher was appointed general manager ..."
- 23, ... to Landes, the photographer and had some pictures taken.
- 30, [A housewife] who lives opposite the P. O. & her child were nearly killed ... about noon. ... Large crowd of men around the jail & would have lynched the [suspected rapist] if found.

FEBRUARY

- 6, ... to Kidd's Studio and had some pictures taken. Paid my board to Mrs. Allen \$30. [for one month — two persons — two meals per day!]
- 8, Great fire started in Baltimore yesterday at 10 and lasted till 3 today, 75 blocks and 150 million dollars. The Japanese-Russian war seems to be on in earnest.
- 16, [The rapist] was tried and convicted to hang on March 13 and he and 18 companies of troops left at 2:10 ...
- 26, ... went to see Dr. Buckner ...

MARCH

- 1, The N&W is stirred up over the proposed Wabash R.R. which seeks to enter Roanoke.
- 6, ... to 2nd Presbyterian and preaching by A. Robotham.
- 23, Copy of the new Republican paper started here ...

APRIL

- 24, ... walked to Franklin Springs. Do not like the spring— a flat mudhole.
- 29, ... went to Green's and was examined for glasses. ...

JUNE

- 14, Municipal election came off to-day ... Cutchin, Democrat for mayor, has the only showing.
- 15, J. H. Cutchin, Democrat, defeated P. C. Leary for mayor.
- 17, See that Roanoke is to have a new depot. Norton is about wiped out by a fire as all the business part of town was burned.
- 23, ... went out to the Casino to see the Century Minstrels ...

JULY

- 28, ... at Thurman, Overstreet and Boone looked at some furniture...

AUGUST

- 9, Took dinner at the Arlington ...
- 11, Dinner at Jackson's.
- 12, The N&W has begun work on the new passenger station here.
- 13, Breakfast at Royal Cafe.

OCTOBER

- 23, [. . . attended by Dr. Burks]

NOVEMBER

- 24, [Thanksgiving] . . . V.P.I. & V.M.I. game. V.P.I. won by 17 to 5.

DECEMBER

1. . . . Paid Hunter & Co. grocery bill \$13.80. Our household expenses for Nov. were \$18.89. Paid room rent to Mr. Beadles, \$10.

JANUARY, 1905

- 30, Young banker and broker, charged with killing Dr. Fred Lefew, takes witness stand and recites story.
31, Work begun on the new N&W office building.

APRIL

- 8, Nesbitt has finished excavating for the new office building and ready for the foundation.

MAY

- 2, At 10:45 fire bell rang & Catogni Bros. lumber yard on fire . . . Giant crowd and large blaze, entirely burned.

JUNE

- 3, Rec'd bills from Massie's Pharmacy and from Dr. Fry.
7, The east end of the old passenger station is almost torn down to make way for the new.
8, The passenger station which is now being torn down to give space for additional track facilities was erected in 1881.
24, . . . went out to Crystal Spring and looked at the new reservoir now building.
29, The new N&W passenger station was opened this A.M. for the first time.

JULY

- 16, He [Dr. W. C. Campbell] scored the Casino and Academy goers.

SEPTEMBER

- 15, Went out to the Casino on car and watched the moving pictures for a while.

OCTOBER

- 20, I went to Greene Memorial to the exercises as a reception to Dr. W. S. Neighbors, the new pastor.

DECEMBER

- 5, The K of P board of trustees met R. H. Angell at Darnall's office & rented a lodge room from him \$12½ for six months.

JANUARY, 1906

- 5, Paid my bill at Airheart Kirk.

23, The Tidewater R.R. has begun work in earnest here in Roanoke.

FEBRUARY

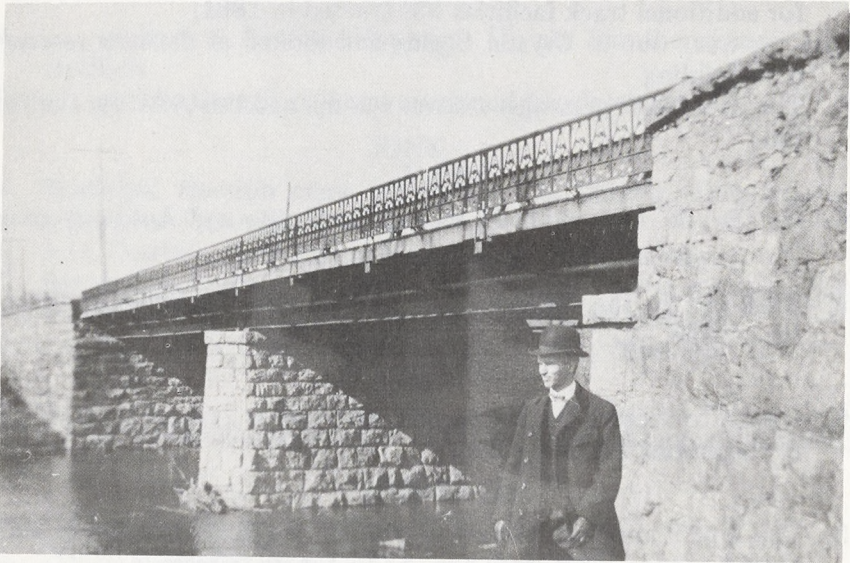
- 1, Paid S. H. Heironimus & Co. \$5 and C. S. Beller \$3.15 for a refrigerator.
- 11, I went on car to Walnut St. Bridge & saw what work the Tidewater has been doing & took a few pictures.
- 12, Bill from the Roanoke Times.
- 13, Roosevelt has recommended G. L. Hart as P.M. of Roanoke . . .
- 18, Saw the skating rink now building on Commerce St.
- 20, Went by to see Kyle and while there the fire bell rang 44 and I thought it might be near home so I hurried out & found it to be in the Roanoke Times Building. The flames were coming out of every window when I got there & gutted the back end but were soon under control.
- 21, The Roanoke Times came out as usual being printed by the Evening World.
- 22 . . . on car to Crystal Spring and took pictures of the basin. The new basin is empty now undergoing repairs.

MARCH

- 10, U. S. Senate admits a new state, Oklahoma

APRIL

- 4, At 8 to the First Presbyterian to a congregational meeting & they decided to sell Bethany in the N.E. to the Northern Methodists.
- 6, Lost most of the a.m. watching the derrick car unload iron for the overhead bridge at Jefferson St.



Frank G. Payne standing beside the old Walnut Avenue bridge over Roanoke River on Feb. 11, 1906.

- 12, Hart's nomination has been withdrawn & L. G. Funkhouser nominated P.M. of Roanoke.
- 14, I went to West End furnace and enjoyed looking around and seeing how iron is made.
- 18, News of an earthquake in San Francisco this a.m. at 5:13 and followed by a fire beyond control; about 1,000 people believed to be lost.
- 22, At 8 to preaching at Second Presbyterian by Mr. Rowbotham. . . . My first time in the new church.
- 26, The N&W closed at 4 to allow all to go to the opening game of the Va. League baseball season.

SEPTEMBER

- 5, The Vinton car went through bridge into Tinker Creek at 9:30 a.m. and killed one Negro & injured several others, all whites. An old bridge & heavily loaded car.

NOVEMBER

- 17, John Hardy who killed policeman Beard was convicted by Jury yesterday.

JANUARY, 1907

- 6, . . . went on car to Vinton & walked to the Power Co. dam, completed and two dynamos in place and space for 3 more . . .
- 7, Saw a Tidewater engine getting ready to move; No. 14 a passenger engine — it was set up in the N&W shops.
- 18, . . . to the Academy to see "Prince of Pilsen" and was a very good show.

MARCH

- 12, Mrs. Dr. Campbell died at Richmond last night in Richmond . . .

MAY

- 19, A church meeting held immediately afterwards the church [First Presbyterian] decided to spend 20 thousand on remodeling the present church.

JUNE

- 5, The N&W has started an innovation and will take in lady clerks in the car record office.
- 14, John Hardy hung for killing Policeman Beard, rope broke and was hung the second time.

JULY

- 12, Sent 50¢ for subscription to Danville Weekly Register for six months.
- 14, Last night some man had trouble in a Greek restaurant and as a result a mob broke up about 15 of them and completely wrecked them. As I came down town the streets were crowded with men looking at the ruins. The wreck of the Greek restaurants is the talk of the town and there are many who take their side.

- 17, The City Council last night approved the payment of damages to the Greek restaurants, which amounted to only \$987.
- 30, [The housewife who lives upstairs] was sick all day and got worse along towards night and Dr. Gale came in to spend the night. At 12 o'clock I gave up my bed to him and went to sleep in the front room.
- 31, The nurse called Dr. Gale at 3:30 and a baby girl was born . . . shortly before day.

SEPTEMBER

- 1, At 11 to preaching in the Skating Rink . . . The Presbyterians will be in there until the church is completed.
- 6, [Reached] Norfolk at 9:30 . . . and on to the Jamestown Exposition.

OCTOBER

- 23, President Roosevelt passed through about 8:15 and quite a crowd went down to see him.

NOVEMBER

- 15, At noon the Auditing Dept. of N&W closed 'till 3 o'clock in order to see the Fall Festival parade, about 10 automobiles and the same number of carriages — and quite pretty.

DECEMBER

- 31, The financial panic and shutting down of business here makes the end of the year not so joyful.

JANUARY, 1908

- 2, Other departments of the N&W have been cutting off men, and the Auditor's Dept. began today. Mr. McDowell worked on the subject all day but gave out no names. It is supposed about 20 men will be cut. The Seaboard Air Line Ry. went into the hands of receivers today . . .
- 9, Fire in the S.E. during the p.m. and destroyed most of the Magic City Lumber Co. plant on Walnut Street.

MARCH

- 22, We saw the new house of Mr. J. B. Fishburn and is by far the handsomest house in Roanoke.

APRIL

- 12, J. H. Cutchin beat L. B. Davis in primary yesterday for mayor by 385 votes. Highland Ward elected Burns & Graybill, aldermen and Phelps, Trout and Fishburne, councilmen.
- 19, Preaching at 8 at 1st Baptist Church by T. C. Skinner, "The Entreated Life," and he was good. Condoned tobacco chewing as a luxury. People must not get so old that religion is the only solace and pleasure.

MAY

- 26, I went for a walk to the Passenger Station and to the Kimball

monument.

- 29, S. D. Lee, the last Lt. Gen. of the Confederate cause, died yesterday.
- 30, Stopped in at the First Presbyterian church which will be occupied again tomorrow. The main room was reversed and renovated to great advantage — floor not so steep & new seats, lights &c. The S.S. annex is large & well fitted & almost as large as the church.

JUNE

- 6, Took dinner at Sheen's Restaurant.

JULY

- 23, Heavy storm & lightning struck the Watt, Rettew & Clay bldg. down town.

AUGUST

- 27, All went down town to see two moving picture shows.

SEPTEMBER

- 22, The Roanoke Fair opened today and we saw the air-ship go up about 4 o'clock. We had a good view of it & saw the evolutions. They were good and various.
- 26, Took dinner at the Blue Ridge Hotel and did not have much. The hotel is scattered & old & much dilapidated and I did not like the water much.

JANUARY, 1909

- 10, Mayor Cutchin has put on the lid and closed the shoe shines, cigar stores &c. for Sunday and will drive out the bad women.
- 29, Campbell & Davis' Mill burned last night about 12 o'clock— loss \$80,000.

FEBRUARY

- 10, A fire alarm rang and I saw at once a fire in the attic of the new N&W annex and made for it at once. Went up on 4th floor & put away books and got out my personal belongings to carry with me. Mr. McDowell and Huffman were on the same floor and heard the roof fall in. I called to Huffman to leave and found the hall full of smoke and the stairway choked. It was hard to locate the rail but I went down in a hurry. The wind was blowing hard and the firemen were on top of vaults between the buildings. They kept the fire out of the passageway and when the balance of the roof fell in the rest of the offices were safe.

APRIL

- 26, Signed up to take a phone in our house; No. 1911-W. Va. & Tenn. Tel. Co.

MAY

- 26, Got supper on the dining car. Met with Gov. C. A. Swanson & he was very nice & talked of the home people [of Pittsylvania County.]

SEPTEMBER

- 3, There is much excitement over the reported discovery of the North Pole by Dr. Cook & there seems some doubt about it as yet.

NOVEMBER

- 3, At 8:30 to the Colonial with Floyd and saw a string of vaudeville and the most interesting was a small woman whom no man could lift off the floor.
- 23, See that Dr. [R. W.] Fry died yesterday and am very sorry to hear of it. [A committee comprised of Dr. Ralph D. Brown, Dr. W. L. Powell, Dr. C. B. Lawson represented the Roanoke Academy of Medicine.]
- 28, Sent check for \$2.84 to J. B. Batts for city taxes for 1909. Sent check for \$2.13 to L. S. Davis for 1909 state taxes.

JANUARY, 1910

- 9, Went to walk up 6th Ave. and the same has been opened to 10th St. and new houses galore and all alike.
- 15, Bought a gas mantle and it is a great improvement.
- 27, The anti-meat wave is sweeping over the country and many people are pledging against eating for a time. . . . About 6:30 saw the comet in the western sky and it showed up very well . . .

MAY

- 3, To a meeting of the Board of Deacons [First Presbyterian] and voted to make Dr. Campbell's salary \$2,000.
- 11, Got up at 3:30 to see Halley's comet and it showed plainly in the east with a tail about half across the sky.

JUNE

- 10, At night went to moving pictures at the Jefferson.

AUGUST

- 23 N&W closed at 4:10 on account of the ball game. At 6 all of us on car to Crystal Spring and up Mill Mountain on the new incline and it is a nice piece of work but I do not like to ride on it.

DECEMBER

- 1, We heard of death of N. H. Hazlewood at Roanoke last night. [Chief clerk of the auditor of receipts.]
- 4, Caught train with 2 cars of N&W men to Montvale and home of late Mr. Hazlewood [for funeral.]

Life on Highland Avenue in the early 1900s

by Frances Lewis

Halley's comet is due to come back soon on its 70-year round trip in the solar system. One of my earliest recollections is of being held up on my father's shoulders to see "Talley" from our back yard, on a summer night in 1910 when I was three.

We lived at 366 Ninth Avenue, which of course is now Mountain. The house and yard, with a high stone wall and steep front steps, are still there. "Talley's Tomet" became an old friend; we must have seen it several times, both I and my baby sister Anne, who was two that August.

She was not the baby for long. William Anderson (we called him by the double name: "M-An'son") arrived in September and before Christmas we had moved to the big brick house at 455 (now 427) 10th Avenue, which the city was trying to call Highland. (All numbered avenues had recently been changed to names, and all named streets had just been given numbers.) The house had been bought from Dr. E. W. Speed, one of Roanoke's early realtors (as was his wife, too) and as long as we lived there the name, SPEED, was to be seen cast in a concrete horse block by the curb. Of course we used it to climb onto the high running board of Daddy's first car, a 1915 "touring model" Cadillac.

As teen-agers, we used to sit on the horse block and talk to our dates — we never heard them tease the McNulty girls with that appellation, "speed", but they probably did.

But all that, of course came later—I could write a chapter on Daddy's fascination with cars, which was slightly reminiscent of Mr. Toad of Toad Hall.

My very earliest sharp, clear memory is of being taken from my mother's arms by strange people wearing white. At 18 months old, I was about to have my tonsils removed at St. Luke's hospital in Richmond. I can feel the terror and smell the ether to this day. That would have been 1909, when Grandfather William A. Anderson was attorney general of the state and lived for eight winters on East Sixth Street in Richmond, not far from his beloved first cousin, Archer Anderson (brother of Grandfather's first wife, Ellen), and also quite near his Glasgow cousins. (The "Ellen Glasgow House" at 1 West Main is now a museum.)

Tonsils were just clipped off in those days. Mine grew back, and another sharp memory is of about eight years later, when I and some, maybe all, of the other four children had ours "out" at home. The oper-

Frances McNulty Logan Lewis, a director and longtime researcher and writer for Society projects, wrote this charming account of her childhood days in the Old Southwest section of Roanoke for her children and grandchildren.



Peering out from a perambulator are Frances Lewis (left) and her sister, Anne Stone, in front of their childhood home, 366 Mountain Ave., S.W.

ations were performed on the well-scrubbed kitchen table by Dr. Edward Cary Ambler, general practitioner, sometime surgeon, and beloved family friend. I don't remember being at all scared, or minding the chloroform, either, that time.

Daddy was so busy with his Kodak that my actual memories are sometimes mixed up with the one cherished album of black and white pictures which has survived. I had some of these copied for my brothers and sisters one recent Christmas.

Here are a few pictures imprinted only in my mind:

Mother planting sweet peas to grow on a chicken wire fence in the Mountain Avenue side yard.

A "mother's helper" named Mrs. Smith dropping a pot of scalding tea on me — I ran into her. (She did not stay with us long.)

Chipping my beautiful new front tooth on my iron crib. Anne was in another white iron crib. I can see her now, standing up and holding on. I was about two and a half.

A child across the street on Mountain named Pierpont Morgan — to this day I can hear the grown people giggling about his name. And I can hear Mother saying to someone, probably Miss Martha Wilson, that certainly we couldn't play with those little Morgans who sometimes didn't even wear drawers.

The bathroom at 366 Mountain, I remember it because it had what I thought was a doll bathtub. Maybe it was a footbath; or was it a bidet? I do remember hearing something about Daddy's "getting the best for mother" in those early days. All bathrooms, of course, then, had overhead tanks and pull-chains, and gas hot-water heaters you had to light with a match. Except in our house's best rooms, most electric lights hung from the ceiling on cords.

At the new house on Tenth Avenue (Highland) our parents had put up four-foot-wide Mother Goose washable wallpaper panels around the walls of the nursery. It stayed there until Anne and I were in high school, when we got new wooden twin beds and new paint. (The old beds, like the cribs, had been white painted iron double ones.) "Hark, hark the dogs do bark", with beggars in velvet gowns, I remember, and also the belled and be-ringed lady on a white horse at Banbury Cross. Tom, Tom the Piper's son was seen stealing the pig, and the verse underneath ended, "and away he run." We knew that was bad grammar. Years later, when I would take my children to the old Jefferson Hospital for their tonsils, I was charmed to find the same beloved Mother Goose paper on the walls of the children's ward. Dear old Dr. Trout had probably chosen it himself.

The only similar paper I know of now is the life-size garden-flower paper in the children's dining room at the Homestead. Children used to have meals there with their nurses, I suppose; now no one does.

I remember being taken into the Tenth Avenue nursery one morning to see our newest baby, beside Mother in one of those iron beds. The nurse was named Mrs. Rippitoe. I was five and a half. The new baby had long black hair and two teeth. Teeth and hair fell out before long and she had to grow them properly, like any other baby. I remember answering the telephone, which hung high on the wall of the front stairs' first landing. Dr. Ambler was calling to get the baby's name in order to file a birth certificate. (Virginia had just started requiring them again.) Mother, who of course was staying in bed for three weeks, called down, "Mary or Margaret." I told Dr. Ambler, "Mary-Margaret." I suppose they got it changed later, for she is Mary Louise. We called her Weesie anyway, and still do.

If you want to see what our Highland (Tenth) Avenue house looked like then, (it looks like a tacky apartment house now) examine the Louis Showalter home at the corner of Avenham Avenue and Twenty-Sixth Street, S.W. The oak paneling in the front hall, the basic plan of the downstairs and much else are just like our old house, though we made many changes later, as they have also.

Upstairs there was a central hall, which we used to run up and down. Finally, when we'd banged off half of the plaster on the wall at the back end, where the long hall met a cross hall, our parents had that back wall covered with burlap instead of paper. But I still ate the plaster dust which trickled out when we hit it. I also remember liking the taste of red clay in the yard, when I was four or five.

Which brings us to the subject of vitamins and minerals. My first year of life we lived at "Miss Fanny" Wilson's. I heard later that the cook in their kitchen, having seen I was a puny baby, secretly fed me with pot-liquor from the greens she cooked, and rice water, and gave me a "sugar tit" (a rag soaked in sugar) to mouth upon. She probably gave me chicken broth, too. Anyway, I soon waxed fat and healthy, with these additions to Mellin's food, which my frantic parents and the widows and spinsters who lived at Miss Fanny's had been trying to keep me alive on.

Anne had scarlet fever when she was three or four, and even before that couldn't digest many things. So for a while she was a very thin and

pale child. Dr. Ambler and Mother gave her tomato juice — that, in an era when some very old folks still thought “love-apples” were poison — and she really improved with those minerals and Vitamin C. I do think that in their anxiety about her digestion they almost starved her, at first. I could chew on delicious chicken drumsticks; but poor little Anne had to be content with “toast-bones”. But in ten more years she was taller and much stronger than I.

And now some words about “Miss Fanny’s” household at 365 Highland. The big white frame house, which has lately been torn down, stood in a grove of fine old oak trees (they at least are still there) with a flower garden, side lawn, chicken yard, and vegetable garden, wash house and vegetable cellar. Quite a few of Roanoke’s respectable establishments boasted such amenities, the place being still a country village in many ways.

Before his marriage, Daddy had lived at “Crystal Spring,” Miss Annie McClanahan’s handsome home at the foot of Mill Mountain. I don’t know how he got to his office downtown in the Terry Building at Campbell and Jefferson, where he was in the law office of Judge John Woods. He probably walked, although a carline may have gone to Crystal Spring by then. Mrs. Annie McClanahan was a first cousin of “Miss Fanny” Wilson. (Incidentally, she was to become the grandmother of Allen Palmer, the artist. Her beautiful daughter, Henrietta McClanahan, remembered for great dark eyes and very prematurely white hair, married Charles Palmer.) So it’s natural that my newly-married parents, after a short stay at Hotel Roanoke, would board at “Miss Annie’s” cousin’s, “Miss Fanny’s”, on Highland (old Tenth) Avenue. There they were only a few steps from the Franklin Road streetcar, by which Daddy could reach the office in 15 minutes.

As I remember things during the years 1910-1925, when we were growing up on Highland Avenue, Miss Fanny Wilson’s house always seemed full of their old lady relatives in black silk, interspersed with young ladies in prettier dresses, such as Lulie Terry (“Miss Lucinda”), who often came by to see “Miss Fanny’s” daughter, “Miss Martha.” There were jolly



Two men rode down Franklin Road at the Mountain Avenue intersection about 1910.

young bachelors too, who "made a fuss" over children (that means they were nice to us). The frame house and big yard were like a second home to the five littly McNultys.

Miss Fanny's long front porch was a wonderful place in summer. Children were allowed, if seen but not heard, and we listened to many a fascinating discussion. I remember that Judge R. C. Jackson was often there, debating with my father on all the big questions. Young Harvey Apperson boarded there until he married "the widow from Salem"—her third husband. (She was Louise Logan Logan Hansbrough; they built the house which is now the American Legion headquarters on what is now called Apperson Drive in honor of State Senator, Attorney General and Supreme Court Judge Harvey Apperson.) Joe Chitwood stayed there until he married a golden blonde named Ruth and moved across the street. He loved to tell how he took a gallon of home-cooked snap beans on their honeymoon.

Then there was "Sal," Miss Martha's aunt, Miss Fanny's younger sister, my dearest friend in those days. My mother, knowing full well her friend Sal's gracious fun-loving nature and her good influence for a little child, let me visit at the Wilsons' for days on end.

When Sal was in her early 50s she married a widowed Episcopal minister in whose home she had been a governess when she was a young girl, and he was the rector of the church in Bedford. She had helped him raise his two children, for his wife was an invalid. It was years after his wife died that he visited Roanoke and he and Sal fell very much in love. They used to take me for drives in his Model T, maybe to lend propriety! I still remember being shown the lovely thin dresses in her trousseau.

Sal and Mr. Jones had been married only four months, living down in Grenada, Mississippi, where he had a church, when he died of pneumonia. So Miss Sally came home. I spent many a night in her high-backed Victorian bed. But she never knew that whenever I was there I, too, was awake at daybreak and saw her kneeling by a chair across the room, her prayer book before her on the chair-seat, with her sweet wrinkled face slowly changing from agony to peace as she prayed.

The family hoped I'd play the violin and Anne, the piano. So I was sent to take violin lessons from a lady named Mrs. Henley, whom my father entitled Mrs. Haymaker-Heiner-Henley, hyphenating the names of her three husbands. She lived not far, across Franklin Road. So I'd come back walking up Highland Avenue, carrying my little violin case and, often as not, drop in at the Wilsons'. One afternoon I rang their bell, expecting to walk right in, but was met at the door by Lavinia, the cook. Her starched white petticoats held out her starched white dress until it almost looked like a hoop skirt. She was really dressed up; but her face was very grave. "Miss Martha's getting married!" she whispered, and let me tiptoe in. There in the sitting room Miss Martha and Mr. Clifton Smith, who had been courting her for years, were standing before the minister, who was clad in his vestments. Over in the corner sat Miss Fanny, in black silk and lace, wiping away a few tears with a ladylike little handkerchief. So I was the only person outside that household of relations who attended the wedding of Miss Martha Wilson.

A year later, at 41, she had a girl baby and named her Sarah Frances. I thought of Sarah Frances as my own child, and liked to believe her naming was for me, though of course it was for her grandmother and her great-aunt, "Sal."

Then another sad thing happened to that household. One day, when Sarah Frances was about two, her father was standing and holding her when he suddenly set her down, saying, "Here, Miss Martha, take the baby," and fell over with what was then called a fit of apoplexy—and died.

Of course, when he'd married Miss Martha, he'd simply moved into the Wilson home. So Miss Martha joined the widows and wore the black. The family group, surrounded and supported by relatives and friends, kept on with its busy, comforting routine.

It was in that atmosphere that I spent some of the happiest days of my childhood. I loved being alone in their sitting-room-library reading and reading; or playing house with neighborhood children in a thicket among the oak trees, where there was a great grape vine for swinging high in the air; or pushing Sara Frances in her go-cart.

We grew up in a world of independent women, and I don't recall any conflict or tension between their numerous interests and those of the men. Mother belonged to the Civic Betterment Club. She worked for women's suffrage, and along with Mrs. Orvis Kerns and a few others, came out boldly for Margaret Sanger's birth control movement, forerunner of Planned Parenthood. Every Monday from October through April she went to the Shakespeare club, which had been started in 1893 by Miss Eliza Breckinridge, a charming and scholarly maiden lady who had grown up in her father's library at "Grove Hill," Fincastle. By the time Mother joined "The Shakespeare" just before World War I, the club had begun to study modern dramas—writers like Ibsen, Shaw and Strindberg, upsetting as those inconoclasts might have been to a few of the more timid-minded ladies.

The point here is that not many of the ladies or children we knew were timid. If circumstances were "straightened" they accepted the challenge in all sorts of ways, though the usual response was to run a pleasant boarding house with a good cook for three meals a day and good conversation every evening. But Miss Eliza's niece, Mrs. Gordon Robertson, with whom she lived in a drafty frame house at the corner of Franklin Road and Albemarle (12th) Avenue, opened Roanoke's first lending library, using the volumes saved from the burning of "Grove Hill" plus hers and Judge Robertson's books.

Few people wasted any time proclaiming that women could do anything men could. For in the Roanoke of those days — in fact, all over Virginia, as we heard, read and observed — for this was only two generations after Reconstruction, women could do a lot of things that a lot of men couldn't, or, at least, didn't. Not only have babies, but run a full house, keeping the lives of servants, guests, children, husbands and live-in brothers, sisters or in-laws, in a fairly happy balance. I could name a handful who did this with an invalid husband, a ne'er-do-well husband, or no husband. Also, besides the army of excellent, dedicated school teachers

and nurses, many women went downtown to work in various businesses and stores each day, although few owned their own. An exception to this last had been "Cousin" Lily Patton Kearsley Rhodes, who lived next door to us (across little 4½ Street, in the middle of which stood the Big Tree — it's gone now). She had had a successful insurance company in Radford before becoming "Rhodesy's" third wife. I wish there was space here to tell all they added to our good childhood memories.

But to get back to the corner of Franklin Road and Albemarle. People gathered in the Robertsons' library not only for the books but to join in energetic discussions. Politics and religion were never barred. What else could be more fun than those dangerous diversions? I remember hearing Dr. Leigh Buckner raise his voice till it thundered out into the side yard where we children were often playing. There were Mary Stuart Buckner, my sister Anne and myself, and two Robertsons not much older: Sara, the dancer and born comic, and Anne, the violinist, partly blind but so plucky. Just across Franklin Road lived Munford Boyd, a little older, also blind (totally), also plucky and fun, and beautiful to look at, as he is to this day, a retired University of Virginia law professor and judge. Often in the summertime, two beloved-by-us Robertson grandchildren came from Oklahoma: Anne and Bill Breckinridge. (Yes, their parents were first cousins and Maurice Breckinridge, their father, had been in W & L Law School with Daddy.)

Sometimes we were privileged to witness one of the entrancing dramatic productions of the AORBC—the Ancient (or associated?) Order of Robertson and Buckner Children, written, directed, acted and sung by the older Robertson and Buckner youth.

Mrs. Robertson composed poetry and music too. One Sunday afternoon, in our parlor, Mother and Daddy and the Rev. G. Otis Mead, our rector, put on a mass baptism of four-as-yet-unbaptised little McNultys. After the ceremony, Sara Robertson, Anne McNulty and I sang Mrs. Robertson's "Good Little Babies" for the assembled friends and godparents.

The only ballroom dancing class I ever attended was at the Buckners', organized by the Doctor's daughter "Buffy" and her cousin Margaret, also a Buckner. The two teachers might have been 19 years old; most of us were 12 and 13. Boys like "Piggy" Morris, Charles Sanders, Billy Figgat, Joe Burgess and Buddy Weld didn't think much of girls. Incidentally, as a roll of dancing class children, I may be remembering the names of our mates at Second Presbyterian Kindergarten a few years earlier; but it was very likely the same list. The only thing I can clearly recall about that dancing class is a session when the boys, led by Piggy, decided to dance only with sofa pillows, with which they also jumped in and out of the front porch windows. That day we danced no more, as Dante might have said it in an opposite context. Indeed, we girls would gladly have consigned those little boys to the lowest circle of Inferno. Yet, only two years before, Piggy, as he told me later at VMI, had climbed up and carved my

initials on a tree in the Lewis yard at Franklin Road and Mountain Avenue.

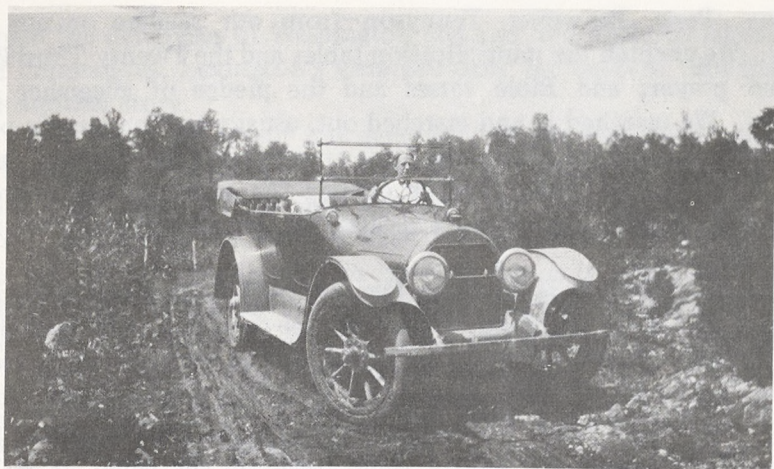
Piggy's parents, Mr. and Mrs. Edmund Taylor Morris, always had memorable Christmas parties for the young people at their fine house on King George. The George Paynes (across from the Buckners on Franklin Road) regularly had one, too, where Frank Angell would play the piano divinely. The boys couldn't misbehave at those dancing parties because cards were made out — and, as I remember, we all quite unexpectedly enjoyed the planned swap-around dancing. Anne and I had, respectively, pink and blue (of course) georgette dresses with rosebud braid trimming. Boys, rowdy no more, but temporarily "little gentlemen", were sent to escort us, carrying our dancing slippers in brocade bags. We ordinarily wore highlaced shoes and cotton stockings which had to be changed to slippers and silk when we arrived at the parties.

Reminiscences like this wouldn't sound real if they were put down in chronological order, for ideas don't associate that way. So now I am suddenly seeing the kindergarten we attended so long ago. Roanoke's very first, it was held in the little frame Sunday School building of the Second Presbyterian Church. Our teacher was dear red-haired Miss Larmoor. (Could it have been Larrimore?) Anyway, we all called her Miss Lawnmower. She and her assistant guided most of us: Annie Frank, Mary Wise, Lawton, the Woods twins, Buddy Weld, Charles Lunsford, Joe Burgess and a dozen or so others, all the way through the first grade.

But some dropped out after kindergarten and went to Park Street School (now Highland Park) to enter the "Primer" class under Miss Daisy Story, one of Roanoke's truly great and famous teachers. When I entered Park Street in the third grade, a stranger, I had a real inferiority complex (which I still feel) because I hadn't had two previous years at Park Street with that third grade class. But more of that later.

The next school I went to for the second grade was further away in the small building still standing in the back yard of a big Franklin Road house (now torn down) across from "Lone Oak", that handsome old Tosh-Rorer-Davis place, a Roanoke landmark which has also gone the way of so many landmarks. I don't remember much about the little school, except some stories I was very proud of being able to read. I probably wouldn't have remembered the teacher, a strict "old maid" named Miss Brown, except for Daddy's snapshot of her sitting in our new sun-parlor which had just been added at 455 Highland. She must have stayed with us at times, because I remember how she made me scrub out the basin after brushing my teeth. As I look at her picture now, it is plain she was not a very "old" maid, just a strict and determined one.

Pendleton Tompkins was in the class. I think his "plain living, high thinking" parents had been instrumental in starting the school. In the next few years I spent many an afternoon at his picturesque home on King George — it is still there. He is my twin, by the way. (They later moved to Lexington near our two maiden aunts and were close friends



C. S. McNulty, a Roanoke lawyer, at the wheel of his first car, a Cadillac, about 1915.

there, too.) Pendleton organized a group in which he was Robin Hood and I was allowed to be Maid Marian. With other playmates, most such imaginary activities usually ended in going off to play Kick the Can, or Run, Sheepie, Run, in the alleys, or Parchesi indoors in bad weather. But the Tompkins family, who unabashedly and actively loved history, art and music, seemed to create an atmosphere that this former child will not forget. For instance, when Pendleton was about six years old, they took him with them to Vienna for a world medical meeting, and then traveled around Europe. They brought us all presents — for me a Dutch costume (I have a shapshot) and a china egg cup from Wales on which is painted a Welsh tea party in tall-hat costumes, with a little ivory spoon for digging out the egg.

The summer I was seven, Mother had her fifth and last child, baby brother Charles, and Mrs. Tompkins had her second and last, a boy, Souther. I'm sure that was another bond for their friendship.

Indeed, I could name dozens of children who matched each of my sisters and brothers in age. Weesie even had three exact twins.

The third grade at Park Street School (now Highland Park) turned out to be one of the best school experiences of my life. It was because of our teacher, Miss Katherine Cralle. I never had a teacher anywhere with a greater ability to inspire. She loved and respected every child and expected our best. We soon were working, in and out of school hours, to build up our library of Riverside edition paper-bound classics (ten cents each), to decorate our room, and to prepare programs for our own and other classes. (Virginia Hall and I were loaned out to sing "O Little Town of Bethlehem" in other rooms at Christmas time.) We tended our window garden, both flowers and vegetables.

Every week we learned poetry—Longfellow, Shelley, Lowell, Charles

Kingsley, Pope, Browning, Tennyson—from our readers or our little library. We chanted the multiplication tables and the Twenty-Third Psalm. We said prayers and Bible verses and the pledge of allegiance every morning. We marched in and marched out, usually to piano music played by a teacher in the hall, the same piece every day. I can still pick out the tune on the piano. Every day we opened the windows and performed calisthenics, besides our romping recesses in the school yard, where we could roller-skate.

Just as important as anything I've recorded so far is the influence of Courtney Ann Rose Diamond. We called her our cook, and we did have other helpers: Nanny King, the laundress, and all her tribe when needed, and old "Uncle Allen" Watts in the yard. Courtney, though, was a second mother. A young black woman from our mother's native Rockbridge County, with a little girl named Anna Kathryn, she came to us when Weesie was a baby ("her" baby, of course). She and our parents were a team thereafter, until Courtney moved to Washington so that Anna, a teenager by then, might have more advantages. Anna and I were in the same grade, only hers was in the colored school. We often studied together.

Courtney's country schooling in the Virginia of that day may have been limited. But she had learned yards of poetry. We'd put on "shows" in the kitchen and she would declaim "The Wreck of the Hesperus", or would dash up the enclosed back staircase ("Up the chimney he rose"!) as she enacted "The Night Before Christmas", or would instruct Anne and me how to lie down and die while she sang "The Poor Little Babes in the Woods". And this very summer, 1982, my brother Bill (who was in Roanoke for an amazing reunion of Miss DeLoache's Kindergarten of 65 years ago) was fondly and gratefully recalling how Courtney had introduced us to the poetry of Paul Lawrence Dunbar.

Just a few years ago Anna Kathryn came to see us at our hotel in Washington. By then, she was a handsome slender widow, with big brown eyes and slightly graying hair, who had raised a family, traveled to Europe and across the United States, and had, at that time, grandchildren in college and law school. Courtney, a very old lady, though still doing some catering for people had come to live with her daughter. Kathryn, as she was called in Washington, told me how her mother would often wake up smiling from a nap exclaiming, "I was dreaming of Mrs. Mac".

Kathryn told me an Old Southwest story that I had never heard. One day, when two children across the street called her a nigger, my loyal little spit-fire sister Anne dashed over into their yard and beat up both of them. Courtney Anna Rose Diamond and my two parents had the same standards of decency and friendship. In our yearly letters, Kathryn has told me more than once that she remembers our house as her home, her real childhood house, not just the quarters of the cook's daughter.

There is so much to tell. And I haven't even mentioned our long happy summers at our grandparents' tall Victorian house in Lexington

between the campuses of Washington and Lee and VMI. Of all our childhood impressions, Lexington's were probably the deepest. But that must make another story.

These pages are about our everyday life in a very small segment of Old Southwest, where Highland Park was our own field, our own woods (Daddy still called it "the Gish Woods"), our own hill for our sleds in Winter. In our 400 block of Highland was Mr. Morton Turner's buggy for us to ride in, and the ice-wagons came by for us to climb on and scoop up shaved ice. At the far end of Highland was the Virginia Railroad with its all-night sounds of whistles and bells and shifting coal cars, and then the Roanoke River where we could sometimes wade or skate, with meadows beside it (now Wasena park) where everybody old and young worked in the Victory gardens of World War I.

These people, those places, those events — that is the framework, the outside. How can you tell — why should you tell? — the inside life of a child not yet 12? The times of silent, bewildering jealousy, the dull longings for all sorts of things you can't have, the pain of nursing plans you just don't possess the talent or the nerve to carry out? Such disappointments lie in layers under all daily life, you learn soon enough: You can't get the attention, the friendship, the love, of the little boy who sits in the back row in Miss Wallace Moir's fifth grade. You get left out of the fun on 4½ Street because you are no good at climbing the Big Tree. You love music desperately — the whole family does — yet you soon know (though your parents don't) that you'll never play like Anne Robertson. Sunday School is boring but you love church, with its beautiful language and the singing.

What then? Well, the layers of frustration aren't really so bad. They shake down into some middle level of your personality. And surrounding everything is that framework, ever-changing yet somehow firm and strong. The older you grow, even though most of it is only a memory, the stronger it becomes.



Three of the McNulty children—William Anderson (left), Mary Louise and Charles Jr.—were photographed on Highland Avenue about 1916.

Horace Engle, a creative Roanoker

by Edward Leos

Engle explained that after 11 months with the Edison Laboratories he was granted a leave of absence, which he used to visit "The South," and because he was "deeply impressed by the resources and other attractions," he resigned from the laboratories to move to Roanoke. There are many lab journal entries which indicate that the pull of the South was augmented by the push of disillusionment with the Edison job; he found the pay irregular and insufficient and he was exasperated by the interruptions of his research. Nor did it help that the routine testing, which was responsible for the interruptions, was connected with what Horace regarded as Edison's ore-milling folly.

Horace's judgment was prophetic. Before Edison could deliver his first shipment of concentrated ore, the rich ore of the Mesabi range flooded the market, and prices dropped to half of what they'd been at the project's inception. At a considerable loss to himself, Edison honored his contracts, and the ore concentration scheme turned out to be Edison's greatest financial failure. Years later, Engle's sarcasm—that one of the test samples would make good cement were it not for a trace of iron—became fact, when the ore-milling machinery was put to work in the manufacture of Portland cement.

To those who asked Horace why he had left the Edison laboratories, he said no more than, "I can do better on my own," a remark that his relatives seem to have regarded as simple egotism. Engle confined the expressions of his disaffection to his journal and thus was able to continue to draw upon his Edison connection for contacts, references, and image. The journal he resumed in Roanoke shows his words to be neither egoistic

(Editor's note: These excerpts and photographs from the book, Other Summers, are used with the permission of the author, Edward Leos, retired journalism professor at Pennsylvania State University, and the Pennsylvania State University Press.

(The 1980 book tells of the artistry of Horace Engle, a photographer, chemist, promoter, inventor and researcher at the Edison laboratories, who once lived in Roanoke. Engle, a native of Marietta, Pa., lived from 1861 to 1949. He apparently lived in Roanoke from about 1891 to 1913. Engle is remembered mainly for his candid photographs taken with a Gray/Stirn concealed vest camera. His pioneer work was done with a camera with no viewfinder and only one shutter speed and lens opening. He lived in the home of Mrs. Lucy Kent, widow of Dr. James McG. Kent, a prominent doctor, from 1904 through 1911. Engle was the executor of Mrs. Kent's will when she died in 1908.)

nor supercilious.

Virginia had been the focus of his interest ever since he began to receive Musser's (his cousin, H. C. Musser) mineral samples. Each was tagged to a location or property. Various, they promised iron, zinc, clays, rare earths, titanium, manganese, and occasionally pitchblende or gold. (Years after their separation, Edison told Horace of his continued interest in low-grade gold deposits in the East.)

In settling in Roanoke near his cousin, Horace was not a penniless or friendless immigrant, but a trained person, and part of a long-established migration of Pennsylvanians. Roanoke, terminus of the Norfolk and Western and the Shenandoah Valley railroads, was the transportation center of the southern third of the Great Valley between the Blue Ridge and Allegheny mountains. An extension of the rich agricultural land of central Pennsylvania, the valley had traditionally funneled the overflow of that state's Scotch-Irish and Germans. Since colonial times the valley was known to be rich in mineral resources, and during the Civil War its mines and factories supplied the Confederacy with war materials.

Horace's estimate of its mineral wealth was corroborated by an 1883 report sponsored by the valley's railroads, which claimed that many of the minerals Horace had found among Musser's samples would be found in good-sized deposits within easy reach of their lines. Further study had convinced Horace that the region also held promise of oil, fullers earth, and natural gas; and he was alive to the possibilities of hydroelectric power.

Roanoke had been created by charter and name change from the town of Big Lick. In 1890 the town and city could boast of a chartered existence of sixteen years. The youthful city's vitality tended to make boosters out of casual visitors. "Roanoke," wrote a reporter from Lynchburg, had "more patriotism, more dust to the square inch, more noise, more bootblacks and newsboys, and more hotels than any corporation on the American continent. It is preeminently cosmopolitan; the surging masses who throng the streets today will be gone tomorrow, and their places will be filled with others. . . ." And it does seem that in its exuberance, in its carousing and gambling, the city resembled the Wild West more than the traditional South. Roanoke was riding a real estate boom buoyed by outside investors drawn from the North by aggressive advertising and promotion. In six years its population had tripled. Diverse in population, short on history, long on hustle, Roanoke hardly was typical of the Old South.

This impressed Horace because development rather than research was on his mind. Fortunately it was not primarily real estate development, for shortly after his arrival Roanoke was buried under an unprecedented 36 inches of snow. The suspension of business for several days following chilled the speculative fever of the inhabitants and insured the boom's collapse, causing considerable financial distress. Horace, however, had plans for all kinds of exploitation. Not even his lack of capital discouraged him, for his confidence lay in his skills. He could prospect and assay, invent better processes and products, work up literate reports, imagine, justify, and project developmental possibilities of land and resources.



The operations of the Roanoke Water and Gas Co. were photographed by Horace Engle about 1908.

There was no denying that this boisterous new city, living completely in the present and receptive to risks not entertained in staid Marietta, Pa., was as promising to Horace as it was to the other ambitious young men who traveled down the Great Valley in search of a bright future.

Horace pursued Roanoke's promise for 25 years. Materially, the years were disappointing, and if reputation measures success, they were a failure. No local authority in 1972 Roanoke had ever heard of Engle—they had difficulty in spelling his name. As for Horace's persistent dream of uninterrupted research, never during the entire quarter century was he to devote more than a week to any one project. Yet, although free of family and home ties, he stayed. His unshakeable self-confidence and faith in capitalist America set him apart from those who moved on after fewer disappointments. He raised persistence to the status of a credo: *vincit qui patitur*, "he who endures wins," was the motto of his college class, and Horace quoted this in summation of more than one report of failure.

The diaries and correspondence of those years evoke an image of Engle seated at his desk, viewing an empire just out of reach, sparkling with the agricultural and mineral wealth of eight states. Its allure is enhanced by the frenetic activity of his mind. The initials and surnames which swarm in the pages of the journal indicate that the conquest and

exploitation of each treasure involves the formation of another company; each undertaking initiates a cycle of negotiations, agreements, options, contracts, incorporations, stock issues, and the floating of bonds. It's this business, plus the care of accounts and the drafting of legal papers, which keep him at his desk. When, occasionally, he escapes, it's to board and stockholders' meetings, to inspect a potential property, or to seek money.

Competent in mineralogy, chemistry, electricity, and engineering, he has no problems in dealing with the behavior of minerals and physical forces; but his business hinges upon persuasion—convincing a potential investor, selling a product, winning a signature—and these are neither facile nor predictable processes. All plans are contingent upon the actions of other parties, so that waiting is part of the process, time which he uses to initiate or pursue alternate projects.

On any page of the journal, therefore, one can expect to see Engle working on one scheme while under pressure from others. A typical entry is that of August 24, 1896: "N.C. Talc, ScC Fe_3O_4 ! Patent work"—a day devoted to at least four projects. The days preceding and following report correspondence, papers, and designing on projects seemingly unrelated to any of the four recorded on August 24. Interwoven in the dense fabric of the Roanoke record, their threads interrupted and fugitive, are lists of men, organizations, schemes, products, and proposed inventions. Each jotting is a hope: one item brought to fruition may provide the means to pursue others.

Engle's papers indicate that this happened at least twice: a sale of a roll-film "indicator" patent to Agfa-Ansco, and the founding of the Appalachian Power Company. The patent sale netted about \$2000. The Appalachian stock, whose dividends, according to H. P. Musser, were the main source of his support in later years, Engle received after much litigation, in 1914. One wonders how he subsisted before then. Keystone Mining, Pennsylvania Zinc and Iron, Monitor Steam Generator, Columbia Land Company, and Southern Exploration Company—companies from which, as an officer, he received modest stipends and expenses—were defunct or moribund before 1914. The only other source of income might have been consulting, and his continual indebtedness suggests this income was minimal. Six years after his arrival in Roanoke Horace was reduced to counting the change in his pocket. "Down to .05!" he writes one day in June 1896; his response to his predicament is the writing of the poem "Defiance."

The next year brought no improvement. The month before Christmas was a time of agonizing over the lack of cash for presents. Yet at year's end he could write, "Dec. 31—Exit '97, a year of precarious financial footing and uncertain prospects, and in a great degree a preparatory period, geologically and otherwise. May '98 yield the fruits of '97."

Engle's hope is more than the ability to dismiss past disappointments. Always on hand in the journal are promising prospects: iron ore whose iron content tests at more than 50 percent while yielding zinc and lead as by-products; paint makers interested in the ochre, umber, and sienna on properties under negotiation; local deposits of nickel, titanium, manganese,

and rare earths, as well as building stone, clay, potash, and asbestos, require only the application of capital. In various stages of patenting are an interlocking paving brick, an improved trolley, a camera viewfinder, and an improved radiator valve. A typewriter design, a cotton mill, a pipe-casting process, and a car coupler are on a back burner. This is but a sampling of the projects on Engle's desk or in his mind on December 31, 1897. At the end of 1898 the list is bound to be longer, for the inventory grows with the years. The consequent dilution of his attention and energy is increased by his reluctance to drop any project. He may have set a record of sorts in his attempt to sell a deposit of fullers earth for a client in Georgia. The negotiations continued for 40 years, ending only with the client's death in 1937.

Persistence, broad interests, and multiple skills are virtues when controlled. Engle's vices were uncontrolled virtues. Periodically, his journal complains of the lack of time for his "own" research and development work. Yet his own reports tell of evenings spent composing poetry, of submissions to *Harper's* and *Scribner's*, of short stories written and queries sent, of cartoons submitted to Funk and Wagnall. He finds time to take lessons in hypnotism, to compete with a design for a Columbian half-dollar, and to compose an involved solution of the silver question. A simple request for the landscaping of the grounds of the Roanoke Water and Gas Company he converts into the design of a riverfront park, devoting, in the process, an inordinate amount of time to research and correspondence for what he knows will be minimal and reluctantly advanced compensation.

He is not entire unaware of his shortcomings. One Sunday, after reporting a discussion of one of his inventions, he writes, "Improve!



Maj. and Mrs. William Munford Ellis and their two children, Lion and Julia, of Shawsville were photographed by Horace Engle in 1912.

A self-portrait of
Horace Engle
about 1908



Discipline! Organize!" But he never solves this problem, universally recognized by his friends. A 1933 letter from Edward L. Stone, Roanoke printer and publisher, advises, "I hope that some of these times you will come into your own with your general knowledge of geology and the minerals, and other substances in our vicinity, but I still think you have to make up your mind and concentrate on some matter that you can carry through to a successful conclusion, and not let your mind and energy be diverted from that particular thing, whatever it may be."

The Kent household was the setting, and its members the subjects, for many of Horace's Roanoke pictures. The nature of the relationship is visible in these excerpts from a letter written in 1908 to "R. H." of Lancaster:

For over ten years I have been living with a family by the name of Kent who are just like "home people" to me now, but they have had business misfortunes in the past, — before I came to Roanoke, — and have never been able to own their own home since I have known them.

The family at present includes Mrs. Kent, who has been a widow for many years, and three grandchildren. Her grown daughter who really took care of her and raised her grandchildren (her nieces and nephew) died less than a month ago so that I am particularly anxious to do what I can to make a pleasant home for all of us at least for the next few years.

The oldest niece who is now living at Winchester, is Superintendent at the Hospital there; her two sisters who are nearly grown are at home with their brother who recently came to Roanoke



Mrs. Lucy Kent, widow of Dr. James McGavock Kent, is shown in a 1908 photograph. Engle lived with the Kent family from 1904 to 1911.

where he has secured a position in the Norfolk and Western offices. . . . The boy, the sister at Winchester, and myself together can make ends meet and all live comfortably, but to do so with satisfaction, we now find we must get a house of our own, or at least one where we can stay just as long as rent or interest is paid and where we have a chance to buy such a place as soon as sufficient money can be gotten together for that purpose.

Where we lived for several years up to last fall we made great improvements in the yard by planting vines and other plants and in keeping all in attractive shape. When we went there everything was almost as bare as a desert. There was not even good grass in the front yard, and nothing but weeds in the neglected back yard, but it was in a good neighborhood and we soon made a very different place of it as you will see from the enclosed photographs.

Almost all of this work I did myself before breakfast and late in the evening. You can understand how this comes natural to me. At any rate, it is a great satisfaction to do it and it gives me exercise which is needed by one compelled to be indoors as much as I am. . . .

The balance of the letter presents Horace's request to R. H. that he purchase the house for Horace and the Kents to rent and improve. It's obvious that Horace is no mere boarder. His attachment serves the household's needs as well as his own; and there's evidence in the papers that his sentiments

were reciprocated. Mrs. Kent, in fact, appointed him executor of her will.

In another 1908 letter to Edward Hughes, a friend of the family, it's evident that Horace perceived his role as fatherly:

Matters are going well at the house. Not without the little family troubles, annoyances, and sometimes heartaches, perhaps, but just as truly, not without the daily "growth in grace" that comes from mutual helpfulness and forbearance. There is still room for betterment in more ways than one, but there is also the daily joy and good cheer which brighten up the occasional trying times. . . .



Ladies and gentlemen were sporting at the Roanoke Country Club when these postcard views were made about 1904. In those days, the club was located in South Roanoke near the present fire station.



Roanoke's Market Square was a gathering place for a variety of horse-drawn vehicles, sellers and buyers when this picture was taken about the turn of the century.

Economic development in Southwest Virginia

by Harold W. Mann

Before the railroads came, the Blue Ridge was a barrier. In time this ancient range was breached and bypassed. In the 18th century the Valley and highlands behind the Blue Ridge became a corridor.

From Lexington north to the Potomac, English colonial culture was leavened by the entrance of the Scots and Germans. Southwest of Lexington a more open pioneer society developed in the corridor to East Tennessee. Southwest Virginia was also a way to Kentucky through the Cumberland Gap before the National Road made it easy to get to Kentucky via the Ohio River. In 1792 the Cumberland Gap became the southwesternmost point of the Old Dominion. By then, to Eastern Virginians, the Blue Ridge divided the state into two unequal halves, one dominated by the ambiance of the true Virginia, the western part a puzzling less-than-mirror-image. To early residents of the Shenandoah Valley and the highlands southwest of Lexington, the Alleghanies, the ridges west of the Blue Ridge, were a dividing line. Beyond, settlements centered especially on the Kanawha and in the Ohio counties near Pennsylvania, reachable from the upper Potomac. Throughout the region west of the Blue Ridge, the valley and hillsides became both waystations and permanent homes for the descendants of British Isles and European yeomen. Beyond such farming and stock-raising as was possible and elemental handicrafts the economy centered on income from the travel routes themselves, from a modest trade in iron products of furnace and forge, and from the promotion and resale of real estate.

The near limitlessness of land in a new continent made land speculation a most important early industry. In Virginia after the 1790's the largest tracts available were west of the Alleghanies—in the hundreds of thousands of acres. The cupidity of a De Witt Clinton in New York and banker Robert Morris in Philadelphia was stirred to buy huge acreages in expectation of future settlement, hence handsome returns for resale. Lesser names like James Welch and John Beckley also bought timbered lands west of the main Alleghany ridge, some of them in the Greenbrier - New River quadrant.¹ By the 1820's the lands of Virginia were known to some British investors, who were also interested in the bonds of

A history professor at Radford University, formerly Radford College, since 1963, Dr. H. W. Mann is a Georgia native. He holds degrees from Emory University and the University of Wisconsin and a doctorate from Duke. The author of a number of papers, he wrote a book on Atticus Green Haygood, published by the University of Georgia Press in 1965. This paper was given by Dr. Mann for the Roanoke College Symposium, "Beyond the Blue Ridge Before 1900," co-sponsored by the Society and the College.

coastal states with lands. For 20 years, until the early 1840's, the purchase of state securities in North America operated at near the frenzy level, ended by the first of many retrenchments. After a boom in the real estate of open acres of Maine, Englishmen were more interested in the lands of Pennsylvania and Virginia.² Through buying of state bonds, Englishmen began an underwriting of turnpike, canal, and railroad projects which opened up new areas to development: the state government of Virginia bore three-fifths of the cost of internal improvements.³ By 1832 the house of Baring Brothers in London for the first time sold the securities of Virginia to Europeans.⁴ At the time, the British were the foremost exporters of capital, as they would be for nearly a century. The return on investments in North America was higher than that for investments at home; slave and free states benefited precisely during the decades of transportation network enlargement. It was therefore to the advantage of Americans to keep Europeans informed of new enterprises.

Before the Civil War, for the Southern Appalachians, the British were not much interested in the modernization of iron furnaces; Britain was the first iron-processing nation and still sold even railroad rails to the United States. The news of a bituminous coal field stretching from Western Pennsylvania to Alabama was another matter. In the late forties and early fifties English geologists confirmed the findings of American surveys. In western Virginia, a seven-year search by William Barton Rogers, a University of Virginia professor, disclosed numerous coal seams surfacing at the banks of eroding stream channels. British commercial judgment following these disclosures was to the effect that expensive and deep shafts would be necessary to reach the widest part of the seams. Besides, in the late 1840's, the Southern transportation system could not yet get coal out in volume.⁵ So it was Baltimore



A Virginia coalfields scene at an unidentified location was shown on this postcard about 1900.

money followed by New York money which was first attracted to the first extensive coal-mines in the Southern Appalachians, those of the Georges Creek region of western Maryland. The coal could be shipped in flat-bottom boats from Cumberland, Maryland, down to Georgetown on the Potomac.⁶ Less accessible to major population centers were the known coal resources of the Big Sandy River in eastern Kentucky, of Kanawha salt mines, of the Fairmont region in Northwestern Virginia before the arrival of the Baltimore and Ohio Railroad in the early 1850's, and the southern Cumberlands in Tennessee even after the inducement of Northern capital and the completion of the Nashville to Chattanooga railroad. With British inventors still skeptical, alert would-be financiers in Louisville, Cincinnati, Baltimore, Pittsburgh, Philadelphia, New York and even Boston could see the likely contours of the economic development future.⁷

For some, in seaboard and river cities, the chief interest lay in the development of transportation networks themselves—as the competitive reach for markets became more ambitious. The duel between Eastern seaports for the trade of the Mississippi-Ohio River Valley heightened a map consciousness of existing and possible routes. The eyes of surveyors and engineers were challenged both in their travels and in their reading of map plats by the real prospects of jobs in grading for turnpikes, canals, or railroad trackage. Engineers were fascinated by the success of railroads on almost the steepest grades, because the load could be shifted through strategically planned curving ascents and descents. Promoter-types in the cities—and in remote crossroads along the projected routes—hastened the stage of incorporation of companies. A new art-form was the calculation of just the right amount of capitalization, on paper, to convince stock-purchasers of a new company that it already had major financial backing and was certain to bring a bonanza in return for investment.

Yet the early decades of the railroad era were most completely a time for dreamers, using real or fancied straight-rules, who drew bold "air-lines" on the map of the Eastern United States between urban points. The drawers of lines joined New York to New Orleans (through the Southern Appalachians), linked Cincinnati to Charleston (through the Southern Appalachians), connected Louisville, on the Falls of the Ohio, to the Atlantic (through the Southern Appalachians). It was also natural for those interested in the Virginias to project a link between Richmond and the Ohio River, either by a canal through, or a railroad over, the central ridges of the Alleghenies. (Pennsylvania had proved that actualization of that dream was almost feasible.)

In 1847, as the turnpike era waned, the Staunton and Parkersburg pike was completed, passing through a remote Monterey over the mountains to Buckhannon and Weston, the latter on the upper reaches of the Monongahela. In 1854, partisans of a central route which could carry heavier loads than wagons on a turnpike, hence more freight and passengers, gathered in convention at White Sulphur Springs, already an important spa. They planned to lobby the Virginia General Assembly for support of either a canal or more likely a railroad from Covington

to the Ohio River. The legislature responded though to counter lobbying pressures and vetoed the idea. Commercial interests in the Valley and in what is now Southwest Virginia joined with the proud nabobs of Richmond in killing a development they considered threatening to their best interests.⁸ Richmond's commercial expectations from western trade were satisfied by the completion of the James River and Kanawha canal to Buchanan, in the cleft of the Blue Ridge, in 1851. However, eight years later there was enough support generally in the state for the legislature to cooperate with major investors from Bordeaux, France. The Bellot Company, creditors of Col. James Swan, had succeeded to the ownership of 500,000 acres in coal and timber lands in the New-Kanawha valley, and bought the James River company with the intention of completing the canal. The coming of the Civil War fortuitously thwarted this conclusion to a dream going back to the 1780's.⁹

Fortunately for the Confederacy of 11 Southern states, the railroad network was fragmentarily complete by April of 1861. The Atlantic, Mississippi and Ohio ran from Lynchburg to Bristol on the Tennessee line, where now state-subsidized roads linked the battlefronts of Virginia to the resources of Tennessee, Alabama and Georgia. One of the major railroads of the South linked Chattanooga through northern Alabama to Memphis. The Chesapeake and Ohio, known then as the Virginia Central, had been built during the 10 years preceding the war to Charlottesville from Richmond, and by tunnel through the Blue Ridge to Waynesboro, and further to two miles west of Clifton Forge. The Virginia Central sent an Agent to England during the war to buy rails, but circumstances kept the line from being extended. West of the Alleghanies the Baltimore and Ohio joined Wheeling, West Virginia, on the Ohio River, with the upper Potomac counties of the Old Dominion. Unfortunately for the Confederacy, George B. McClellan in 1861 secured the entire route of the B&O for the better binding of the Union.¹⁰

From the end of the Civil War in 1865 to the beginning of the First World War in 1914 was a 48-year span in which the railroad network of the Southern Appalachians was completed. The Chesapeake and Ohio, reorganized by Collis P. Huntington of California fame and nine other New York capitalists in 1869, was completed to the new city of Huntington in West Virginia by 1873. The road followed the central New River-Kanawha route to Charleston.¹¹ The old James River and Kanawha Canal bed through the Blue Ridge became part of the track-age of the Richmond and Alleghany, which followed the north bank of the James to Clifton Forge after 1879.¹²

In 1881 primarily British investors sold the Atlantic, Mississippi and Ohio to Philadelphia and New York interests. Renamed the Norfolk & Western, it became the main coal road for the Pocahontas seam of Tazewell County, Virginia, and later for coal lands in West Virginia south of those reached by spurs of the C&O. By agreement with the important Louisville & Nashville railroad in 1887, the L&N and the N&W built toward each other to a point in Wise County, in what would be known as the Clinch River coal field after 1891. The new city of

Norton, named for Eckstein Norton, president of the L&N, marked the L&N's eastern terminus.¹³

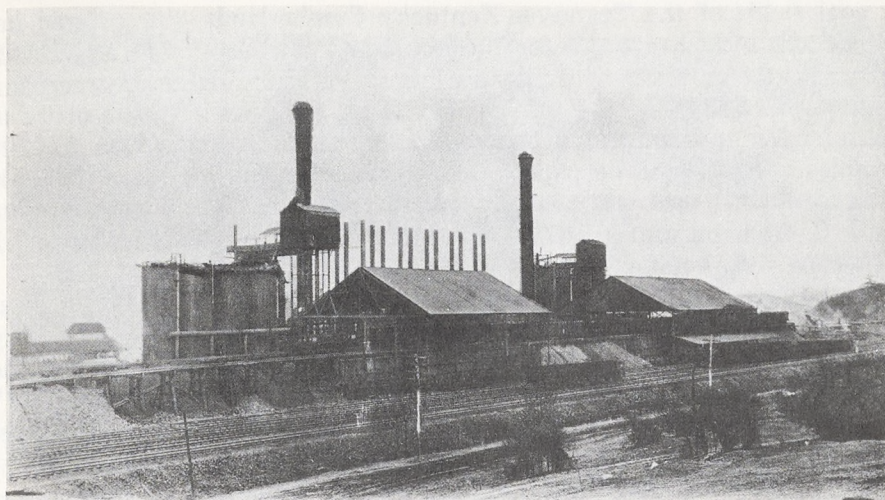
In the Shenandoah Valley, parallel routes were built to the Potomac. The Blue Ridge railroad completed from Waynesboro down to Roanoke soon merged with the N&W. The western Valley railroad from Harrisonburg down to Lexington belonged to the B&O system.¹⁴ Between 1902 and 1909 the Virginian Railway was built as a coal road from the New River field in West Virginia as a competitor to both the C&O and the N&W; its route in Virginia ran through Montgomery County and Roanoke to Sewell's Point on Hampton Roads.¹⁵

Comparable railroad building in other states opened the Southern Appalachians from Maryland and West Virginia to Georgia and Alabama for large-scale development in a first phase of economic modernization. The phase really began in the 1870's and lasted until the severe depression of the 1890's. A boom psychology in the 1880's affected almost any Appalachian venture advertised. Expectation of windfall encompassed mica mines and tourist hotels in western North Carolina, prospective vineyards on the slopes of the Blue Ridge in South Carolina—not far from new textile factories, rejuvenated gold mines in North Georgia, manganese, zinc, lead, and tin mines in western and Southwest Virginia.¹⁶ Land booms in northeastern West Virginia, western North Carolina, and in far Southwestern Virginia often occurred where mineral-rich acreage was topped by heavy stands of virginial timber.¹⁷

By the midpoint of the 1830's it was clear that the resources most likely to entice English investors were the iron ores of the Appalachians. The U. S. as a major iron-and-steel-producing nation no longer imported heavily from the British Isles, and the American industry was profitable for its owners. Now that the transportation network was reaching remote mountain areas, and a variety of soft coals could be mined and shipped to both the new iron furnaces and Eastern and Midwestern urban homes and businesses, it was important to buy in early. In December of 1884 the London *Economist*, a major commercial journal, reported that

Eastern...pig iron makers have been surprised to learn of the sum total of Southern (coke and charcoal) iron which has come East in 1884. In consequence, the Lehigh furnaces...have reduced prices... One of the Lehigh men said...that...the Lehigh and Schuylkill men do not intend to permit the South to sell 100,000 tons of pig iron to the East in 1885...¹⁸

Nevertheless, in 1885 Virginia's nine furnaces alone, most of them west of the Blue Ridge, shipped 71,150 tons to Eastern cities, for the one year far outstripping Alabama's 22,814 tons. Within a few years Southern pig iron (and rod iron) became a major part of the supply for Midwestern iron and steel operations.¹⁹ A great expansion in the number of furnaces in North Alabama after 1886, and in their volume of production, caused Virginia to lag behind; between 1890 and 1910 "Alabama...dictated the price of pig iron in the United States."²⁰



The Crozer Iron Furnace, lighting up the eastern sky of early Roanoke, was located near the Norfolk and Western Railway's Roanoke Shops.

In an effort to compete with the older Pennsylvania and the newer Ohio and New York-New Jersey furnaces, the Southern states used coked coal, a technique which would be considered outmoded after 1910. (In the era of the "beehive" coke ovens, the New River and Pocahontas coal fields were second in producing coke coals only to Pennsylvania.)²¹

The coal boom was foreshadowed by the expansion of sales and coal acreage owned by the Consolidation Coal Company of Maryland; the early peak of its coal tonnage came in 1873, the year a panic heralded the depression of the 1870's. West Virginia's emergence as a premier coal-producing state owed much to the Consolidation Company, the ambitions of Senator Henry G. Davis, and the C&O's opening of the Logan field. Eastern Kentucky came into its own after 1900, with whole new counties opened to coal-mining by British and American capital.²³ The Norton Coal Company of Southwest Virginia had British backing at its incorporation in 1894, as did the two long-distance railroads servicing the area. The peak of investor interest in the Clinch coal field paralleled the time of expansion in Kentucky; the city of Norton was at its most opulent about 1906. The expectation of a north-south as well as east-west railroad outlets through the Clinchfield region heightened investor interest and speculative activity.²⁴

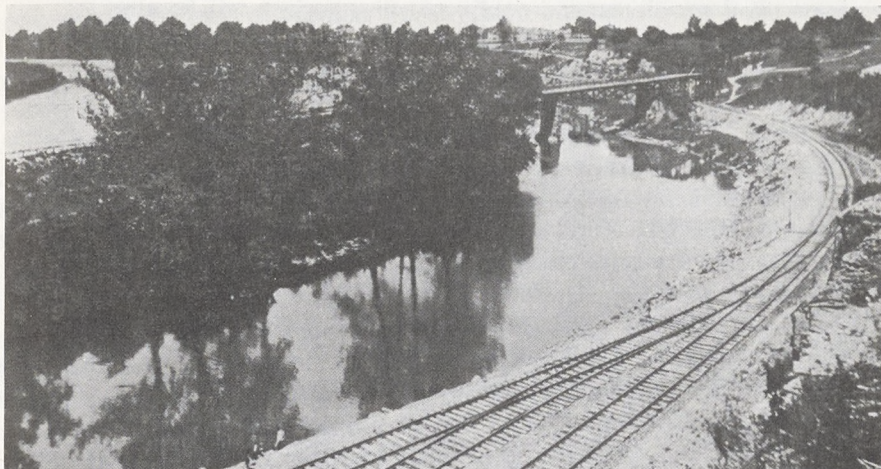
The projection of railroads through far Southwest Virginia, 37th latitude, 83rd longitude, went back 40 years. Forty miles farther southwest, in 1861, a short railroad stretched south from Morristown, Tennessee, toward the North Carolina line, bearing the grandiose title of the Cincinnati, Cumberland Gap, and Charleston.²⁵ After the Civil War, a parallel construction was that of the Knoxville and Charleston which, it was claimed in 1868, "will constitute a link in the chain of railroads extending from the Ohio River, at Louisville and Cincinnati, to the Atlantic coast, at Charleston..."²⁶ As an outlet from the Jellico

coal fields of the Tennessee-Kentucky Cumberlands, this offered important enough a route for the N&W and the Richmond & Danville syndicates to fight over the ownership of East Tennessee railroads. Also in 1868, the Virginia and Kentucky, a railroad with its office in Abingdon, was projected on paper west to Cumberland Gap for 100 miles. Capitalized on paper at \$2,500,000. it had less than \$200,000 subscribed, hence was never completed. Its chief engineer was Gen. G. C. Wharton who in 1872 would incorporate the New River Railroad, Mining and Manufacturing Company of Radford.²⁷

Before the depression of the 1890's staunch optimism, four other lines were designed to tap the Clinchfield area.²⁸ The Kentucky Union, aimed from Lexington and Jackson, Kentucky, for Big Stone Gap, went into receivership in 1891 before it was completed to Jackson.²⁹ On the Atlantic side of the Blue Ridge, the Danville and East Tennessee, a thinly capitalized extension from Danville west in a ruler-straight line paralleling the North Carolina-Virginia boundary to Bristol, was announced in 1890.³⁰ A more substantial projection from the east was that of the Cape Fear and Yadkin Valley Railway which had been completed to Mt. Airy near the Blue Ridge at the Virginia line. The 1890 plan was for its extension northward to Ivanhoe in southern Wythe County, near Austinville. Ivanhoe, on the New River, was the site of a modern iron furnace and the terminus of the N&W's Cripple Creek extension.³¹

The most ambitious of all the new companies was the Charleston Cincinnati & Chicago, announced in the Investors' Supplement of the New York *Commercial and Financial Chronicle* in early 1888. The projectors planned to build first from Rutherfordton, near Shelby, North Carolina, south toward the port of Charleston. A year later there was an excited report that the contract had been let to build "from Rutherfordton (north)...to the new town of Minneapolis, in southwestern Virginia, at the crossing of the Clinch River, where the line will make a junction with the Norfolk and Western... , and probably with a proposed eastern extension of the Louisville & Nashville, which is to come through Big Stone Gap." The announcement affirmed that this "opens up the richest mineral, timber and coal country on the continent, not excepting Pennsylvania." The route from North Carolina was penciled through Johnson City and the town of Kingsport in Tennessee, to Estillville (Gate City), Virginia, and on through the Breaks of the Russell gorge on the Kentucky line, to join with the existing north-south railroad to Ashland, Kentucky.³²

In September 1889 a chief director of the enterprise, Wharton Barker of Philadelphia, reorganized it, but the economic vicissitudes of the early 1890's caused it to suffer another reorganization before it was bought at foreclosure by the bondholders.³³ A decade later, in the return of boom times for coal and for securing investment money, George L. Carter, a Southwest Virginia native, bought the franchise rights of the railroad for a syndicate.³⁴ Now with money enough for completion, the route was drawn slightly differently from that drawn in 1888. At the southern end, it ran from the vicinity of Rutherfordtown,



The Virginian Railway tracks along the Roanoke River were crossed by the old narrow gauge railroad bridge near present Wasena Bridge. The narrow gauge line was built to haul ore from the mines south of Roanoke to the furnace in the Norwich section.

North Carolina to Spartanburg, so as to use the route of the 10-year-old Southern Railway system to Charleston. Another new system, the Seaboard Air Line, provided a direct outlet from Rutherfordton, through Charlotte and Hamlet to Wilmington on the Atlantic. The new name chosen was the Carolina Clinchfield and Ohio Railway. To manage the road, along with Southwest Virginia railroads, the Virginia Iron, Coal & Coke Company, and other properties, Carter organized the Clinchfield Corporation, and then in 1906 a holding company called the Cumberland Corporation. In 1909 the Carolina Clinchfield & Ohio achieved incorporation under the laws of South Carolina (after much difficulty), and in 1914 the railroad ran from junction with a C&O extension at Elkhorn, Kentucky through Clinchfield and East Tennessee and the Great Smokies of North Carolina toward the Atlantic at both Wilmington and Charleston. The holding company owned terminal facilities at the mouth of the Cape Fear River in the environs of Wilmington.³⁵

An essential part of the story of economic development after the Civil War is the history of state indebtedness. As mentioned earlier, British enthusiasm for buying the bonds of Virginia went back to the 1830's marketing by Baring Brothers. Railroad bonds were bought in Europe even during the Civil War. With Reconstruction governments issuing new bond issues in support of state transportation lines after 1868 there was a new flurry of interest on the London Stock Exchange in the bonds of the slavery-free Southern states and in a few select railroad securities, considered safe even for the most cautious country-bank portfolios. With the waning of Reconstruction, the Southern states had difficulty paying quarterly interest on even the state bonds quite early, and the depression after 1873 guaranteed immense difficulties. A "crisis of recognition" stunned London, Amsterdam, Paris, and Frankfurt investment circles. The inherent weakness of the tax base in the

impoverished South became more and more evident. All the Southern states had problems, and nearly every railroad in the South experienced reorganization if not receivership.³⁶

The political reaction of the indebtedness in Virginia and Alabama during this period of travail of the 1870's was instructive of differing political and investment climates. In Alabama, a conservative "Redeemer" governor put as the highest priority the restoration of the state's credit reputation in order to recapture the investment environment of the late 1860's. As part of the settlement after 1877, the creditors of the semi-public railroads and of the state got hundreds of thousands of acres of Federal lands (transferred within 10 years to Alabama) and the railroad from Chattanooga running through mineral lands to booming Birmingham and on to Gulf ports. The railroad was renamed the Alabama Great Southern, with its principal offices and directors in London. Thus, British money had a direct stake in the modernization of the iron-producing facilities of Alabama, as well as in coal production, and by 1890 Alabama had achieved industrial supremacy in the South.³⁷

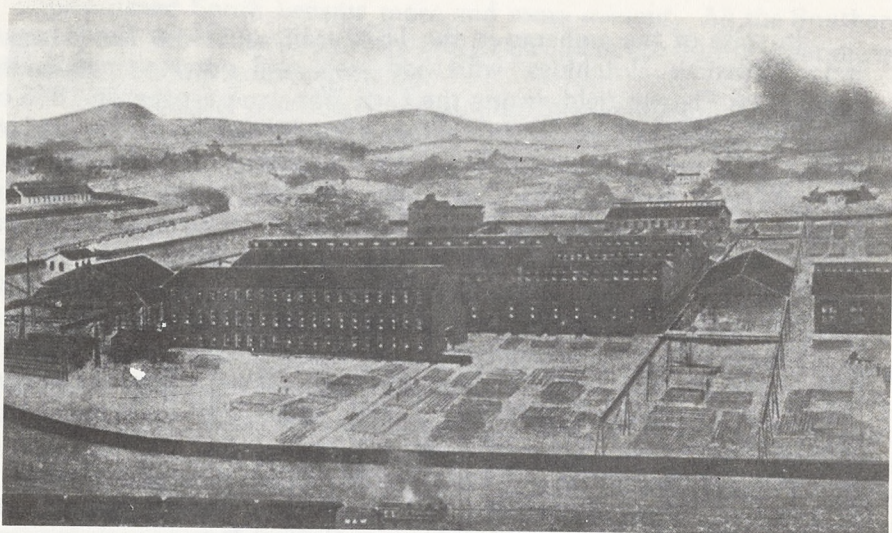
Disadvantageous timing and political accidents made for a less ebullient future for the industrialization of western Virginia. The period of economic recovery in the late 1870's and early 1880's coincided with the dominance in the state legislature of the Readjusters and the U. S. Senate career of William Mahone. Mahone had crossed swords during the 1870's depression with John Collinson, resident agent for British investors. Partly because of Collinson's personal distaste for Mahone, largely because the conservative Funders lost political control, there was a virtual embargo of new British money for Virginia enterprises until 1880. In legislative acts of 1879 and 1882, the Readjusters, as their name implies, sharply reduced interest coming to owners of the state's securities. Into the 1890's there were fevered negotiations for a better settlement, interspersed by litigation. In contrast, Alabama seemed to be guaranteeing a high income. In 1886 the London *Economist* lectured that "The Southern States are beginning to develop rapidly, and Virginia might naturally expect to considerably better her position before long. A different attitude to her creditors would no doubt distinctly help... ." ³⁸ A complete, somewhat sullen history of the debt was the subject of an 1891 editorial in the London journal: "Englishmen find it difficult to understand how such tactics as have for the past quarter of a century been resorted to in respect to Virginia finance can be tolerated... . But American States are not like counties here, and when they repudiate there is practically no appeal." ³⁹

It was in the face of this disenchantment that promoters sought British money for Western Virginia in the 1880's. Continued interest in N&W securities on the London Exchange was a helpful sign—C&O stock was not listed, seemingly because official London classed C. P. Huntington with the wicked railroad syndicate-wrecking entrepreneur Jay Gould, with whom Huntington had dealings in the 1880's. The N&W's alliance with the Louisville & Nashville road in Southwest Virginia helped, too, because Europeans owned 75% of the L&N debentures and stocks.⁴⁰

In spite of the embargo in the 1870's, the quest for funds began. Major Jedediah Hotchkiss, who had seen coal outcroppings in the Pocahontas-Flat top field during the Civil War, read a paper in 1873 on the mineral resources of Virginia before a London audience. An abridged report by Hotchkiss was published by the state in 1876.⁴¹ In 1881, John Wiley & Sons of New York City published a book by another Virginia civil and mining engineer, C. R. Boyd of Wytheville. Its explicit title was, *Resources of South-West Virginia, Showing the Mineral Deposits of Iron, Coal, Zinc, Copper, and Lead...* Boyd began with the statement that what Virginia needed was to "show up our resources in a proper manner; thus bringing in many men of capital to willingly help us not only bear our burdens, but create new facilities for making money, in the erection of furnaces, etc., and in the building of new lines of railway."⁴²

The 300-page survey, by counties, mentioned gold-bearing rocks in Montgomery, zinc-reducing at Martin's Depot in Pulaski County, the round-house and railroad repair shops at Central Depot, coal, iron and zinc in Wythe County, especially in the vicinity of the old lead-mining town of Austinville, and various facilities at Saltville. The author noted that the plaster companies in Smyth County hoped, in 1881, that "within a year or two, either the Richmond and Southwestern Railroad, or the Virginia, Kentucky, and Ohio... will be built through...their properties." He also enumerated the as yet undeveloped coal, iron, and timber resources of far Southwest Virginia counties. (These were perhaps better known already to coal men in Pittsburgh than to Boyd, through the contacts and effusions in Pittsburgh of John D. Imboden, who had lived in Washington County.)⁴⁴

It was Jedediah Hotchkiss who for six years, 1880 through 1885, assumed the role of chief publicist of the mineral riches of Virginia and the New River field of West Virginia. In Staunton he published a monthly mining, industrial and scientific journal. Named *The Virginias*, it was read by mining engineers, and speculators, from Pittsburgh, to Cincinnati, to London. The first two issued in 1880 set the tone of boosterism. Philadelphia-financed coal companies were in operation on the line of the C&O. A Massachusetts company was enlarging the zinc-reduction activities in Pulaski County. The building of modern coke-fired iron furnaces in Western Virginia had begun. In late 1880, Hotchkiss mentioned the rebuilt Lucy Selina, and the Low Moor furnaces in Alleghany County, William Milnes' ironworks in Page County, two furnaces in Augusta County, and a new Callie furnace near the railroad in Botetourt. (The Low Moor furnace was one of several properties in the Virginias owned by A. A. Low of New York City, one of Huntington's associates in buying out the Chesapeake & Ohio.)⁴⁵ In late May and June of 1881, through the urging of Hotchkiss and Boyd, the American Institute of Mining Engineers held its annual convention in Staunton. At the conclusion of the paper-reading sessions, Hotchkiss arranged an excursion by chartered railroad car to Waynesboro, then via the Shenandoah road up to the manganese plant near Crimora station, and on to the Shenandoah Iron Works near Elkton.⁴⁶



The Virginia Bridge & Iron Co., a longtime leading industry in Roanoke, was followed by the American Bridge Division of U. S. Steel Corp. and Ingalls Steel today.

During the six years of publication, Hotchkiss considered the most promising development to be that headed by Capt. William Nelson Page. A cousin of Thomas Nelson Page—the contemporary author of tales of “Ol’ Virginia,” William Nelson was a civil and mining engineer. In 1881 he was able to interest the British owners of the Mount Carbon coal mines in the Hawk’s Nest section of the New River in organizing the Iron and Steel Association of Virginia, Limited, at the time of a craze in buying mining securities. The company’s main endeavor was to build and operate an iron furnace at Goshen, to be named the Victoria Furnace after the British Empress. The company owned 10,000 acres of iron lands mostly in Rockbridge County, and its furnace was to be fired by cokes processed at the allied operation at Hawk’s Nest. The large 100-ton-daily-capacity Victoria Furnace “blew in” in May of 1883, but because of high manganese content in the iron ore had to “go out” for the first time in April 1884, to be relined. Page had access to no technology which would help purify the ore, and despite further attempts, the Victoria Furnace was abandoned. He nevertheless retained the backing of his British investors, and was even promoted to be the general manager at Mount Carbon. Another ambitious project, to use the phosphorous-laden ore of Greenbrier County, also failed. Page’s entrepreneurial skills would be tested again in the organization of the Virginian Railway from Deepwater on the New River, in West Virginia, after 1898.⁴⁷

British money helped form the Southwest Virginia Improvement Company which developed the mining town of Pocahontas in Tazewell County, Virginia, and the residential showplace of Bramwell across the state line.⁴⁸ In 1882 the Holston salt works were bought by English and Northern capitalists for a million dollars.⁴⁹ There was English

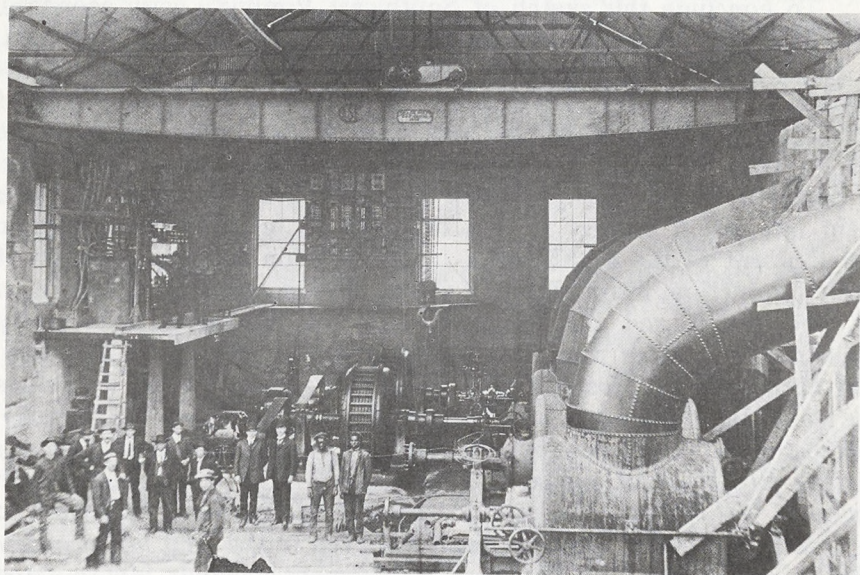
money with Pittsburgh money in the American Manganese Co., Ltd. in eastern Augusta County.⁵⁰ A November 1889 issue of the London *Economist* advertised the organization of the Virginia Development Company, with capitalization at \$5,000,000, "to promote and encourage the establishment of mining, manufacturing industries, etc., in the section of the country tributary to the lines of the Norfolk and Western and Shenandoah Valley Railroads...".⁵¹ In 1893 Samuel Dixon, backed by Eastern, English and Scottish stockholders, formed the largest consolidation of New River coal mines at the time; it was called the MacDonald Colliery Company.⁵²

American money developed the Crozer Furnace in Roanoke and the Low Moor in Clifton Forge, the latter in operation until 1926.⁵³ As Barbara Hensley and George Kegley have written, an industrial town called Bessemer, in Botetourt County, during 1889, bore promise.⁵⁴ More successful was the industrial acreage east of Waynesboro, called Basic City in 1889.⁵⁵ Luther Addington's history of Wise County recounts the attempt by rival groups of Charlottesville investors to found the twin cities of Minneapolis and St. Paul on opposite banks of the Clinch River, in a land-speculation boom from 1885 to 1889. The flier collapsed even before long-distance train trackage arrived. Today, a much diminished St. Paul, within the eastern nub of Wise County, is all that is left of that dream.⁵⁶

To conclude this sketch of Southwest Virginia's early economic development, I should like to call attention to the careers of two men, J. Hoge Tyler and the already mentioned George L. Carter. After General G. C. Wharton, the future Governor Tyler was Radford's chief promoter. His boosting of the New River Valley region began in the 1870's when he was in his twenties and still living at the family's estate in northern Pulaski County which he called Belle Hampton. "Tyler's main interest in politics at this time was to promote the economic development of the Southwest... , the expansion and improvement of cattle production, introduction of sheep, improvement and introduction of feed grains, and the stimulation of the lumbering and mining industries."⁵⁷ Tyler won a State Senate seat in 1877 in his 31st year, and during the Readjuster period was torn between a desire to reduce the state's tax burden and his booster instincts; "he feared that 'forcible' readjustment... would destroy the honor of Virginia and discourage any further movement of capital into the state."⁵⁸ At the time, his main property was the Bell Hampton Coal and Iron Company, estimated to be worth \$100,000. He was deeply involved in the land boom of the 1880's, and in 1890, his first year as lieutenant governor, incorporated the Radford Development Company. He hastily built an imposing chalet-style mansion called "Halwick" in East Radford to entice other industrialists to come to reside in the railroad city and perhaps inaugurate new factories. (There were numerous examples of this kind of residential-industrial promotion in the Southern Appalachians at the time, notably by Senator Henry G. Davis at Elkins, West Virginia; the British town of Middlesbrough in southeastern Kentucky; and the Boston-inspired city of Ft. Payne on the Alabama Great Southern rail-



As a sleek engine built steam, Walter Wade and his crew prepared to make a Shenandoah Valley run on the Norfolk and Western Railway about 1910.



In 1906, workers were photographed during the construction of the generating plant at Niagara Dam, still in use by Appalachian Power Co. on Roanoke River below Vinton. The 2,500-horsepower hydroelectric plant was built by old Roanoke Water Power Co., a predecessor of Appalachian.

road in northeastern Alabama.) In the 1890's the depression caught up with Hoge Tyler, and he was forced to close his mines for over a year. The Radford Development Company was bankrupt. Ten years later, in early 1903, when the ex-governor returned to Radford, he sold his mines to a Northern company, and spent his energies in revitalizing the development company in the prosperous times until the Panic of 1907. His last important venture was securing a two-year state normal school for East Radford in 1910.⁵⁹

George L. Carter was about 10 years younger than Hoge Tyler, having been born in Hillsville in the late 1850's. As a young teenager he worked as a clerk for a local mining company, and later for the Virginia Coal and Coke Company. As a very young man, he became office manager and bookkeeper for the Wythe Lead & Zinc Mine Company in Austinsville. Through his association with George T. Mills who built the Cripple Creek extension of the N&W into Carroll County, Carter ambitiously set his sights at the managerial level of the Eastern men who financed the expansion of the 1880's. It was Carter who persuaded some New York investors to merge scattered interests—furnaces in Pulaski, Roanoke, and Johnson City, with mineral lands in Wise, Buchanan, Wythe, and Carroll counties. Carter became the president of the South and Atlantic Railroad from Bristol into the Clinch River field. After the reorganization of the Kentucky-to-the-Atlantic railroad, he quietly bought up lands at Kingsport, which the railroad reached in 1909. In 1915 Kingsport, Tennessee, rather than St. Paul or Radford, Virginia, emerged as the most promising industrial city of the central Appalachians.⁶⁰

This narrative of economic modernization before 1914 has been couched in careful language. I have attempted to leave the moral of this story of development to the taste of the beholder. I have not used the metaphors of Harry Caudill of Kentucky, who sees the experience as social and psychic rape and exploitation of the native mountain population. Perhaps I have echoed the cheery tone of the commercial journals, which were thrilled by the workings of finance capitalism in whatever corner of the globe Western money went to seek higher dividends. Henry Shapiro has recently written of the "discovery" by outsiders of Southern Appalachia and its inhabitants after the 1870's. Here, a century later, we might seek discovery ourselves, not in an ideological reading of these events, but rather as apprentice anthropologists trying to analyze the "culture shock" for all the participants in the economic awakening in the mountains during America's Gilded Age.⁶¹

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N&W shops were big in the beginning

The first great industry established in Roanoke was the Roanoke Machine Works capitalized at \$5 million in 1882, according to William McCauley's 1902 *History of Roanoke County, Salem, Roanoke City, Virginia and Representative Citizens*. This was one of the largest car and locomotive manufacturing plants in the South, employing "well on to 2,000 men" at full capacity.

These works soon gave employment to more than 1,000 and the Roanoke Land & Improvement Co. went to work to build houses for occupancy by these men and their families. Most were skilled mechanics, McCauley said, and they were well informed and accustomed to do skilled work and receive high wages. After the machine works and offices were built for the new Norfolk and Western Railroad, "the growth was almost magical."

The Watts, a pioneer family

by Helen R. Prillaman

The Watts family has contributed more to the Williamson Road area than any other pioneer family — if for no other reason, most of the land in the Williamson Road area was Watts' land — "The Barrens".

In 1789 William Watts, from Prince Edward County, purchased 400 acres in "The Barrens" from General James Breckinridge, who had inherited "The Barrens" from his father, Robert Breckinridge, to whom the original patent had been granted.

William Watts' family was prominent in state and local affairs. His brother, Colonel John Watts, was a hero of the Revolution and a charter member of the Society of Cincinnati. William, a lawyer, was a member of the Virginia Constitutional Convention in 1788.

William Watts' son, General Edward Watts, inherited the 400 acres of land which his father had purchased. In 1811 he married Elizabeth Breckinridge, daughter of General James Breckinridge, thereby getting control of a very large plantation in "The Barrens". General Edward Watts built "Oaklands" about 1820.

All historical accounts tell us that "Oaklands" was not a great or beautiful home in comparison to some of the elegant homes which had been built but it was a large, attractive and roomy house which was known for its charm and hospitality. "Oaklands" was so popular to the many friends and relatives of the Watts family that it was necessary to construct cottages on the grounds to accommodate them. It was said that "Oaklands" could easily have been taken for a small watering place in view of the warm atmosphere of enjoyment experienced by all of the many guests. We also find many comments about Mrs. Edward Watts' charm and gentleness and hospitable nature in addition to her business and executive abilities.

General Edward Watts was truly a fine Virginia gentleman from all accounts and was known for his graciousness and modesty. He served as Roanoke County's first commonwealth attorney from 1839 to 1845. His son, William, served in the same capacity from 1845 to 1854. General Edward Watts twice was a candidate for governor of Virginia on the Whig ticket in 1834 and 1842.

General Edward Watts died at "Oaklands" on August 9, 1859. His wife died in 1862. The couple had ten children.

William Watts, the oldest surviving son, came into an estate of over

Accounts of the Watts family and the Barrens, the Peter Huff home which stood at the site of Valley View Mall, are used here with permission of Miss Helen Prillaman, from her new Williamson Road history, "A Place Apart." A longtime resident of Williamson Road, she is a service director for an insurance agency.

1,150 acres — the Watts Mill was located on Evans Spring Branch in what is now Washington Park and the land extended beyond Hershberger Road.

On October 8, 1850, William Watts married Mary Allen, who was the daughter of Justice John J. Allen of Beaverdam near Buchanan. Mrs. Watts lived only a few weeks following the birth of their only child, J. Allen Watts.

William Watts was 44 years old when the clouds of the War Between the States reached the Roanoke Valley. He immediately joined the Roanoke Grays and was promptly elected lieutenant. He won rapid promotions because of his gallantry and qualities of leadership, advancing to colonel. When he returned home after the war he lost no time in trying to restore the economic and physical health of Virginia. He served in the Virginia legislature in 1875 and died at Oaklands on May 1, 1877. The local United Daughters of the Confederacy — William Watts Chapter enshrines his memory and we also find a large picture of Colonel Watts hanging in the Courthouse at Salem, Virginia.

We also want to mention that history reflects another contribution for Colonel William Watts which greatly benefited the people of the Blue Ridge — before the war he served as a member of the State Constitutional Convention of 1850-1851 which finally broke the lock which had been held by Eastern Virginia over the Commonwealth.

We have learned of another contribution of this great family — we learn that needy farmers of Roanoke, Craig and Botetourt Counties would drive up to the huge Watts' barn at will and help themselves to seed wheat and corn. The practice was so common they didn't even bother to get permission before loading up the seed.

The famed "Oaklands" burned in 1897 — much to the sorrow of the many people who had shared many an enjoyable time there.

The Watts family continued their service to the area and the Commonwealth. John Allen Watts, the only son of William and Mary Allen Watts, married Gertrude Lee, whose grandfather was a Justice of the State Court of Appeals.

J. Allen Watts practiced law first in Salem, Then when the City of Roanoke was chartered in 1882, he moved his practice there. He served as counsel for the N&W Railroad for 20 years and also served on the Roanoke City Council. In 1893 he was elected to the State Senate.

His daughter, Jean, married Abram P. Staples, who was a Senator, Attorney General and Justice of the Virginia Supreme Court. William, his son, married Ellen Catogni, daughter of Louis Catogni. Their son, William, the last male survivor of the direct line, lives in a house built near the famed "Oaklands". It is interesting to find that the Watts home place has remained in the hands of the original pioneer family for almost 200 years.

Shortly after 1900 we find that families began moving into the Williamson Road area, buying acreage from 5 to 60, from Mrs. Gertrude Lee Watts, surviving wife of J. Allen Watts. When Interstate 581 was built into the City of Roanoke the Watts home place tract was intersected; the nature and need of the land changed. Round Hill School was built on a knoll overlooking the site of the famed "Oaklands". The Watts Cemetery was moved a few years ago to Fairview. We must reflect on the many well-known and prominent people who were laid to rest there.

The Barrens, a garden spot

by Helen R. Prillaman

Letitia Gamble Watts, born in 1829, was a daughter of General Edward Watts and Elizabeth Breckinridge Watts of "Oaklands". She married Dr. Langdon Rives, a physician from Ohio, on January 22, 1850. The couple resided at Oaklands until 1861.

When the War Between The States began, Dr. Rives offered his services to the South. He was an Army surgeon and was stationed in Richmond until his death from pneumonia on March 18, 1862. He was buried in the Watts Cemetery at Oaklands. (This cemetery was moved to Fairview a short while ago).

On March 11, 1865 Mrs. Rives married Dr. Francis Sorrel whom she had known for some years.

Dr. Sorrel was born in Savannah, Georgia in 1827, graduated from Princeton and took his medical degree from the University of Pennsylvania. He accepted a commission in the U.S. Army Medical Corps when he completed his studies in 1848. Working in the Army on the frontier was a difficult job and he resigned his commission in 1856. He toured Europe and after returning to this country he decided to go to the booming state of California. He served one term in the California legislature.

There were many Southern sympathizers in California and when the War Between The States began he had little trouble deciding where his sympathies lay. He returned to Richmond and offered his services to the Confederacy. In view of his training and experience he was charged with erecting and maintenance of the general hospital in Richmond. He remained in this position until Richmond was evacuated in 1865; he returned to "Oaklands" and was there when the news of the surrender came.

General Edward Watts died in 1859 and while by partition, his eldest son, William, received the major part of the estate, Mrs. Sorrel received over 240 acres of land as did her sister, Alice, who had married Justice William J. Robertson of Charlottesville.

Shortly after the war ended, Dr. Sorrel and Letitia built a lovely two-story brick house on the land which she had inherited from General Watts. This house stood north of Oaklands and was called "The Barrens." This land was truly the garden spot of the valley, producing lush crops, especially wheat. Dr. Sorrel and his wife lived at "The Barrens" until her death in 1900.

J. Allen Watts (grandson of General Edward Watts), owner of Oaklands, moved into the City of Roanoke to be near his work. He rented "Oaklands" plantation to George and Peter C. Huff. It was while George Huff lived at Oaklands that it burned in 1897. Peter C. Huff lived in a cottage nearby.

After Mrs. Sorrel died in 1900 "The Barrens" was sold to Peter C.

Huff for the sum of \$24,400 with a portion only being paid in cash. Actually "The Barrens" only brought \$100 per acre — not counting the house. What an investment for Peter C. Huff! "The Barrens"—a beautiful house surrounded by beautiful and fertile land — was demolished in November, 1981. This is the land that the Valley View Shopping Center hopes to put the big shopping center on. What a shame, and how sad it is to see such a beautiful place disappear from the Valley and our area.

We find that Dr. Sorrel moved into Roanoke after his wife's death and lived on Franklin Road. In 1901 in St. John's Episcopal Church, he dedicated the beautiful stained glass memorial window overlooking the altar, "To the Glory of God and in memory of Letitia Gamble Sorrel". Dr. Sorrel died in Washington, DC in 1916 and his body was returned to the Watts cemetery for burial.



The Barrens, long known as the P. C. Huff home, was razed for the Valley View Mall shopping center in 1981.

Mule power

Chartered in 1887, the Roanoke Street Railway Co. began with mule power pulling a car from Jefferson to Fifth (Park) and Sixth (Grove) streets and back down Salem Avenue for a fare of 5 cents. The downtown transportation system began to switch to electric power by 1892.

Merchants organize

by Edward C. (Ted) Moomaw

Roanoke is fortunate in the number of organizations and individuals who have contributed to its 100 years of progress. My 39 years of association with one of these organizations encourages me to recall some of its activities which may be of general interest.

The City of Roanoke was only 19 years old when a group of business men in 1901 organized what is now the Merchants Association of Roanoke Valley — MARV for short.

Among those active in the Association in its early days were M. M. Ramsey, J. R. Weaver, E. R. Chick, D. P. Sites, E. A. Thurman, R. H. Angell, R. Lee Lynn, W. L. Andrews and Richard H. Wills, to mention a few.

The organization's purposes included "the mutual aid and protection of its members, correction of trade abuses, and the promotion of the general welfare of its members and the City of Roanoke."

To activate "mutual aid" among members a card file of the paying habits of credit customers was set up. The recording and exchange of credit information through a central file system grew and developed into the most demanding and valuable service of the Association.

Other activities through the years were trade promotion events — such as special city-wide sales, Christmas parades and street decorations, the ambitious project of building the Mill Mountain Star and the annual selection of Mothers and Fathers of the Year; attempts, not always successful, to secure cooperation of members for uniform store hours and holidays; application of rules to govern certain types of solicitations and donations; legislative work locally and with state and national organizations for members' welfare; the publication of a membership Bulletin with essential information and membership meetings for general benefit.

The Merchants Association's efforts for the betterment of greater Roanoke have been many. To mention a few: Urging the elimination of street cars; planning and promotion of the first big parking garage (on Jefferson Street); display of flags on downtown streets; meetings of biracial groups to foster integration of lunch counters, restaurants and theaters; and active promotion of bond sales and many other projects.

The Association helped lay the groundwork for the organization of the Better Business Bureau, Downtown Roanoke, Inc., the Credit Women's Club, the Distributive Education program in the public schools and the Consumer Credit Counselling Service — all providing valuable services to their members and the public.

The continuing growth and progress of western Virginia and the widespread increase in the use of consumer credit sparked periodic updating and improvements of the Association's credit reporting capabilities.

In 1926 a group of dissatisfied credit merchants founded the Mer-

Moomaw is the retired executive vice president of the Merchants Association of Roanoke Valley.

chants Protective Association. Among those active in its early years were N.W. Schlossberg, J.H. Weinstein, Roy T. Wright. A.T. Loyd, Ernest L. Light, Nathan Fink and A.M. Renick. The Merchants Protective and Retail Merchants Association competed until 1940, when the two were united to form the Roanoke Merchants Association. Probably the late T.S. Deyerle of Thurman & Boone Furniture did more than any other to accomplish the merger, which required a number of meetings of the two committees and boards. A retirement plan was established for U.T. Lemon, Retail Merchants secretary. As Merchants Protective secretary, I was made executive secretary of the consolidated organization. A record overflow crowd of 1,000 turned out at Hotel Roanoke in early 1941 for the first annual meeting of the new Association.

In 1930, while credit manager of Hobbie Brothers Co., Inc., I was elected president of Merchants Protective and was made fulltime secretary by the board in 1931. From then until 1970, when I retired, the Association Office Staff grew from three to over 50. Key staff members included Charles B. Ralston, Hazel O'Brien and Karl L. Kregloe — who served as secretary during World War II while I was in the Navy.

Accelerated by the merger, membership continued to increase to well over 800 business, financial and professional firms in recent years. More space for employees and constantly expanding file cabinets was required. From time to time the organization moved — from the Boxley Building to the Rosenberg (formerly Payne) Building, to the Walters Printing Building, and finally in 1967 it purchased and completely remodelled the building at 410 First Street, S.W. (back of First Federal). It had been occupied by Davidow Wallpaper Co., and in early days was a livery stable. George B. Cartledge Sr., was the sparkplug in this progressive move.

Through the years members depended more and more on reports from the Association's Credit Bureau. File records grew to cover some 350,000 residents of our trade area, and the number of reports developed and furnished increased from a few hundred in the early days to well over 200,000 annually in recent years. Telephone lines required increased to 25 or 30. Meanwhile public recognition grew that Bureau reports served to make prompt credit available to deserving customers.

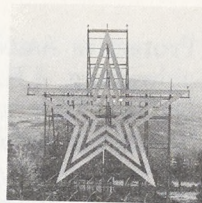
In 1969 the Association purchased the former Britts Mercantile Agency, and established a Collection Service Division which renders invaluable service to members in the collection of their delinquent accounts, and even helps many individuals improve their credit.

Under the direction of the late Thomas O. Pugh, who succeeded me in 1970, the Credit Bureau files were completely analyzed, coded and computerized. His successor as executive vice president, Larry Poteat, has continued improvements in modernizing Bureau and Association services.

More than 80 men have devoted many hours of dedicated work as presidents of the Association through the years, compensated only by the satisfaction of their contributions to the business community and the Roanoke Valley's progress. The same can be said for countless committee members, men and women. Certainly it was a privilege working with so many fine people.

How the star was turned on

by Edward C. (Ted) Moomaw



The Roanoke star, symbol of post-World War II progress

Little did I realize in the Spring of 1949 when our Christmas Street Decorations Committee met, what an exciting and demanding project would be initiated. Frequently at meetings of our dozen or so active committees established projects and procedures would be approved. But this time Committee members opted for something different for Roanoke's Christmas decorations.

The discussions were wide-ranging. Discarded were suggestions for a great cross atop a high downtown building and for colored lights draped on top of trees on the front side of Mill Mountain to form a gigantic Christmas tree.

Finally it was decided to investigate the feasibility of building a permanent great star on top of the mountain, to tie in with our multi-colored stars on downtown streets. I do not recall who first suggested the approved idea, but possibly it was Kirk Lunsford Jr. or Fred Mangus.

Now the fun began! Subsequent meetings involved such matters as clearance from J. B. Fishburn, former owner of the mountain, engineering and sign company discussions, road access to the site and cost estimate and financing. As plans went forward enthusiasm mounted for this project to give Roanoke just claim to become the "Star City of the South."

With an estimated cost of \$25,000 — a considerable sum in those days — the Association board approved the Committee's plans on faith. The Chamber of Commerce board, more conservative, refused to assume any financial liability but agreed to help raise the money required.

The contract for erecting the Star was awarded Roy C. Kinsey Sign Co.; the steel structure was designed by Robert L. Little of Roanoke Iron & Bridge Works. The late Roy Kinsey Sr. took great pride in the project and worked diligently to solve problems as they arose, which threatened to prevent completion by our target date of Thanksgiving Eve, long the traditional opening of the Christmas shopping season. Major problems included transportation of large steel beams up the mountain, and adverse weather, wind, cold and sleet at critical times.

Meanwhile the campaign to raise the money for the project was going forward. A joint letter from Dewey C. Wynn, Merchants Association president, and Edward H. Ould, Chamber of Commerce president, went out to hundreds of business and professional firms of greater Roanoke, setting forth in each case a "suggested amount" to be contributed.

The response was uniformly good, with some exceptions. A few "admired our nerve" in spending "their money" without prior approval. Follow-up appeals including personal contacts were used to wind up the

campaign, with almost \$25,000 raised. The final cost was over \$28,000, the difference being paid by the Merchants Association, which also of course assumed the upkeep and operation costs, estimated to be about \$1,800 annually.

With Thanksgiving Eve, November 23, 1949, fast approaching, and the lighting ceremony involving scores of participants and guests arranged, there were some sleepless nights due to uncertainty of completion of the Star on schedule. But problems made headlines and added to the public excitement when the big night arrived. Crowds congregated in the parks where loud speakers brought the program, people gathered everywhere and traffic stopped on many streets.

Congressman Clifton A. Woodrum dedicated the Star with the Biblical text: "When they saw the star they rejoiced with exceeding great joy." Mayor A.R. Minton threw the switch to light the Star, and the Greene Memorial Methodist Choir sang "America" and the "Star Spangled Banner." James H. Moore, manager of WSLs-TV, was master of ceremonies. Among the distinguished guests were mayors and officials of western Virginia communities, and John Payne, the Roanoke area's own movie star.

Publicity was nation-wide and fantastic. Newspapers everywhere, including New York, Washington, Detroit, Memphis, Savannah —and even Australia— featured the "Largest Artificial Star in the Universe." George Chernault of Roanoke, Lowell Thomas and Ted Mack reported the event on national radio, NBC-TV carried it and Life magazine covered it.

Immediately the Star found a warm spot in the hearts of Roanokers. Thousands love it, some have written poems and songs about it. With pride they sing its praises to visitors. Soon the public demanded that it shine the year around, not only during the Christmas season. It has become a tourist attraction — truly a "Symbol of the progressive spirit of Roanoke, the Star City of the South," as set forth on the marker at its base. Thousands of post card pictures of the Star in color have been sold, reporting that its 8-story height, with 2,000 feet of neon tubing, 975 feet above the City, makes it visible for many miles, a fact verified by airline pilots and passengers.

Utilitarian uses of the Star have included burning red for traffic fatalities; burning red, white and blue during the nation's Bicentennial; turned off as an example of voluntary compliance during the energy crisis of 1973; and red, white and blue again on release of the Iranian hostages.

The Star has some critics, which is to be expected among conservative Virginians. Some of us just are not comfortable tooting Virginia because we feel that smart people already know it is the best place in the world! The Star has been called a monstrosity. The same could be said of the Eiffel Tower, but what would Paris be without it? In both cases the public relations value is inestimable.

Some personal opinions: The cost of moving the Star suggested by some, would be prohibitive, and a way should be found for it to be incorporated in implementing any development plans for the mountain. The City should regularly trim trees below and around the Star to afford the maximum viewing possible from all areas of the City and Valley. The

Merchants Association should constantly monitor for burned out neon tubing which give the Star a "snaggle-toothed" appearance. And I hope that some day the tall beacon tower near the Star, unsuccessfully opposed by some of us at that spot, will be moved or eliminated, as it spoils the desirable illusion of the Star being suspended in the sky, especially on dark nights.

The Mill Mountain Star foretells Roanoke's fortune: "We're One Hundred and Still Shining!"



A horse and carriage waited outside the Elks Club, site of the Blue Cross Building today.



Virginia College once ranked "among the foremost colleges in the South for the higher education of women," according to the Jack and Jacob history. About 150 students from 32 states were enrolled on the campus along present Rosalind Avenue, S.W.

Roanoke's elected officials

Members Virginia House of Delegates

representing Roanoke: 1882 to the present

Green B. Board	1881-1882	James Adam Bear	1928-1930
James W. Marshall	1883-1884	John W. McCauley	
Giles C. Huffman	1885-1888	Blair J. Fishburn	1932-1934
John W. Woods	1889-1890	Walter H. Scott	
M.C. Thomas	1891-1892	Marion S. Battle	1936-1937
M.C. Thomas	1893-1894	Raye O. Lawson	
R.H. Logan		Walter H. Scott	1938-1942
W.W. Berkeley	1895-1896	Earl A. Fitzpatrick	
J.L. Hannah		Earl A. Fitzpatrick	1944-1945
John P. Caldwell	1897-1898	Walter W. Wood	
R. Randolph Hicks		James Adam Bear	1946-1947
W.W. Dupuy	1899-1900	Walter H. Scott	
W.B. Bowles		E. Griffith Dodson, Jr.	1948-1952
R.H. Angell	1901-1904	Julian H. Rutherford Jr.	
A.M. Bowman		Julian H. Rutherford Jr.	1954-1960
A.B. Coleman	1904	Kossen Gregory	
A.M. Bowman		Kossen Gregory	1962-1963
A.B. Coleman	1906	M. Caldwell Butler	
A.M. Bowman		M. Caldwell Butler	1964-1971
A.B. Hunt	1908	Willis M. Anderson	
E.L. Keyser	1910	Ray L. Garland	1972-1973
William Watts	1912	John C. Towler	
R. Holman Willis	1914-1923	Ray L. Garland	1974-1979
James Adam Bear	1924-1927	A. Victor Thomas	
John Wesley Wright		C.A. Woodrum	1980-
		A. Victor Thomas	

Members of the Virginia Senate

representing the City of Roanoke: 1882 to the present

James E. Eskridge	1881-1882	J. Allen Watts	1893-1894
Henry S. Trout	1883-1886	M.H. Claytor	1895-1898
D.F. Houston	1887-1888	Edward Lyle	1899-1904
John R. Johnson	1889-1890	Archer A. Phlegar	1904-1906
James W. Marshall	1891-1892	John M. Hart	1908-1915

William L. Andrews	1915-1923	Harvey B. Apperson	1936-1942
Robert J. Noell	1924-1926	Leonard G. Muse	
Robert J. Noell	1928-1933	Leonard G. Muse	1944-1947
Abram P. Staples		Earl A. Fitzpatrick	1948-1959
Harvey B. Apperson	1933-1934	William B. Hopkins	1960-1979
Abram P. Staples		Ray L. Garland	1980-

At times this district has been much larger so that in addition to the City of Roanoke these senators have represented Roanoke, Franklin, Montgomery and Craig Counties and the City of Radford.

Roanoke's Congressmen

James P. Woods	1918-1922	J. Lindsay Almond, Jr.	1945-1948
Clifton A. Woodrum	1922-1945	M. Caldwell Butler	1972-1982

(No U. S. senators have been from Roanoke.)

Roanoke's Governors

Three men have gone from Roanoke to Richmond to serve as governor of the Commonwealth of Virginia. They were:

E. Lee Trinkle	1922-1926
J. Lindsay Almond, Jr.	1958-1962
A. Linwood Holton	1970-1974

Much earlier, some historians have said that Col. William Fleming, a surgeon and a leading settler of the Roanoke Valley, was acting governor for a short time near the end of the Revolutionary War. Fleming, senior member of the Virginia Council, served as lieutenant governor and chief administrative officer after the expiration of the term of Thomas Jefferson until Thomas Nelson took office, the period from June 4 to June 19, 1781.

Mayors of Big Lick and Roanoke

Mayors of the Town of Big Lick from 1874 to 1882 and of the first 100 years of the Town and City of Roanoke, from the City Clerk's Office:

Town of Big Lick	
John Trout	1874-1876
Samuel Griggs	1876-1878
William H. Startzman	1878-1880
Marshall Waid	1880-1882

Town of Roanoke	
Marshall Waid	1882
Lucian H. Cocke	1882-1883

City of Roanoke	
Lucian H. Cocke	1884
John H. Dunstan	1884-1885
Samuel G. Williams	1885-1886
William Carr	1886-1890
William G. Evans	1890-1892
Henry S. Trout	1892-1894
Sturgis E. Jones	1894-1896
Robert McClelland	1896
William K. Andrews	1896-1898
James P. Woods	1898-1900
J. Randolph Bryan	1900-1902
Robert A. Buckner	1902
Joel H. Cutchin	1902-1912
Sylvester P. Seifert	1912

John W. Woods	1912
C. B. Moomaw	1913-1915
Charles M. Broun	1915-1918
W.W. Boxley	1918-1922
Blair J. Fishburn	1922-1926
Charles D. Fox	1926-1930
Sylvester P. Seifert	1930-1934
Sidney F. Small	1934-1938
James A. Bear	1938
Walter W. Wood	1938-1943
Leo F. Henebry	1943-1946
Richard T. Edwards	1946-1948
Williams P. Hunter	1948-1949
Archer R. Minton	1949-1950
Roy L. Webber	1950-1951
Archer R. Minton	1951-1952
Roy L. Webber	1952-1954
Robert W. Woody	1954-1956
Walter Young	1956-1958
Vincent S. Wheeler	1958-1960
Willis M. Anderson	1960-1962
Murray A. Stoller	1962-1964
Benton O. Dillard	1964-1968
Roy L. Webber	1968-1975
Noel C. Taylor	1975-

Roanoke's good labor relations

Roanoke offers peculiar inducements to the laboring class, wrote William McCauley in his 1902 Roanoke County history. The friendly relation maintained between employer and laborer may be reckoned as one of the causes of its prosperity, he said. "On account of the great demands for labor, remunerative wages are paid for all kinds of competitive work, and many of the workmen are enabled to purchase homes of their own and make useful citizens."

By the installment plan, houses may be bought for \$15, \$30 and \$25 a month, or about the same as the rent of a house, he said 80 years ago. "Many such homes have been established, where families are now living in comfort. As a natural result, the disturbances and agitations so common all over the country among the laboring population are almost unknown here."



ACORN TO OAK, THAT'S ROANOKE

Dwight E. McQuilkin



In the days of Pocahontas, long ago,
By a wigwam lay an acorn, in the snow,
 Many winter winds have blown,
 Many summer suns have shone,
Now the acorn is an oak tree, fully grown.

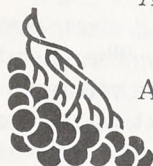
But the wigwam long since vanished to the west,
And the warriors on the long trail seek their rest,
 Many battles here were fought,
 Many gains were dearly bought,
Ere a city from the wilderness was wrought.

Now a city in her splendor points her spires
From the valley of "The Daughter of the Stars."
 Many prospects for great fame,
 Many honors to her name,
But her learning will her glory most proclaim.

Like the germ within the acorn, source of strength,
Always knowledge gains ascendancy at length;
 Many students, hour by hour,
 Many leaders filled with power,
Such our city pays the future for a dower.

As the oak tree that endures from age to age
Sees our history in the making, page by page,
 Many elders now behold
 Many golden dreams unfold,
And success for virgin efforts is foretold.

Thus the old is ever yielding to the new,
As the masses gain the knowledge of the few;
 Ever upward, Roanoke,
 Like the acorn to the oak,
And the blessing of All-Wisdom aye invoke.



A Salutatory written and published in the first issue of "Acorns of Roanoke," the Roanoke High School Annual, inaugurated by the Class of 1910.

The writer, Dr. D.E. McQuilkin, was superintendent of schools for the City of Roanoke from 1918 until his retirement in 1953. He died in 1962 at the age of 80. A native of Shepherdstown, W. Va., he came to Roanoke in 1909, and was a teacher and principal at Roanoke High School before he became superintendent.

New books on old themes

Roanoke's year-long 100th birthday party was a publisher's dream. Five Roanoke histories were printed in the centennial year of 1982.

Still another area history at the printers is Deedie Kagey's study of Bonsack, a community at the crossroads.

The books, in their order of publication:

A PLACE APART, subtitled *A Brief History of the Early Williamson Road and North Roanoke Valley Residents and Places*, by Helen R. Prillaman, \$17.10. The product of a year's hard work, the 187-page book gives a broad description of the sprawling Williamson Road section and some of its interesting people, homes, farms, churches, schools, and a variety of legends. It is well illustrated by old photographs and sketches by Paige Fisher.

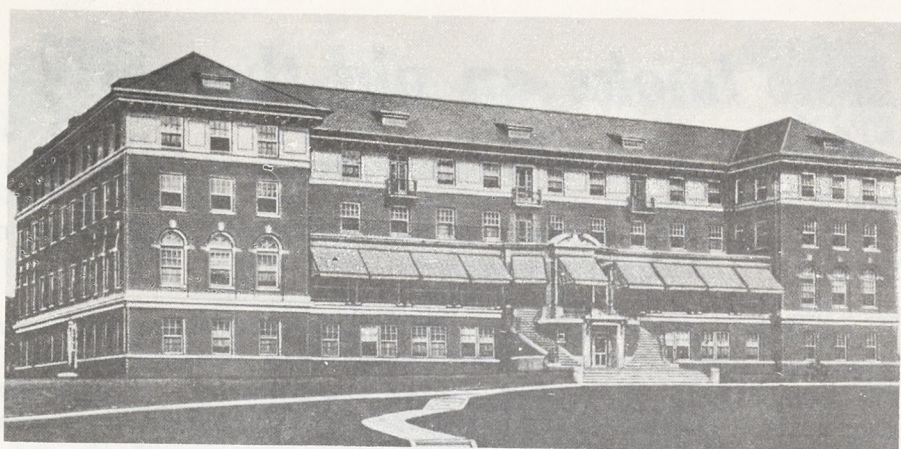
ROANOKE: 100, a Centennial Edition reprint of the Roanoke Times & World-News, \$5.95. This 196-page book is a reprint of the newspaper's special Centennial sections published on April 18 and 25. Arranged by decades, the papers report and illustrate many of the major events and some of the lesser-known happenings of Roanoke's first 100 years.

THE ARCHITECTURAL HERITAGE OF THE ROANOKE VALLEY by W. L. Whitwell and Lee W. Winborne, University Press of Virginia, \$14.95. The authors, longtime students of all types of building structures, have completed a valuable survey of the diversity of architectural forms and styles within the borders of Roanoke County. Their 150-year study goes back to the design of log cabins and early farm buildings. But the role of 7-Eleven stores and McDonald's golden arches is examined as well. The authors see the Mill Mountain star as Roanoke's architectural landmark and they believe the Williamson Road strip development "embodies commercial expression. Its advertising is successful."

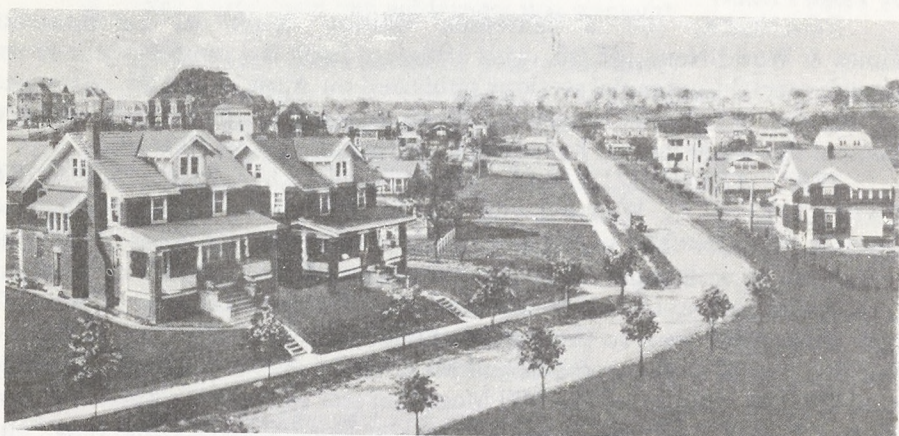
ROANOKE 1740-1982, by Clare White. Paperback \$5.95; hardcover, \$12. To complete an assignment from the Roanoke Centennial Committee, the Society commissioned Clare White to write a brief, popular history of the city in a comparatively short period of time. Mrs. White, retired Tempo editor, writer and columnist for the Roanoke Times & World-News, prepared a new look at the settlement and growth of the community from frontier days through Big Lick organization and on into the 20th century.

Starting with the attraction of animals to the salty marshes and the crossroads pattern of trails and roads, Mrs. White tells of the pioneers and the people who built Roanoke. Her highly readable history reports how Roanokers have lived and how they earned their living from Civil War days through the wars of this century. She writes of the growth of railroading and of this railroad town and city.

ROANOKE PAST AND PRESENT, by Carolyn Hale Bruce, was published in early December by the Donning Co. of Norfolk-Virginia Beach at \$16.50. Mrs. Bruce, author of a 1976 pictorial history, has written and collected many old pictures for an admirable 216-page book. Many people, buildings and places are shown.



Hill Crest was the dormitory for women employees of American Viscose Corp. on Ninth Street, S.E.



Main Street in Wasena was fresh and new in this 1922 postcard view.



Hotel Ponce de Leon looked like a Mediterranean resort hotel before the 1930 fire. After it was rebuilt, it became the Crystal Tower Building.

ROANOKE VALLEY HISTORICAL SOCIETY

Amor montium nos movet

OFFICERS

Mrs. William J. Lemon	President
Richard A. Morgan	Vice President/Treasurer
Mrs. John Boswell	Secretary
Nomeka B. Sours	Executive Director



DIRECTORS

Term expiring
June 30, 1983

Mr. Gilbert E. Butler Jr.
Mrs. James E. Heizer
Mr. James Kincanon
Mrs. Harold P. Kyle
Mrs. Leonard A. Muse
Mrs. James L. Trinkle
Mrs. John P. Wheeler Jr.
Mr. W. L. Whitwell

Term expiring
June 30, 1984

Mrs. John Boswell
Mr. George T. Ellis
Mr. Jack M. Goodykoontz
Mr. George A. Kegley
Mrs. William J. Lemon
Mrs. J. M. B. Lewis Jr.
Mrs. G. Scott Shackelford
Mr. J. Randolph West

Term expiring
June 30, 1985

Mrs. William B. Bagbey
Mrs. Jack B. Coulter
Mr. David R. Goode
Mr. John R. Hildebrand
Mr. Hugh A. Meagher
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